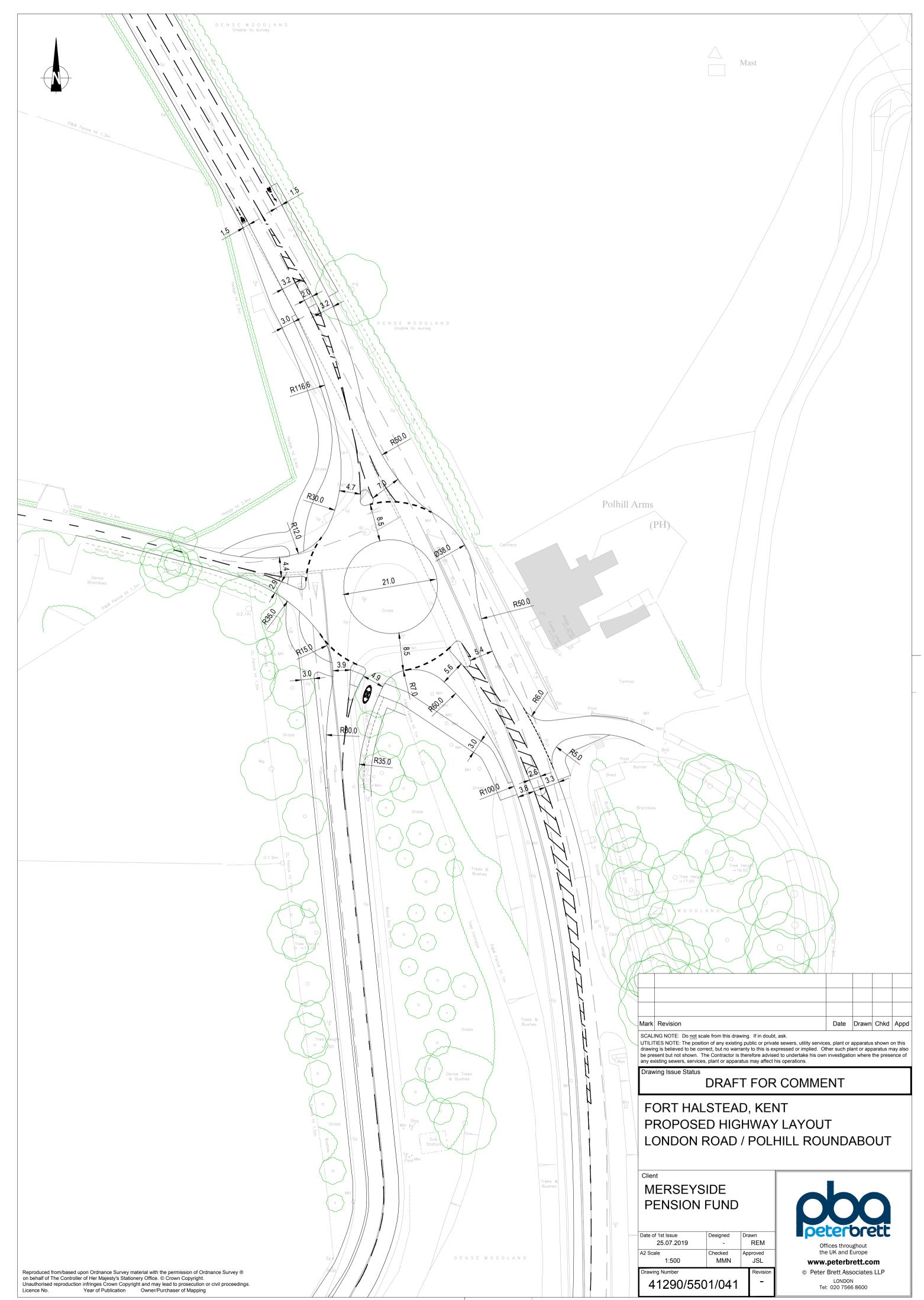


### Appendix H Highway Mitigation Drawings



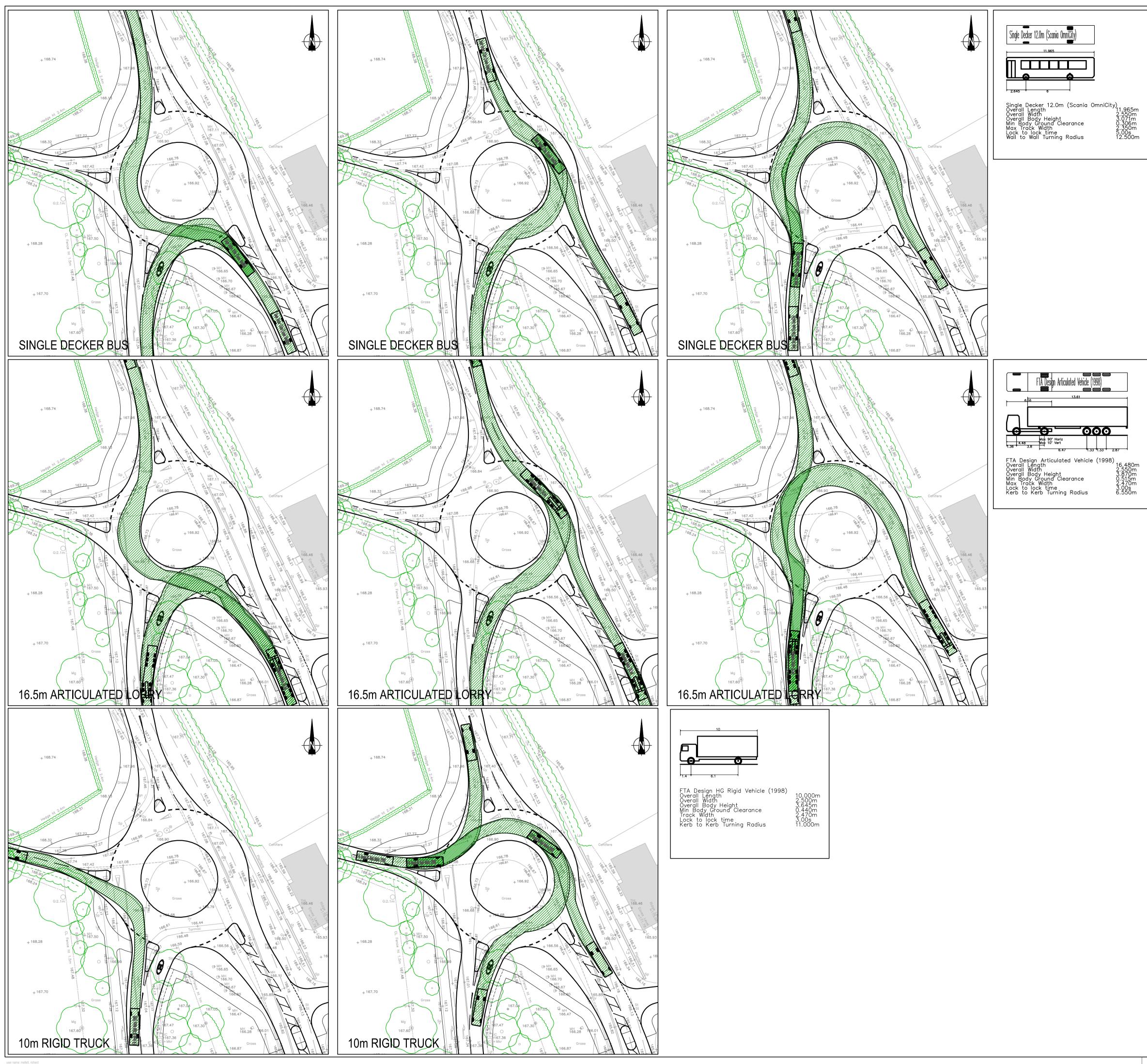


UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.				
Drawing Issue Status DRAFT FOR COMMENT				
FORT HALSTEAD, KENT A224 POLHILL/ CROW DRIVE/ OTFORD LANE ROUNDABOUT VEHICLE SWEPT PATH ANALYSIS				
Client MERSEYSIDE PENSION FUND				obo
Date of 1st Issue 02.08.2019 A1 Scale 1:500	Designed - Checked AM		awn HM pproved AM	Offices throughout the UK and Europe www.peterbrett.com
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Mark Revision

