For Continuation refer to drawing A13394-PF-ZZ-XX-DR-CD-00107

HANBURY LINK

3m
6m
3m
5.5m

4m
7.3m
4m
R360m

Catchment 7 Basin

Ø32m
Ø50m

A29 - 9 Roundabout Cycle/Pedestrian crossing points

A29 - 9 Roundabout Cycle/Pedestrian crossing points

7.3m
R360m
4m
7.3m
2m
2m

RESTRICTED ACCESS ONLY: Southern Water access to Lidsey Wastewater Treatment Works

3.6m

A29 - 10 Existing PROW Toucan crossing

R255m

Catchment 9 Basin

For Continuation refer to drawing A13394-PF-ZZ-XX-DR-CD-00105

Scale Bar 1:500

Controlled Zebra Crossing Detail
Scale 1:200

NOTES:

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 within this section.
4. Partial Western Link Road designed by CALA. Pell Frischmann will not be held liable for any inaccuracies contained within this section.

Location Plan

KEY:

- **A29 ROAD CORRIDOR**
- **PROPOSED CARRIAGEWAY** HRA Carriageway Surfacing
- **ASPHALT SPLITTER ISLAND/CROSSING POINTS**
- **SEGREGATED PEDESTRIAN FOOTWAY** Asphalt Footway Surfacing
- **SEGREGATED CYCLEWAY** Contrasting asphalt finish to footway. Physical delineation strip to be Kerb or similar agreed at detailed design stage.
- **GRASS VERGE/SWALE** Please Refer Landscaping Drawings for details
- **PROPOSED KERBS**
- **FOOTWAY EDGING KERB**
- **STREET LIGHTING**
- **ROAD ZONE (SOUTH)** 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
- Junction Visibility Splays 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
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length. See 7.6.4		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.

Table 2.10 Design speed related parameters

	Relaxation							
Design speed kph	120	100	85	70	60	50	VUR	
Stopping sight distance (metres)								
Desirable minimum	295	215	160	120	90	70	-	
Absolute minimum (values below minimum not to be used)	215	160	120	90	70	50	-	
Horizontal curvature (metres)								
Minimum R with adverse camber and without transitions	2880	2040	1440	1000	720	505	5	
Minimum R* with superelevation of 2.5%	2340	1655	1165	810	580	405	7.5*	
Minimum R* with superelevation of 3.5%	2180	1535	1075	745	530	370	10	
Desirable minimum R (superelevation 5%)	2050	1440	1015	705	505	355	14.5	
One step below desirable Minimum R (superelevation 7%)	1720	1205	845	590	415	290	20	
Two steps below desirable minimum radius (superelevation 7%)	1220	860	605	425	295	205	28.35	
Vertical curvature								
Desirable minimum* crest K value	182	105	55	30	17	10	-	
One step below desirable min crest K value	105	55	30	17	10	5.5	-	
Desirable minimum sag K value	37	26	20	20	13	9	-	
Overtaking sight distances								
Full overtaking sight distance (FOD) (metres)		580	490	420	365	294	-	
Minimum length of FOD (metres)		410	345	295	255	207	-	

* Not recommended for use by the design of single carriageways (see Section 3)

The VUR values shown above simply represent a convenient means of identifying the relative levels of design parameters, irrespective of design speed.

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.

REV	DESCRIPTION	DRN	CHK	APP	DATE
P06	Client Reference Updated	KM	TM	TM	10.01.22
P05	Client Reference Updated	KM	TM	TM	05.11.21
P04	Minor amendments following comments from team	KM	TM	TM	05.10.21
P03	Minor amendments following comments from WSCC	KM	TM	TM	20.08.21
P02	Minor Layout amendments	KM	TM	TM	22.07.21
P01	Alignment amended in line with CD 109	KM	TM	TM	09.06.21

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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
Drawn	KM	Apr 2021
Designed	KM	Apr 2021
Checked	TM	Apr 2021
Approved	TM	Apr 2021

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ARUN DISTRICT COUNCIL 9941122/OUT