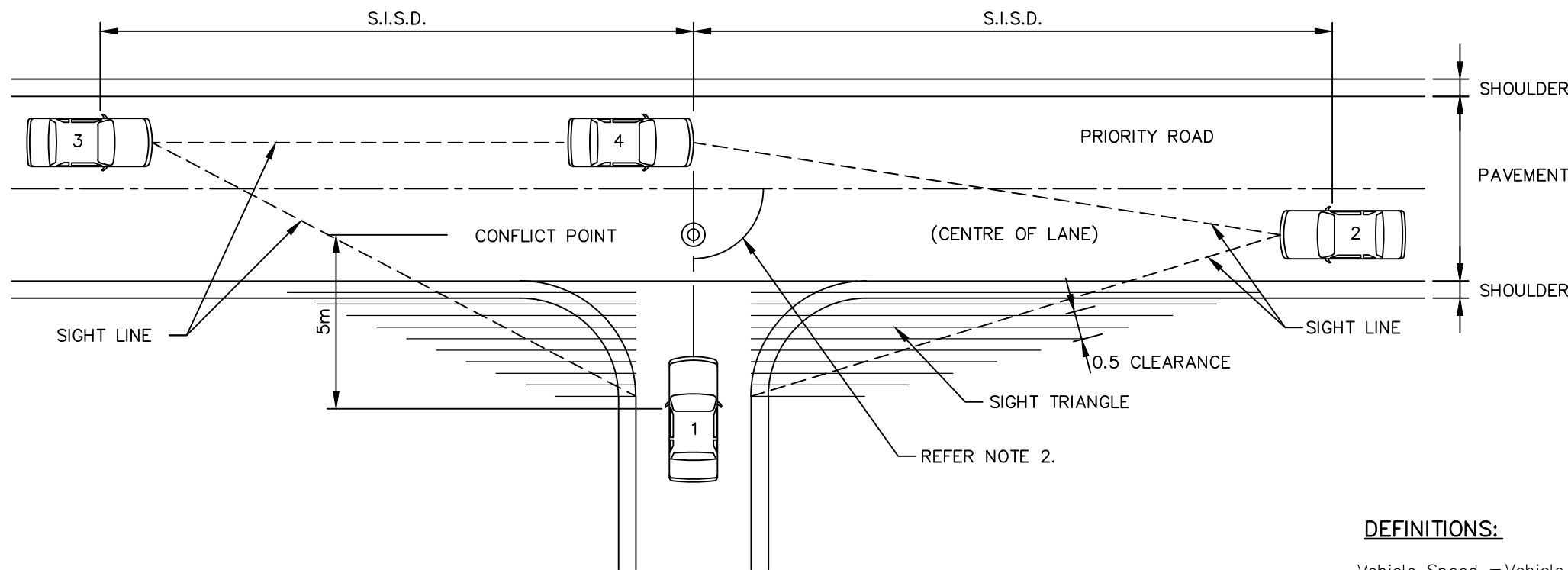


SIGHT DISTANCES

(2 LANE ROAD ONLY)