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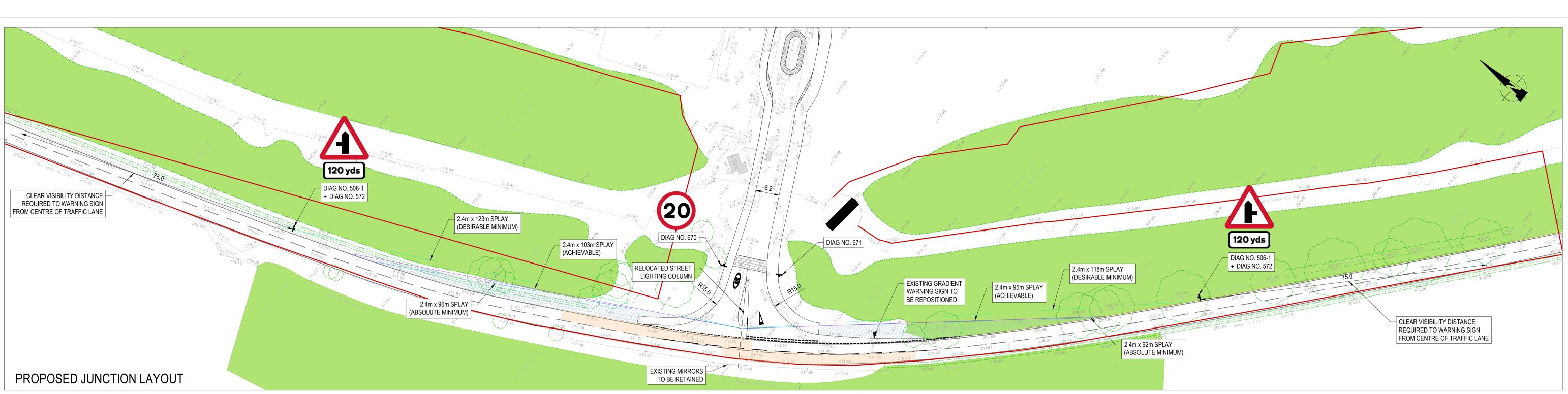
Client MERSEYSIDE PENSION FUND			<b>peterbrett</b>	
Date of 1st Issue	Designed	Drawn		
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FORT HALSTEAD, KENT A224 POLHILL/ CROW DRIVE/ OTFORD LANE ROUNDABOUT VEHICLE SWEPT PATH ANALYSIS

#### Drawing Issue Status DRAFT FOR COMMENT

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/lark	Revision	Date	Drawn	Chkd	Appd





### NOTES:

user name: mallett, richard

- 1. THE SPEED LIMIT ON THIS SECTION IS UNRESTRICTED THEREFORE SPEEDS UP TO 60 MPH ARE PERMITTED. HOWEVER, DESIGN SPEEDS HAVE BEEN CHOSEN BASED UPON MEAN AND 85TH PERCENTILE SPEEDS ACTUALLY RECORDED ON THIS SECTION.
- 2. VISIBILITY SPLAYS HAVE BEEN USED BASED UPON THE PARAMETERS AND FORMULAS GIVEN IN CHAPTER10 OF MANUAL FOR STREETS 2.
- 3. DUE TO THE IMPACT THAT THE PROVISION OF VISIBILITY AT THE DESIABLE MINIMUM VALUES WOULD HAVE ON THE WOODLAND AREAS ADJACENT TO THE JUNCTION, IT IS PROPOSED THAT THE ACTUAL ACHIEVABLE SPLAYS ARE PROVIDED INSTEAD.

