SECTION 17 – JUNCTIONS

0333. Junctions with main routes cause interruptions in the normal flow of traffic even when controlled and they should be reduced to a minimum. The layout of junctions should be designed to reduce the likelihood of accidents and to avoid congestion and delay.

0334. Principles.

a. At intersections of two or more major routes a roundabout or fly-over should be provided.

b. Side roads should join main roads at right angles.

c. Where a branch road crosses a main road the branch road crossing should be interrupted by a stagger (see Figure 3.6 (b)).

d. To enable large vehicles to keep close to the kerb when turning the radius of the kerb line should be 35 ft.

e. Road junctions should not coincide with abrupt changes of gradient.

0335. Sight Distance. Drivers of vehicles approaching a junction must be able to see traffic on the other road at a sufficient distance. The necessary sight line is specified by measurement from the point at which the center lines of the two carriage ways intersect the distance required depending upon vehicle speed:

a. If speed limit of 15 mph is imposed on both roads the clear sight line should join points each 45 ft from the intersection point (see Figure 3.7 (a)).

b. If speed on the main road is not restricted a speed limit should be imposed in the minor road. If that limit is 15 mph a suitable clear sight line is that joining a point on the center line minor road 45 ft from the intersection to a point on the center line of the major road 130 ft from the intersection (see Figure 3.7 (b))

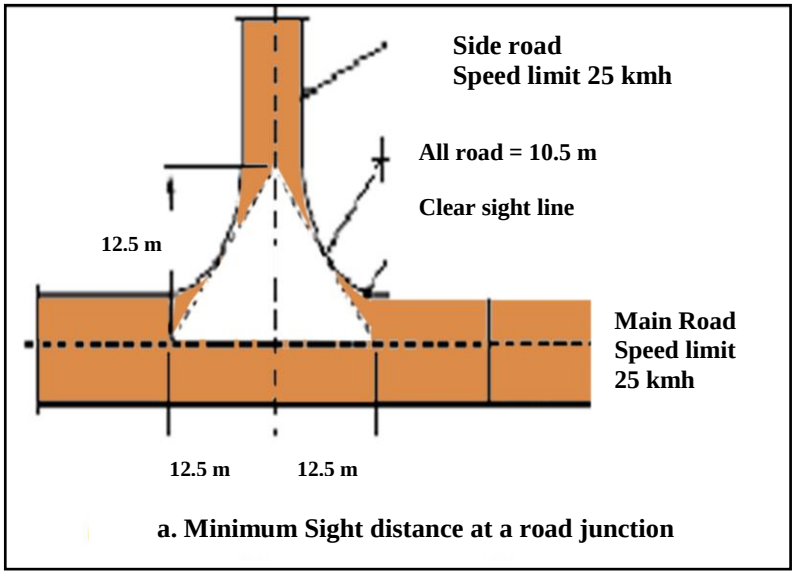

Figure 3.7(a): Layout of a Junction

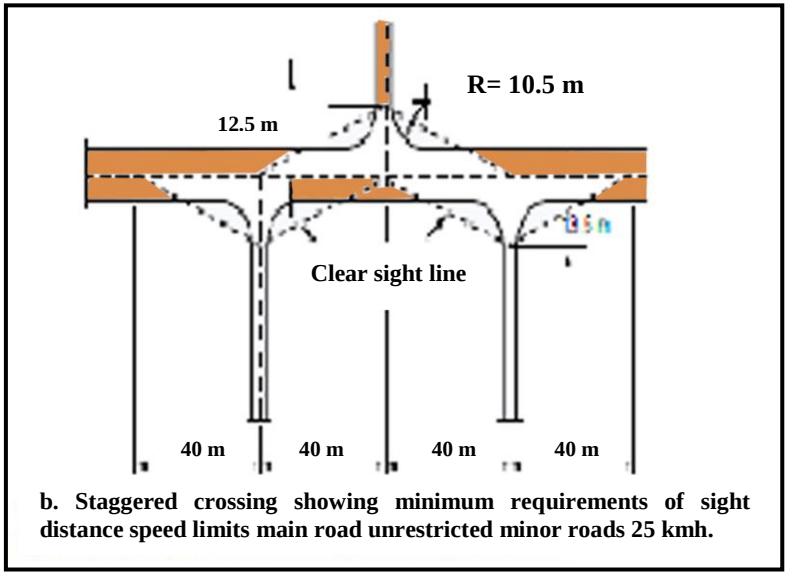

Figure 3.7(b): Layout of a Junction