PLAN

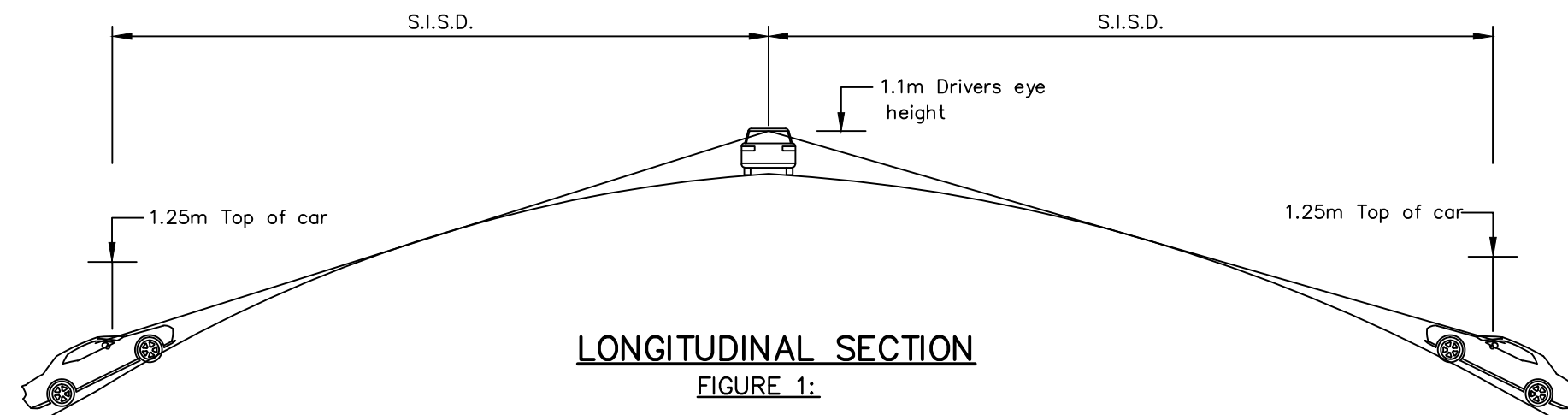


FIGURE 1:

VEHICLE SPEED (km/h)	SAFE INTERSECTION SIGHT DISTANCE METRES, FOR SPEED LIMITS OF:	
	60 km/h or less	Greater than 60 km/h
50	80	90
60	105	115
70	130	140
80	165	175
90		210
100		250
110		290

NOTES:

- For maximum driveway access slopes refer TSD-R04
- The angle of intersection should be between 70° and 90° to the major road.
- Shall be the posted speed limit for assessment of access driveways.
- Refer to AGRD04A – Part 4A Unsignalised and Signalised Intersection.

DEFINITIONS:

Vehicle Speed = Vehicle speed is the actual or recorded speed of traffic passing along the road and is the speed at or below which 85% of passing vehicles travel.

S.I.S.D = Safe Intersection Sight Distance.

- Provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a driveway approach moving into a collision situation (e.g. in the worst case, stalling across the traffic lanes) and to decelerate to a stop before reaching the collision point.
- Is viewed between two points to provide inter-visibility between drivers and vehicles on the major road and minor road approaches. It is measured from a driver eye height of 1.1m above the road to points 1.25m above the road which represents drivers seeing the upper part of cars as illustrated on Figure 1.
- Assumes that the driver on the minor road is situated at a distance of 5m (minimum of 3m) from the lip of the channel or edge line projection of the major road. S.I.S.D allows for a 3s observation time for a driver on the priority legs of the intersection to detect the problem ahead, (e.g. car from driveway stalling on through lane) plus the SSD.
- Provides sufficient distance for a vehicle to cross the non-terminating movement on two-lane two way roads, or undertake two-stage crossing of dual carriageways, including those with vehicle speeds of 80 km/h or more.
- Should also be provided for drivers stored in the centre of the road when undertaking a crossing or right-turning movement.
- Enables approaching drivers to see an articulated vehicle, which has properly commenced a manoeuvre from a leg without priority, but its length creates an obstruction.
- Is measured along the carriageway from the approaching vehicle to the conflict point, the line of sight having to be clear to a point 5m (3m minimum) back from the holding line or stop line on the side road.

SCALES: AS SHOWN
(All scales are correct at A3)

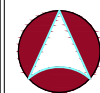
XRef File: TSD-RF01-v1.dwg

REFERENCES

© 2012

This drawing and the information it contains is, and remains the property of the Local Government Association of Tasmania, and may only be used for the purpose of which it was intended. Reproduction of this drawing or its content in any format other than printed hard copies is strictly prohibited.

It is the users responsibility to ensure this drawing is the current version. The current version can be downloaded from: www.lgat.tas.gov.au



IPWEA

INSTITUTE OF PUBLIC WORKS
ENGINEERING AUSTRALIA

TAS Division



Local Government Association Tasmania

STANDARD DRAWING GUIDE TO INTERSECTION AND DOMESTIC ACCESS SIGHT DISTANCE REQUIREMENTS

GPO Box 1521, Hobart Tasmania 7001 | 326 Macquarie Street, Hobart Tasmania 7000
T: 03 6233 5966 F: 03 6233 5986 Email: admin@lgat.tas.gov.au

ISSUE DATE:

30-11-2013

DWG No.

TSD-RF01-v1