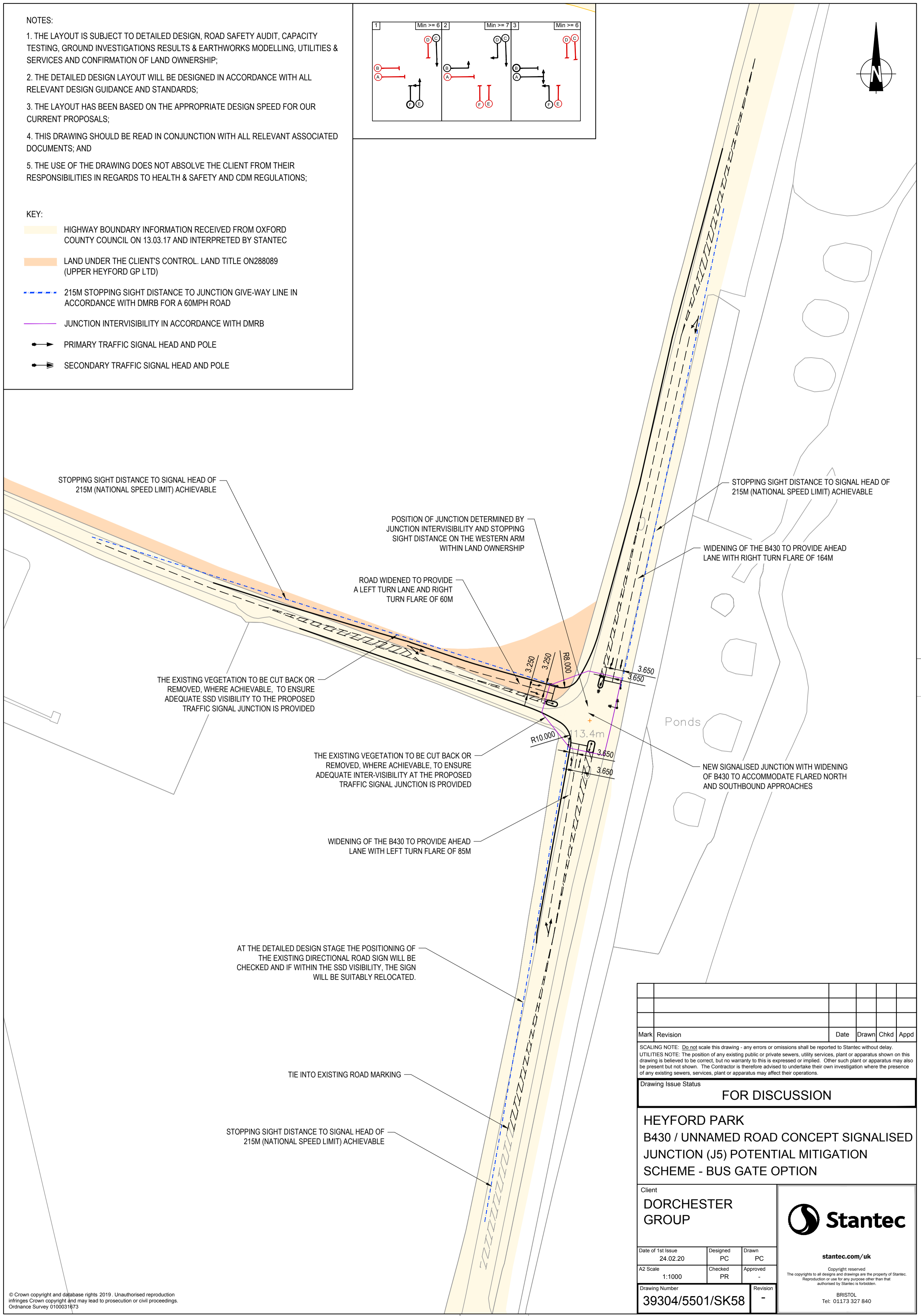
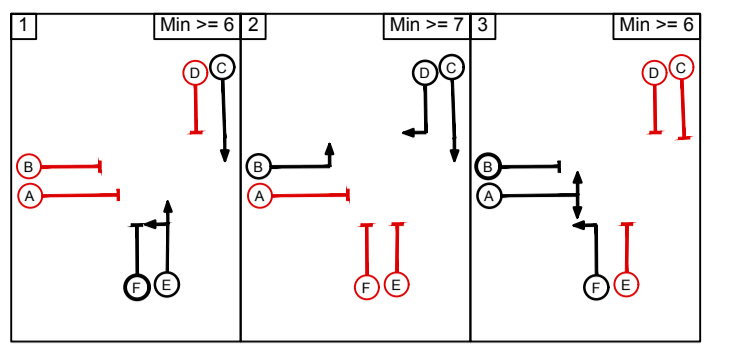


NOTES:

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;

KEY:

- HIGHWAY BOUNDARY INFORMATION RECEIVED FROM OXFORD COUNTY COUNCIL ON 13.03.17 AND INTERPRETED BY STANTEC
- 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 OF 60M

THE EXISTING VEGETATION TO BE CUT BACK OR REMOVED, WHERE ACHIEVABLE, TO ENSURE ADEQUATE SSD VISIBILITY TO THE PROPOSED TRAFFIC SIGNAL JUNCTION IS PROVIDED

THE EXISTING VEGETATION TO BE CUT BACK OR REMOVED, WHERE ACHIEVABLE, TO ENSURE ADEQUATE INTER-VISIBILITY AT THE PROPOSED TRAFFIC SIGNAL JUNCTION IS PROVIDED

WIDENING OF THE B430 TO PROVIDE AHEAD LANE WITH LEFT TURN FLARE OF 85M

AT THE DETAILED DESIGN STAGE THE POSITIONING OF THE EXISTING DIRECTIONAL ROAD SIGN WILL BE CHECKED AND IF WITHIN THE SSD VISIBILITY, THE SIGN WILL BE SUITABLY RELOCATED.

TIE INTO EXISTING ROAD MARKING

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

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

WIDENING OF THE B430 TO PROVIDE AHEAD LANE WITH RIGHT TURN FLARE OF 164M

Ponds

NEW SIGNALISED JUNCTION WITH WIDENING OF B430 TO ACCOMMODATE FLARED NORTH AND SOUTHBOUND APPROACHES

| Mark | Revision | Date | Drawn | Chkd | Appd |
|------|----------|------|-------|------|------|
| | | | | | |

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.
 UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status
FOR DISCUSSION

**HEYFORD PARK
 B430 / UNNAMED ROAD CONCEPT SIGNALISED
 JUNCTION (J5) POTENTIAL MITIGATION
 SCHEME - BUS GATE OPTION**

Client
**DORCHESTER
 GROUP**



Date of 1st Issue: 24.02.20
 Designed: PC
 Drawn: PC

A2 Scale: 1:1000
 Checked: PR
 Approved: -

Drawing Number
39304/5501/SK58

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