### KEY:

	RED LINE PLANNING BOUNDARY
	AREA OF LAND WHERE FOLIAGE TO BE CUT BACK AND TREE CANOPIES RAISED (WHERE PRACTICAL).
	HIGH FRICTION SURFACING (50 METRES MINIMUM)
<u> </u>	VISIBILITY SPLAY - ABSOLUTE MINIMUM (SEE TABLE)
	VISIBILITY SPLAY - DESIRABLE MINIMUM (SEE TABLE)
	VISIBILITY SPLAY - ACTUALLY ACHIEVABLE (SEE TABLE)

Y SPLAYS	
Northbound	Southbo
45.9 mph	47.2 m
43.4 mph	44.7 m
2.4m x 92m	2.4m x 9
2.4m x 118m	2.4m x 1
2.4m x 96m	2.4m x 1
2.4m x 95m	2.4m x 1
	Northbound           45.9 mph           43.4 mph           2.4m x 92m           2.4m x 118m           2.4m x 96m

mph x 96m x 123m : 102m : 103m

bound 2 mph

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MERSEYSIDE

PENSION FUND

Client



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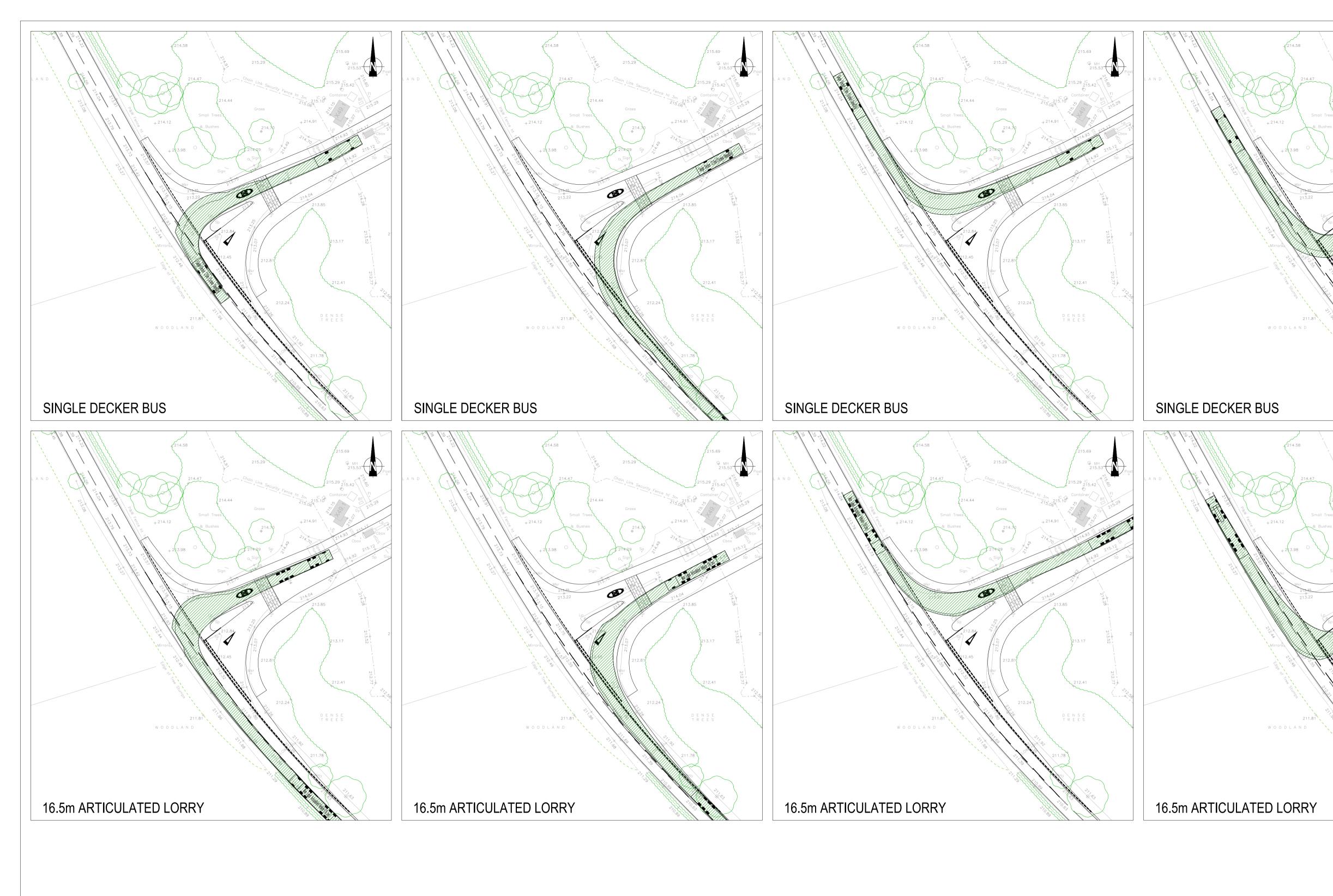
## FORT HALSTEAD, KENT PROPOSED HIGHWAY LAYOUT STAR HILL ROAD JUNCTION

