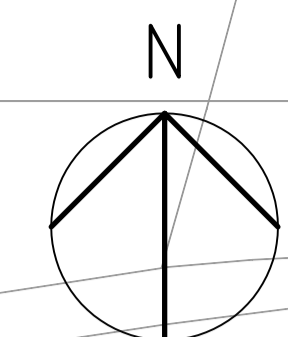


NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATIONS.
2. ANY DISCREPANCIES IN DIMENSIONS OR DETAILS BETWEEN THE DRAWINGS SHOULD BE DRAWN TO THE ATTENTION OF THE ENGINEER IN WRITING FOR CLARIFICATION.
3. UNLESS OTHERWISE STATED ALL LEVELS ARE IN METRES AND RELATE TO THE SITE SURVEY.
4. ALL ROADWORKS TO BE IN ACCORDANCE WITH THE HIGHWAY AGENCY SPECIFICATION FOR HIGHWAY WORKS, TOGETHER WITH ANY REQUIREMENTS OF THE LOCAL HIGHWAY AUTHORITY.
5. ALL ADOPTABLE SEWERS TO BE CONSTRUCTED IN ACCORDANCE WITH SEWERS FOR ADOPTION 5th EDITION AND SPECIFIC REQUIREMENTS OF SOUTH WEST WATER.
6. ALL HIGHWAY BOUNDARIES TO BE CLOSED OFF WITH POST AND WIRE FENCING AS MINIMUM. OTHER EDGE TREATMENT SUCH AS WALLS, HEDGES AND MORE SUBSTANTIAL FENCING TO BE PROVIDED WHERE AGREED.
7. ACCESS TO ONSITE PROPERTIES AND CROSS-SITE CONNECTIONS TO BE PROVIDED THROUGHOUT THE MAIN STREET WORKS.



EXISTING THREE LANE CARRIAGEWAY REDUCED TO TWO LANES THROUGH THE PROVISION OF HATCHING WITHIN THE INNER LANE AND A LANE GAIN WITH GHOST ISLAND MERGE AT THE NEW WESTBOUND MERGE

EXISTING TAPER DIVERGE (LAYOUT TYPE A IN TD 22/06) UPGRADED TO A LANE DROP WITH GHOST ISLAND DIVERGE (LAYOUT D OPTION 1 IN TD 22/06)

THE AVAILABLE VISIBILITY FROM THE BACK OF THE NOSE IS CONSTRAINED TO APPROXIMATELY 185m BY THE EXISTING HIGHWAY BOUNDARY. THE OVERSEEING ORGANISATION WILL BE REQUIRED TO APPROVE A DEPARTURE FROM STANDARD TO ENABLE THIS LAYOUT TO BE ADOPTED AS TD 22/06 CLAUSE 4.18 STATES THAT "FOR DIVERGES THE STOPPING SIGHT DISTANCE RELATED TO THE MAINLINE DESIGN SPEED MUST BE MAINTAINED INTO THE DIVERGE UNTIL THE DRIVERS EYE IS SQUARE WITH THE BACK OF THE DIVERGE NOSE". THE STOPPING SIGHT DISTANCE CAN THEN BE PROGRESSIVELY REDUCED TO THAT FOR THE DESIGN SPEED SELECTED FOR THE CONNECTOR ROAD "AND TD 9/93 TABLE 3 STATES THAT THE DESIRABLE MINIMUM STOPPING SIGHT DISTANCE FOR A DESIGN SPEED OF 120KPH IS 295m".

PROPOSED IMPROVEMENT TO WESTBOUND MERGE LOOP INVOLVING CARRIAGEWAY WIDENING TO ENABLE THE CARRIAGEWAY CROSS SECTION TO BE UPGRADED TO PROVIDE TWO 3.65m LANES WITH 1.0m HARDSTRIPS (DGZE IN TD 27/06)

NEW RETAINING WALL TO BE PROVIDED ON THE SOUTH EASTERN SIDE OF WESTBOUND DIVERGE LOOP TO ENABLE THE EXISTING CUTTING SLOPE TO BE RETAINED IN THE AREA WHERE THE SLIPROAD IS TO BE WIDENED. THE RETAINING WALL SHALL BE PROTECTED WITH A ROAD RESTRAINT SYSTEM WITH A CONTAINMENT LEVEL OF N2 AND WORKING WIDTH OF W4.

EXISTING WESTBOUND MERGE LOOP REMOVED

70m NOSE (MIN NOSE RATIO 1:15)

Plot Date: 21-Sep-07 12:43 PM BY: 9276/jc
AutoCAD File Name: [?] K:\D108875 (D102241) Sherford\CAD\Current\Sheets\700-HIGHWAY\070919\758.dwg [0 Xrefs]

KEY			
Revision Details	By	Date	Suffix

Drawing Status: **PRELIMINARY**

Job Title: **SHERFORD**

Drawing Title: **DEEP LANE WESTBOUND DIVERGE SLIP ROAD LAYOUT SHEET 2 OF 2**

Scale at A1: 1:500, 1:1000 AT A3			
Drawn: JDC	Approved: _____		
Stage 1 check: AB	Stage 2 check: _____	Originated: _____	Date: SEP 07

THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

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Drawing Number: **D108875-758**

Rev: -

