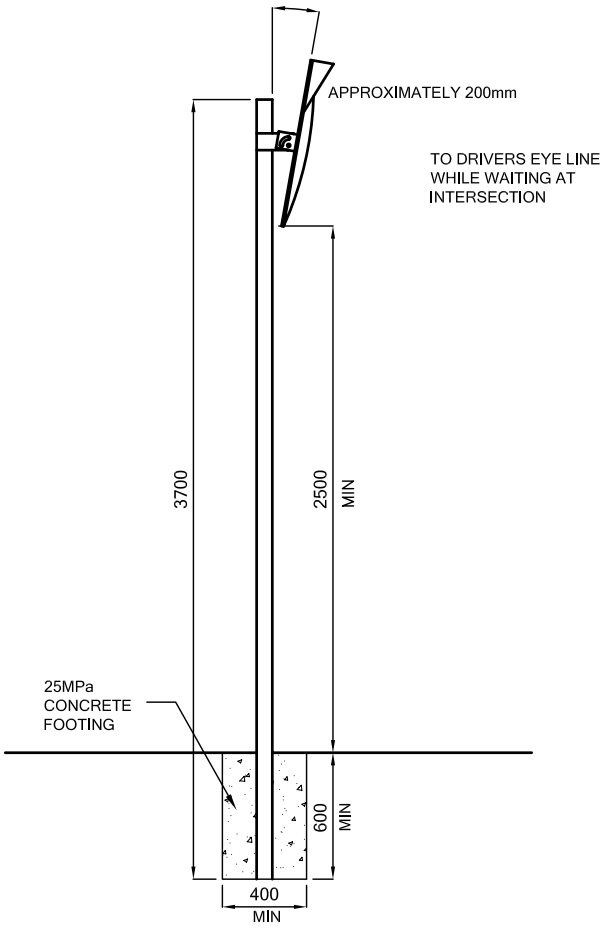


### INTERSECTION (PLAN VIEW)

**NOTES:**

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE
2. DIAMETER OF MIRRORS:  
600-800 FOR DRIVEWAYS  
800-1200 FOR INTERSECTIONS
3. OFFSET OF MIRROR (WHERE POSSIBLE):  
2200( MIN) - 4200 (MAX) FROM EDGE OF SEAL  
800 (MIN) FROM EDGE OF SHOULDER  
700 (MIN) - 1200 (MAX) FROM KERB INVERT  
800 (MIN) FROM FACE OF GUARD RAIL
4. BE AWARE OF LIGHTING CONDITIONS WHEN PLACING A CONVEX MIRROR. SHADOWS ALONG A ROAD CAN REDUCE VISIBILITY BY CREATING A TUNNEL EFFECT.
5. CONVEX MIRRORS ARE NOT GENERALLY SUITABLE FOR CRESTS OF CURVES.
6. MIRRORS MAY BE INFLUENCED BY ATMOSPHERIC CONDITIONS. FOG AND COOL CONDITIONS MAY CREATE A MISTY APPEARANCE MAKING THE MIRROR DIFFICULT TO USE. MOTTLED SHADE FROM TREES CAN ALSO REDUCE VISIBILITY.
7. IMAGES, WHEN USING A CONVEX MIRROR, ARE HIGHLY DISTORTED AND IT IS THEREFORE DIFFICULT TO JUDGE DISTANCES.
8. CONVEX MIRRORS SHOULD NOT BE USED WHERE THE REQUIRED ANGLE OF VIEW IS GREATER THAN 120°.
9. MIRRORS SHOULD BE LOCATED, WHERE POSSIBLE, IN LOCATIONS WHICH MINIMISE THE LIKELIHOOD OF VANDALISM AND WHERE OVERHANGING BRANCHES WILL NOT REDUCE VISIBILITY.
10. MIRRORS CAN BE INSTALLED IN AREAS WHERE THE SPEED LIMIT IS EQUAL TO OR LESS THAN 60 KM/H.

ANGLE TO BE DETERMINED ON SITE



### MIRROR (SIDE VIEW)

AMENDMENTS		DATE		<h2 style="text-align: center;">CONVEX MIRRORS</h2>	DRAWN BY: <b>KJK</b>
ORIGINAL		6/04			DATE: <b>JUN '04</b>
					SCALE: <b>N.T.S.</b>
					DRAWING NO.: <b>SD / T7</b>
			MANAGER CIVIL DEVELOPMENT SERVICES		