



- NOTES**
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
 - DO NOT SCALE FROM THIS DRAWING. WORK FROM DIMENSIONS DIMENSIONS ONLY.
 - ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE STATED.
 - ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
 - ALL DRAWING WORKS SUBJECT TO WEST SUSSEX COUNTY COUNCIL APPROVAL.
 - ALL MATERIALS AND WORKMANSHIP SHALL COMPLY FULLY WITH THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS, VOLUME ONE, SPECIFICATION FOR HIGHWAY WORKS AND THE LOCAL AUTHORITY SPECIFICATION FOR ROAD CONSTRUCTION AND STANDING DETAILS.
 - THE CONTRACTOR SHALL UNDERTAKE SUCH MATERIALS TESTING AS INDICATED IN THE SPECIFICATIONS AND SHALL INCLUDE THE COST OF TESTING IN THE TENDERS.
 - UNLESS STATED OTHERWISE, ALL EXCAVATED MATERIAL SHALL BE DISPOSED OF AT AN APPROVED OFF-SITE.
 - THE PUBLIC HIGHWAY AND WORKS WILL BE KEPT CLEAN AND FREE OF DEBRIS BY THE CONTRACTOR.
 - USE OF WHEEL WASHING FACILITIES AND ROAD SWEEPERS TO THE COUNCIL'S SATISFACTION.
 - ALL SETTING OUT SHALL BE AGREED ON-SITE WITH THE ENGINEER, PRIOR TO THE COMMENCEMENT OF THE WORKS.
 - UPON COMPLETION OF THE WORKS, THE CONTRACTOR SHALL UNDERTAKE ALL NECESSARY MAINTENANCE REPAIRS TO RETURN THE HIGHWAY TO ITS FORMER CONDITION. THIS SHALL INCLUDE THE REINSTATEMENT OF KERBS.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS FROM WSSC PRIOR TO COMMENCING WORKS ON THE HIGHWAY.
 - PROPOSED GULLY GRATES AND PIPES SHALL BE SET AT A LEVEL OF 5.00m BELOW THE FINISHED LEVEL OF THE CARRIAGEWAY.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ROAD GULLIES AT ALL LOW SPOTS IN THE CARRIAGEWAY.
 - NO DOORS, WINDOWS, GATES ETC. SHOULD OPEN OVER THE ADJOINING HIGHWAY AND THERE SHOULD BE NO PROJECTING RAIN WATER DOWN PIPES OR OVERHANGING EAVES FROM ROOFS.
 - NO SURFACE WATER RUN-OFF FROM PRIVATE AREAS SHALL DISCHARGE ONTO THE ADJOINING HIGHWAY.
 - THERE SHALL BE NO PLANTING OVER 600mm IN HEIGHT WITHIN VISIBILITY SPOTS.

- CDM NOTES**
- THE ATTENTION OF THE CLIENT AND THE PRINCIPAL CONTRACTOR IS DRAWN TO THE FOLLOWING POTENTIAL RISKS IN CONJUNCTION WITH THE PROPOSED ON-SITE AND OFF-SITE WORKS AS DESIGNED FOR THIS PROJECT:
 - WORKS IN THE VICINITY OF LIVE SERVICES INCLUDING GAS, ELECTRICITY AND BT WILL BE NECESSARY AND THE ADVICE OF ALL STATUTORY SERVICE COMPANIES MUST BE SOUGHT BEFORE ANY WORKS COMMENCE.
 - WORKS WITHIN AND ADJUTING THE EXISTING HIGHWAY WILL ENTAIL TRAFFIC HAZARDS AND ALL APPROPRIATE SAFETY MEASURES INCLUDING BARRIERS, SIGNS AND LIGHTING MUST BE UNDERTAKEN TO THE APPROVAL OF THE LOCAL AUTHORITY, THE HIGHWAY AUTHORITY AND THE POLICE CONTINGULARS.
 - HAZARDOUS MATERIALS INCLUDING CEMENT AND BITUMINOUS MATERIALS ARE SPECIFIED AND THE HANDLING ADVICE IN SAFE HANDLING PROCEDURES MUST BE OBTAINED AND MADE CLEAR TO ALL OPERATIVES.
 - THE CONTRACTOR WILL BE RESPONSIBLE FOR LOCATING ALL EXISTING SERVICES WITHIN THE VICINITY OF THE WORKS HAND DUG AND ENSURE THESE ARE PROTECTED THROUGHOUT THE DURATION OF THE WORKS. ALL UTILITY PLANT SHOULD BE CLEARLY MARKED ON THE GROUND PRIOR TO COMMENCEMENT OF THE WORKS.
 - THE CONTRACTOR MUST ENSURE ALL WORKING AREAS ARE FULLY SECURE.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR LIAISON WITH THE RELEVANT BUS COMPANIES TO ENSURE ALL ROUTES ARE MAINTAINED DURING THE HIGHWAY WORKS.

