



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 drawing 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 in the design.
5. Partial Western Link Road designed by CALA, Pell Frischmann will not be held liable for any inaccuracies contained within this section.

 A29 ROAD CORRIDOR **ASPHALT SPLITTER ISLAND/CROSSING POINTS**

**SEGREGATED CYCLEWAY**  
Contrasting asphalt finish to footway. Physical delineation strip to be Kerb or similar agreed at detailed design stage.

**PROPOSED KERBS**



**FOOTWAY EDGING KERB**

 **STREET LIGHTING**

road landscaping to be agreed via condition.  
Residual land to form part of development parcels

Junction Visibility Spays based on Table 7.1 from Manual for Street. This applies to Western Link, Barnham Station Link and the Hanbury Link.

Table 7.1 Derived SSDs for Streets (figures rounded)

|       |                     |    |    |    |    |    |    |    |    |    |    |    |
|-------|---------------------|----|----|----|----|----|----|----|----|----|----|----|
| Speed | Kilometres per hour | 16 | 20 | 24 | 25 | 30 | 32 | 40 | 45 | 48 | 50 | 60 |
|-------|---------------------|----|----|----|----|----|----|----|----|----|----|----|

|                |    |    |    |    |    |    |    |    |    |    |    |
|----------------|----|----|----|----|----|----|----|----|----|----|----|
| Miles per hour | 10 | 12 | 15 | 16 | 19 | 20 | 25 | 28 | 30 | 31 | 37 |
| GSD (meters)   | 0  | 12 | 15 | 16 | 20 | 22 | 24 | 28 | 40 | 42 | 58 |

|                                            |    |    |    |    |    |    |    |    |    |    |    |
|--------------------------------------------|----|----|----|----|----|----|----|----|----|----|----|
| SSD (metres)                               | 0  | 12 | 18 | 18 | 23 | 25 | 33 | 39 | 43 | 45 | 59 |
| SSD adjusted for bonnet length (2.0–3.0 m) | 11 | 14 | 17 | 18 | 23 | 25 | 33 | 39 | 43 | 45 | 59 |

Additional features will be needed to achieve low speeds.

Junction Visibility Splays based on Table 2.10 from DMRB CD 109. This applies to all junctions on A29 Link Road.

|                                  |     |     |    |    |    |    |      |
|----------------------------------|-----|-----|----|----|----|----|------|
| Design speed (km/h)              | 120 | 100 | 80 | 70 | 60 | 50 | V200 |
| Stopping sight distance (metres) |     |     |    |    |    |    |      |

|                                                        |      |      |      |      |     |     |       |
|--------------------------------------------------------|------|------|------|------|-----|-----|-------|
| Defaulted minimum                                      | 270  | 215  | 300  | 150  | 90  | 30  | 0     |
| One step below available minimum                       | 270  | 215  | 300  | 150  | 90  | 30  | 0     |
| <b>Horizontal curvature (m/min)</b>                    |      |      |      |      |     |     |       |
| Minimum 5° with adverse and/or lateral conditions      | 2880 | 2400 | 1440 | 1020 | 720 | 530 | 330   |
| Minimum 10° with adverse and/or lateral conditions     | 2880 | 2400 | 1440 | 1020 | 720 | 530 | 330   |
| Minimum 15° with adverse of 15%                        | 1440 | 1200 | 720  | 510  | 360 | 260 | 160   |
| Minimum 20° with adverse of 15%                        | 1440 | 1200 | 720  | 510  | 360 | 260 | 160   |
| Defaulted minimum 8° Superelevation (%)                | 1300 | 1020 | 510  | 360  | 265 | 190 | 143.4 |
| One step below Defaulted Minimum 8° Superelevation (%) | 1300 | 1020 | 510  | 360  | 265 | 190 | 143.4 |
| Minimum 10° Superelevation (%)                         | 1300 | 1020 | 510  | 360  | 265 | 190 | 143.4 |
| <b>Vertical curvature</b>                              |      |      |      |      |     |     |       |
| Defaulted minimum 1' over 1 value                      | 180  | 90   | 45   | 30   | 17  | 11  | 6.8   |
| One step below available min 1' over 1 value           | 180  | 90   | 45   | 30   | 17  | 11  | 6.8   |
| Defaulted minimum 2' over 1 value                      | 180  | 90   | 45   | 30   | 17  | 11  | 6.8   |
| One step below available min 2' over 1 value           | 180  | 90   | 45   | 30   | 17  | 11  | 6.8   |
| <b>Overlapping sight distances</b>                     |      |      |      |      |     |     |       |
| Minimum 500' over 100' minimum PCSD (m/min)            | 500  | 400  | 425  | 345  | 280 | 200 | 150   |
| PCSD recommended over 1 value                          | 500  | 400  | 425  | 345  | 280 | 200 | 150   |

\*Not recommended for use in the design of straight canted/cambered curb Section 8.

## Design Principles

Standards of Highway design are based on DMRB CD 116 & CD 109 and Manual for Streets to Road Design Speed of 30 mph for A29, East/West link and other link roads based on 20mph

The Minimum Road width for A29 is 7.3m, allowing for the flow of two way traffic.  
The Minimum Road width for East/West link and other link roads is 6m allowing for the flow of two way traffic.  
The A29 will have 5m Wide Verges with a 4m wide Segregated Footway/Cycleway, running parallel with the alignment of the Carriageway.

|     |                                               |     |     |     |         |
|-----|-----------------------------------------------|-----|-----|-----|---------|
| P06 | Client Reference Updated                      | KM  | TM  | TM  | 10.01.2 |
| P05 | Client Reference Updated                      | KM  | TM  | TM  | 05.11.2 |
| P04 | Minor amendments following comments from team | KM  | TM  | TM  | 05.10.2 |
| P03 | Minor amendments following comments from WSCC | KM  | TM  | TM  | 20.08.2 |
| P02 | Minor Layout amendments                       | KM  | TM  | TM  | 22.07.2 |
| P01 | Alignment amended in line with CD 109         | KM  | TM  | TM  | 09.06.2 |
| REV | DESCRIPTION                                   | DRN | CHK | APP | DATE    |

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Client

CC Projects  
Ashmarden Ltd  
Hanbury (PM) Ltd

|         |                |
|---------|----------------|
| Project | BEW Parcel SC1 |
|---------|----------------|

Drawing Title

A29 Link Road  
General Arrangement  
Sheet 5 of 10

|                             |      |          |                                                 |                |
|-----------------------------|------|----------|-------------------------------------------------|----------------|
|                             | Name | Date     | Scale                                           | 1:500 @ A0     |
| Drawn                       | KM   | Apr 2021 | File No.<br>A13394-PF-ZZ-XX-DR-CD-00104 P06.dwg | Drawing Status |
| Designed                    | KM   | Apr 2021 |                                                 |                |
| Checked                     | TM   | Apr 2021 |                                                 |                |
| Approved                    | TM   | Apr 2021 |                                                 |                |
| Drawing No.                 |      |          | Preliminary                                     |                |
| A13394-PF-ZZ-XX-DR-CD-00104 |      |          | Revision                                        |                |
|                             |      |          | P06                                             |                |