Table 1: Sight distances

These sight distances are the distances to be measured along the centre of the appropriate lane to establish points C and D in Figures 1 and 2, Section 2.2.

		Minimum sight distance (metres)**		
		Frontage road classification		
		Local	Collector	Arterial
Driveway classifications	**Operating speed (km/h)***			
Low volume	40	30	35	70
Up to 200 vehicle manoeuvres per day	50	40	45	90
	60	55	65	115
	70	85	85	140
	80	105	105	175
	90	130	130	210
	100	160	160	250
	110	190	190	290
	120	230	230	330
High volume	40	30	70	70
More than 200 vehicle manoeuvres per day	50	40	90	90
	60	55	115	115
	70	85	140	140
	80	105	175	175
	90	130	210	210
	100	160	250	250
	110	190	290	290
	120	230	330	330

* Operating speed = 85th percentile speed on frontage road. This can be taken as the speed limit plus 15% if survey data are not available.

** Distances are based on the Approach Sight Distance and Safe Intersection Sight Distance tables in NAASRA, *Intersections at Grade* [1] assuming reaction times of 1.5 seconds on local roads with operating speeds up to 60 km/h and 2.0 seconds for all other speeds and all collector and arterial roads.

2.2 Visibility measurements

There are two aspects to visibility measurements. One is the sight distance measurement and the other is the lines of clear visibility. These are summarised below with the design logic for the recommendations in Section 3.3.

2.2.1 Sight distance measurement

The sight distances recommended in Table 1 are the stopping distances for vehicles on the frontage road. They should be measured along the centre of the appropriate lane as indicated by the lines AC and BD in Figure 1. For practical purposes, A and B can be taken as opposite the centre of the driveway.