- TRAFFIC MANAGEMENT**
- THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING A SATISFACTORY TRAFFIC MANAGEMENT SYSTEM FOR THE DURATION OF THE WORKS.
 - ALL TRAFFIC MANAGEMENT PROPOSALS SHALL BE SUBMITTED TO AND AGREED WITH WEST SUSSEX COUNTY COUNCIL AND POLICE CONSTABULARY PRIOR TO IMPLEMENTATION.



APPROVED FOR CONSTRUCTION

Rev	Description	Dwn	Chk	App	Date
C1	APPROVED FOR CONSTRUCTION	AMC	AMC	AD	04-05-23
T3	SCENAGE ADJUSTED, WESTBOUND SSD ENVELOPE ADDED TO ADDITION AREA	JEC	MJR	JEC	03.12.24
T2	ENHANCED LIGHTING DESIGN ADDED	JEC	MJR	JEC	25.10.24
T1	ISSUED FOR TENDER	MJR	MJR	JEC	05.07.24
P1	ARM 3 HORIZONTAL AND VERTICAL GEOMETRY ADJUSTED	JEC	MSL	JEC	21.06.24

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Client

VISTRY SOUTH EAST

Project Title:

**FORD AIRFIELD, ARUN:
SECTION 278 WORKS**

Drawing Title:

**FORD LANE ROUNDABOUT
GENERAL ARRANGEMENT**

AO Scale	Date	Designed by
1:250	07.06.24	IL
Drawn by	Checked by	Approved by
IL	MSL	JEC

Drawing Number: **2205772-D1000** Rev: **C1**

ARCADY GEOMETRY:	(ARM 1) FORD LANE WEST	(ARM 2) ACCESS ARM NORTH	(ARM 3) FORD LANE EAST	(ARM 4) ACCESS ARM SOUTH
APPROACH ROAD HALF WIDTH	3.65m	3.65m	3.65m	3.65m
ENTRY WIDTH	4.50m	4.50m	4.50m	4.50m
ENTRY RADIUS	29.00m	26.00m	26.00m	42.00m
INSCRIBED CIRCLE DIAMETER	40.00m	40.00m	40.00m	40.00m
CONFLICT ANGLE	27.24°	32.57°	40.54°	34.99°

DESIGN PARAMETERS - CD 116 - GEOMETRIC DESIGN OF ROUNDABOUTS (DIMENSIONS ACHIEVED)	
INSCRIBED CIRCLE DIAMETER (3.5.2)	- For a normal roundabout should not exceed 100m (40m)
CIRCULATORY WIDTH (3.6)	- Between 1.0 and 1.2 times the maximum entry width (5.4m)
ENTRY WIDTH (3.14)	- Lanes to be between 3m and 4.5m (All arms have 4.5m entry widths)
ENTRY KERB RADIUS (3.19.2 & 3.19.3)	- Not greater than 100m. Not less than 20m (All arms have between 20m-100m)
EXIT KERB RADIUS (3.29.5 & 3.29.6)	- Not greater than 100m. Not less than 20m (All arms have between 20m-100m)
EXIT WIDTH (3.28.2)	- Between 7 metres and 7.5 metres and the exit should taper down to a minimum of 6 metres (All arms have 7m exit widths)
ENTRY PATH CURVATURE (3.26)	- Should not exceed 100m (All arms have <100m)
ENTRY ANGLE (3.18.1)	- Between 20 degrees and 60 degrees (All arms have 20-60 degrees)