# DRAFT FOR COMMENT

Drawing Issue Status

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Mark Revision Date Drawn Chkd Appd



user name: mallett, richard

215.69 * 215.29 * H 215.53	Single Decker 12.0m (Scania OmniCity)
* * Chain Link Security Fence ht 3m al Container BT	
Grass 215.06 215.0 20 215.29	
$\begin{array}{c} 214.70 \\ \oplus \end{array} \\ \hline \\ 214.70 \\ \hline \\ 27.8 \\ \hline 27.8 \\ \hline \\ 27.8 \\ \hline 27.8 \\ \hline \\ 27.8 \\ \hline 27.8 $	Single Decker 12 0m (Scania OmniCity)
214:29 Sp v Sp Sign	Single Decker 12.0m (Scania OmniCity) Overall Length 11.965m Overall Width 2.550m Overall Body Height 3.071m Min Body Ground Clearance 0.306m Max Track Width 2.350m Lock to lock time 5.00s Wall to Wall Turning Radius 12.500m
	Max Track Width 2.350m Lock to lock time 5.00s Wall to Wall Turning Radius 12.500m
214.0 <sup>4</sup> 213.85	
212.17 P 213.17 S 213.17	
213.17 <sup>5</sup> 12.45 212.81	
DENSE TREES	
215.69	
215.29 Post	FTA Design Articulated Vehicle (1998)
* * * Chain Link Security Fence ht 3m al C Container BT	
$\begin{array}{c} 114.44 \\ Grass \\ + 214.91 $	
214.70 (214.70 (214.93 (214	FTA Design Articulated Vehicle (1998)
215.13 Sign gn gn 215.13 Sp Sign Sp Sign Sp Sign Sp Sign Sp Sign Sp Sign Sp Sign Sp Sign Sp Sign Sp	FTA Design Articulated Vehicle (1998) Overall Length 16.480m Overall Width 2.550m Overall Body Height 3.870m Min Body Ground Clearance 0.515m Max Track Width 2.470m Lock to lock time 3.00s Kerb to Kerb Turning Radius 6.550m
215.15	Max Track Width 2.470m Lock to lock time 3.00s Kerb to Kerb Turning Radius 6.550m
21 <sup>A</sup> .0 <sup>A</sup> 213.85	
213.17 213.17 2 213.17 2 213.17	
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