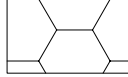




1. Where the Contractor undertakes or engages a third party to undertake temporary works design, or varies the Pell Frischmann design in any way, then the Contractor will take full responsibility and liability for all design aspects, including a Design Risk Assessment. The Contractor shall inform Pell Frischmann of any proposed variances to the design.
2. This design shall be read in conjunction with all other Electrical, Mechanical, Public Health & Architectural Drawings & The Specification.
3. Topographical Information was provided by 3D Engineering Surveys and Pell Frischmann will not be held liable for any inaccuracies.
4. Barnham Road Roundabout and Northern Link Road designed by WSP. Pell Frischmann will not be held liable for any inaccuracies contained within this section.
5. Partial Western Link Road designed by CALA. Pell Frischmann will not be held liable for any inaccuracies contained within this section.



	A23 ROAD CORRIDOR
	<u>PROPOSED CARRIAGEWAY</u> HRA Carriageway Surfacing
	<u>ASPHALT SPLITTER ISLAND/CROSSING POINTS</u>
	<u>SEGREGATED PEDESTRIAN FOOTWAY</u> Asphalt Footway Surfacing
	<u>SEGREGATED CYCLEWAY</u> Contrasting asphalt finish to footway. Physical delineation strip to be Kerb or similar agreed at detailed design stage.
	<u>GRASS VERGE/SWALE</u> Please Refer Landscaping Drawings for details
	<u>PROPOSED KERBS</u>
	<u>FOOTWAY EDGING KERB</u>
	<u>STREET LIGHTING</u>
	<u>ROAD SPACE (SOUTH)</u> Potential earthworks zone necessary for the construction of the road. Extent of earthworks and road landscaping to be agreed via condition. Residual land to form part of development parcels

Additional features will be needed to achieve low speeds

Function speed turn	1.100	9.000	80	70	60	50	40/30
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The VSR values shown almost always represent a convenient means of identifying the relative levels of design parameters, irrespective of design speed.

Standards of Highway design are based on DMRB CD 116 & CD 109

B - H Final Interview

Client	
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[illegible]