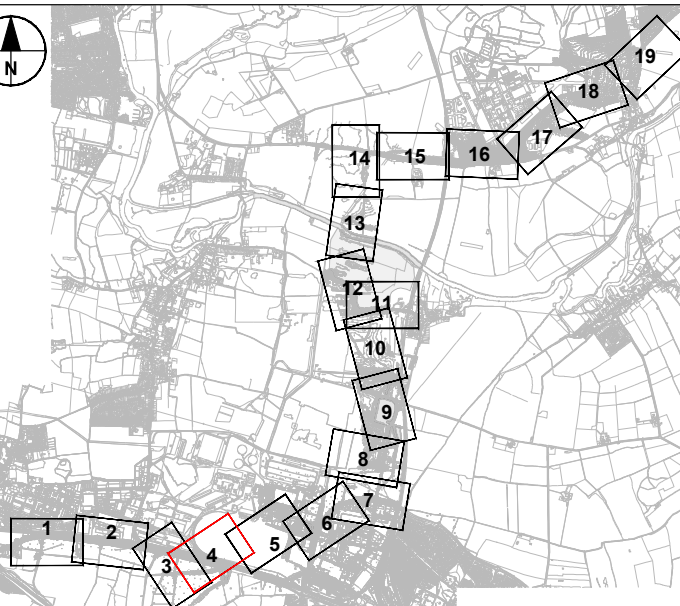


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FIRST VERSION	VD	31/08/21	P01
SECOND VERSION	RBF	17/09/21	P02
THIRD VERSION	RBF	16/06/22	P03
REVISION DETAILS	By	Date	Suffix
	Check		

SUITABLE FOR APPROVAL

Client  
**OXFORDSHIRE COUNTY COUNCIL**

Project Title  
**DIDCOT GARDEN TOWN HOUSING INFRASTRUCTURE FUND (HIF 1)**

Drawing Title  
**VISIBILITY SPLAY SHEET 4 OF 19**

Designed CA	Drawn RBF	Checked AA	Approved AGB	Date 27/06/23
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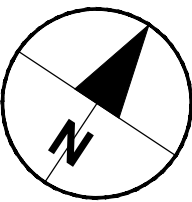
Internal Project No. 60632497	Suitability S4
Scale @ A1 1:1000	Discipline Town & Country Planner

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AECOM  
63-77 Victoria Street  
St Albans  
Herts  
AL1 3ER  
Tel: +44 (0) 172 7535 000  
www.aecom.com

**AECOM**  
AECOM Infrastructure & Environment UK Limited  
Registered in England Registered number: 880328  
Registered office: Midpoint, Alconon Link,  
Basingstoke, Hampshire RG21 7PP

Drawing Number	Work Package ID	Volume	Type	Number	Rev
GEN_PD-ACM-HML-DGT_ZZ_ZZ_ZZDR-T				-0004	P04
Originator		Location		Role	



REFER TO SHEET 5 FOR CONTINUATION

0 25 50 m  
1:1000

Departure from Standard - DSB-DS-01  
Vertical Alignment - Cycle track 5%  
Gradient between Ch. 420-600m  
exceeds gradients stated in CD195  
Table E/3.9.

Proposed flatter section and  
rest area as part of mitigation to  
Departure DSB-DS-01

Transition Curve Length 38.20m

R255m Circular Curve Radius

3.65m Lane  
2.00m Footway  
3.50m Cycle Track  
3.65m Lane

Tangent Length 122.35m

Departure from Standard - DSB-DS-01  
Vertical Alignment - Cycle track 5%  
Gradient between Ch. 125-245m  
exceeds gradients stated in CD195  
Table E/3.9.

Transition Curve Length 85.70m

R165m Circular Curve Radius

Proposed flatter section and  
rest area as part of mitigation to  
Departure DSB-DS-01

Permitted Relaxation - Northeast bound  
SSD = 81.00m between Ch. 70-175m  
is one step below desirable minimum  
(SSD=90.00m) as defined in CD109  
Table 2.10.

FOR A4130 WIDENING REFER TO DWG  
WID\_PD-ACM-HGA-SW\_ZZ\_ZZ\_ZZ-DR-CH-0132

REFER TO SHEET 3 FOR CONTINUATION

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KEY	
PROPOSED HORIZONTAL ALIGNMENT - TANGENT	
PROPOSED HORIZONTAL ALIGNMENT - CIRCULAR CURVE	
PROPOSED HORIZONTAL ALIGNMENT - TRANSITION CURVE	
JUNCTION VISIBILITY SPLAY	
FORWARD VISIBILITY SPLAY	
PEDESTRIAN / CYCLIST CROSSING VISIBILITY SPLAY	
JUNCTION INTERVISIBILITY ZONE - (DMRB CD123)	
ROUNDBOUT FORWARD VISIBILITY SPLAY AT ENTRY	
ROUNDBOUT VISIBILITY SPLAY TO THE RIGHT	
ROUNDBOUT CIRCULATORY VISIBILITY	
PROPOSED KERBS. FOR DETAILS REFER TO DRAWINGS GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0001 - 0019.	
PROPOSED CYCLE TRACK AND BUFFER ZONE. FOR DETAILS REFER TO DRAWINGS GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0001 - 0019.	
PROPOSED FOOTWAY. FOR DETAILS REFER TO DRAWINGS GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0001 - 0019.	
PROPOSED SHARED USE FOOTWAY. FOR DETAILS REFER TO DRAWINGS GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0001 - 0019.	
PROPOSED VERGE. FOR DETAILS REFER TO DRAWINGS GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0001 - 0019.	
PROPOSED SWALE. FOR DETAILS REFER TO DRAWINGS GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0001 - 0019.	
PROPOSED GRASSED SURFACE WATER CHANNEL. FOR DETAILS REFER TO DRAWINGS GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0001 - 0019.	

CYCLE TRACK DESIGN SPEED & STOPPING SIGHT DISTANCE

NORTHERN CYCLE TRACK CHAINAGE (m)	DESIGN SPEED (kph)	DESIRABLE MINIMUM STOPPING SIGHT DISTANCE (m)	DESIGN STANDARD
790 - 1899	30	31	DMRB; CD195.
SOUTH-EASTERN CYCLE TRACK CHAINAGE (m)	DESIGN SPEED (kph)	DESIRABLE MINIMUM STOPPING SIGHT DISTANCE (m)	DESIGN STANDARD
0 - 90	30	31	DMRB; CD195.
90 - 660	40*	47	DMRB; CD195.
660 - 1899	30	31	DMRB; CD195.

\*CYCLE DESIGN SPEED ASSUMED ON DOWN GRADIENTS OF 3% OR GREATER; CD195 CLE/3.16

CARRIAGEWAY DESIGN SPEED & STOPPING SIGHT DISTANCE

CHAINAGE (m)	DESIGN SPEED (kph)	POSTED SPEED (mph)	DESIRABLE MINIMUM STOPPING SIGHT DISTANCE (m)	DESIGN STANDARD
0 - 1761	50	30	90	DMRB; CD109.
1761 - 1899	85	50	160	DMRB; CD109.