## NOTES:

1. THE LAYOUT IS SUBJECT TO DETAILED DESIGN, ROAD SAFETY AUDIT, CAPACITY TESTING, GROUND INVESTIGATIONS RESULTS & EARTHWORKS MODELLING, UTILITIES & SERVICES AND CONFIRMATION OF LAND OWNERSHIP;

2. THE DETAILED DESIGN LAYOUT WILL BE DESIGNED IN ACCORDANCE WITH ALL RELEVANT DESIGN GUIDANCE AND STANDARDS;

3. THE LAYOUT HAS BEEN BASED ON THE APPROPRIATE DESIGN SPEED FOR OUR CURRENT PROPOSALS;

4. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT ASSOCIATED DOCUMENTS; AND

5. THE USE OF THE DRAWING DOES NOT ABSOLVE THE CLIENT FROM THEIR RESPONSIBILITIES IN REGARDS TO HEALTH & SAFETY AND CDM REGULATIONS;



- HIGHWAY BOUNDARY INFORMATION RECEIVED FROM OXFORD COUNTY COUNCIL ON 13.03.17 AND INTERPRETED BY PBA
- LAND UNDER THE CLIENT'S CONTROL. LAND TITLE ON288089 (UPPER HEYFORD GP LTD)
- 215M STOPPING SIGHT DISTANCE TO JUNCTION GIVE-WAY LINE IN ACCORDANCE WITH DMRB FOR A 60MPH ROAD
- JUNCTION INTERVISIBILITY IN ACCORDANCE WITH DMRB
- ← ► PRIMARY TRAFFIC SIGNAL HEAD AND POLE
- ← SECONDARY TRAFFIC SIGNAL HEAD AND POLE

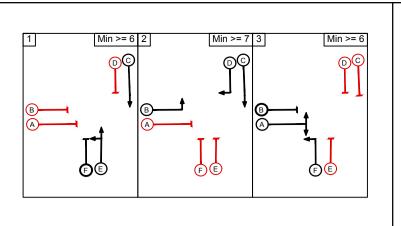
STOPPING SIGHT DISTANCE TO SIGNAL HEAD OF

215M (NATIONAL SPEED LIMIT) ACHIEVABLE

POSITION OF JUNCTION DETERMINED BY — JUNCTION INTERVISIBILITY AND STOPPING SIGHT DISTANCE ON THE WESTERN ARM WITHIN LAND OWNERSHIP

ROAD WIDENED TO PROVIDE — A LEFT TURN LANE AND RIGHT TURN FLARE

THE EXISTING VEGETATION TO BE CUT BACK OR -REMOVED, WHERE ACHIEVABLE, TO ENSURE ADEQUATE SSD VISIBILITY TO THE PROPOSED



STOPPING SIGHT DISTANCE TO SIGNAL HEAD OF 215M (NATIONAL SPEED LIMIT) ACHIEVABLE

- WIDENING OF THE B430 TO PROVIDE AHEAD LANE WITH AHEAD/RIGHT TURN FLARE

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