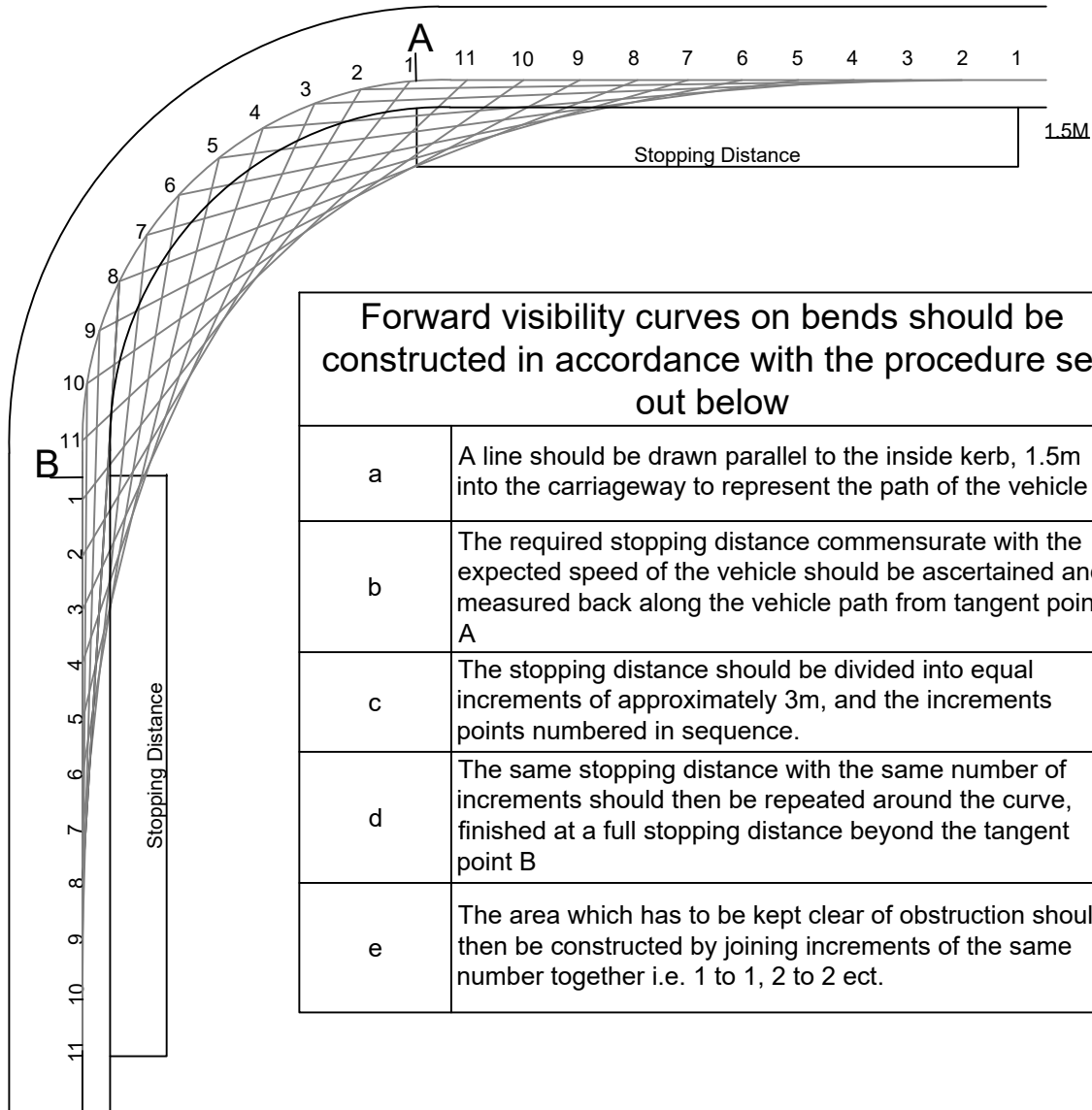
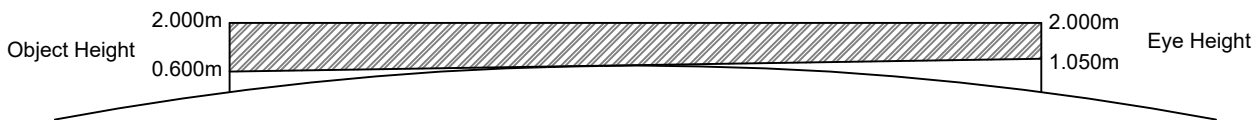


Rev.	Amendments	Date	Made By	Chk'd By



Forward visibility curves on bends should be constructed in accordance with the procedure set out below	
a	A line should be drawn parallel to the inside kerb, 1.5m into the carriageway to represent the path of the vehicle
b	The required stopping distance commensurate with the expected speed of the vehicle should be ascertained and measured back along the vehicle path from tangent point A
c	The stopping distance should be divided into equal increments of approximately 3m, and the increments points numbered in sequence.
d	The same stopping distance with the same number of increments should then be repeated around the curve, finished at a full stopping distance beyond the tangent point B
e	The area which has to be kept clear of obstruction should then be constructed by joining increments of the same number together i.e. 1 to 1, 2 to 2 ect.



Vertical Plane - Also See Figure 7.17 of MfS

TYPICAL FORWARD VISIBILITY ENVELOPE ON HORIZONTAL AND VERTICAL PLANE

COMMON STANDARDS FOR WALES
HIGHWAY DESIGN GUIDE

Drawn	MT
Checked	SZ
Date	Feb '20
Scale	N.T.S.
Drg. No.	106
Rev.	