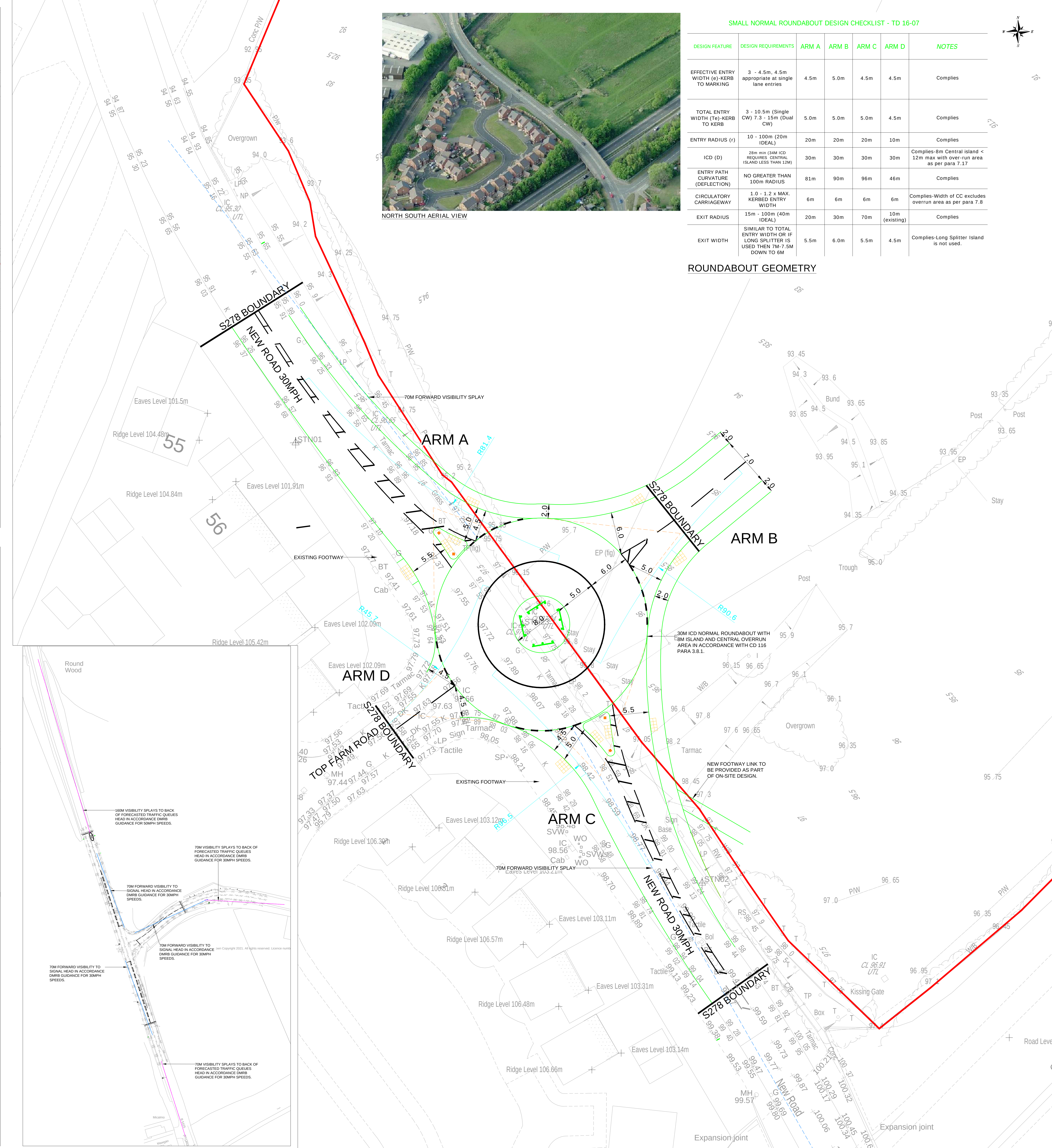
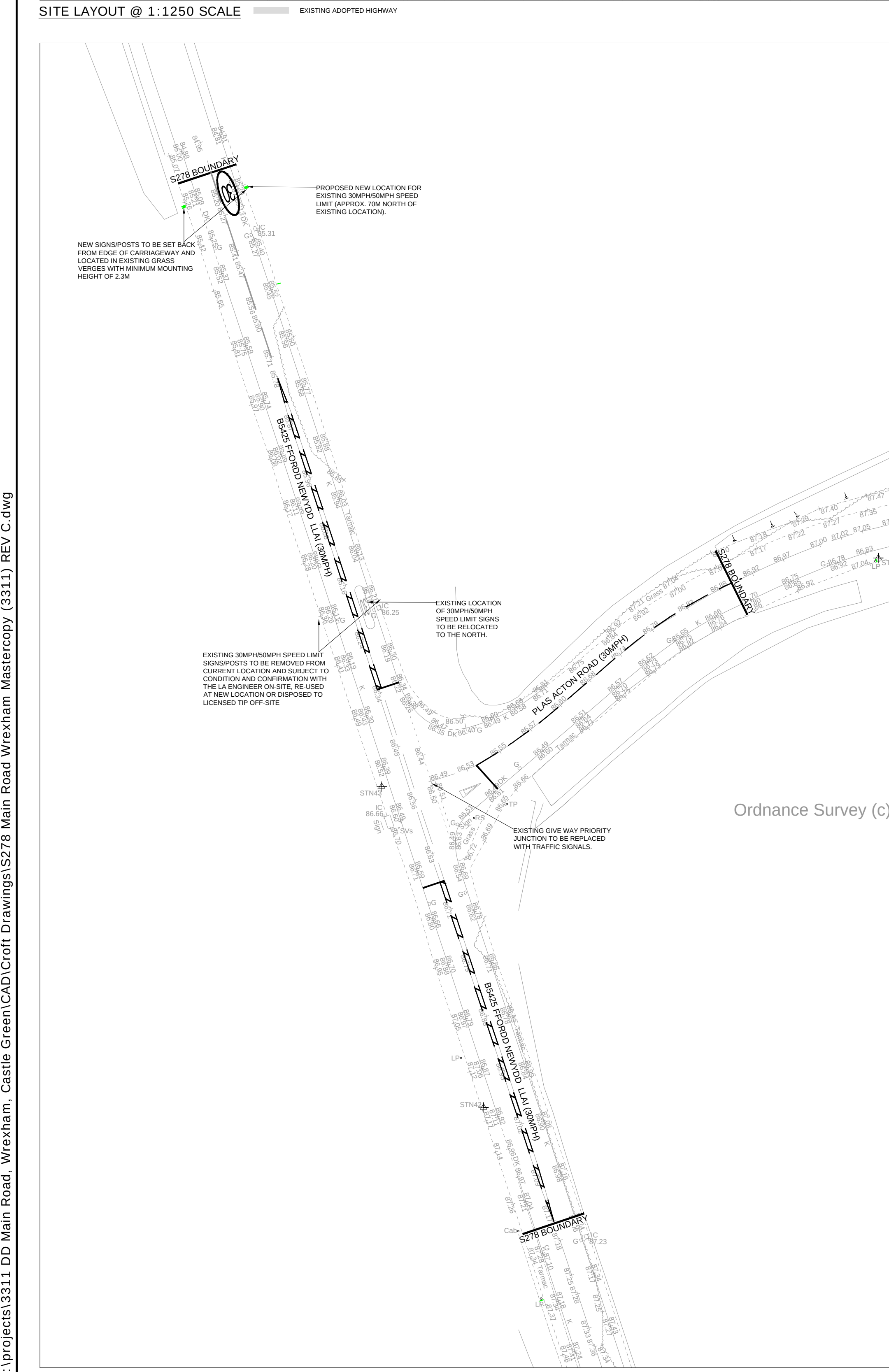
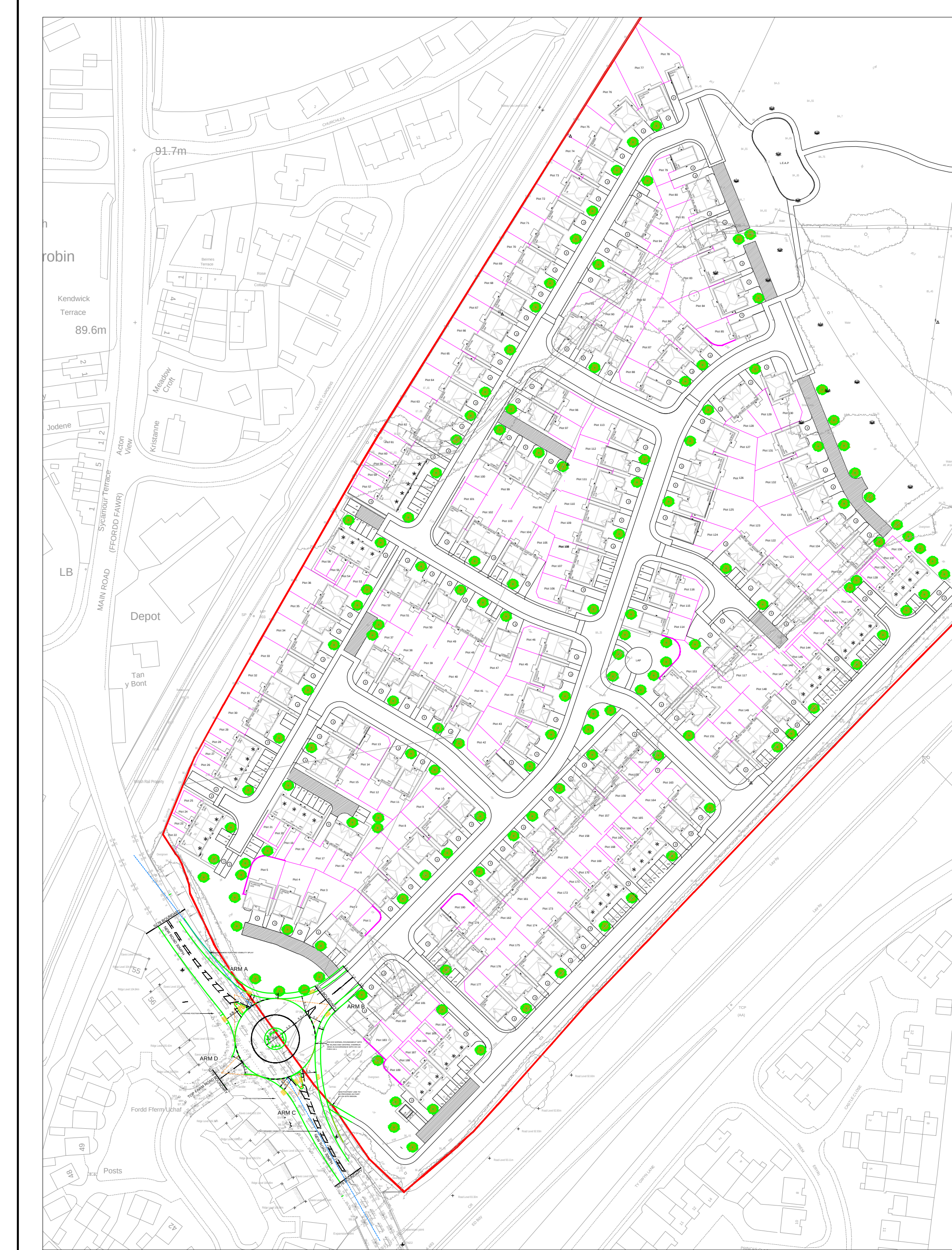




### SMALL NORMAL ROUNDABOUT DESIGN CHECKLIST - TD 16-07

| DESIGN FEATURE                            | DESIGN REQUIREMENTS                                                              | ARM A | ARM B | ARM C | ARM D          | NOTES                                                                    |
|-------------------------------------------|----------------------------------------------------------------------------------|-------|-------|-------|----------------|--------------------------------------------------------------------------|
| EFFECTIVE ENTRY WIDTH (e)-KERB TO MARKING | 3 - 4.5m, 4.5m appropriate at single lane entries                                | 4.5m  | 5.0m  | 4.5m  | 4.5m           | Complies                                                                 |
| TOTAL ENTRY WIDTH (Te)-KERB TO KERB       | 3 - 10.5m (Single CW) 7.3 - 15m (Dual CW)                                        | 5.0m  | 5.0m  | 5.0m  | 4.5m           | Complies                                                                 |
| ENTRY RADIUS (r1)                         | 10 - 100m (20m IDEAL)                                                            | 20m   | 20m   | 20m   | 10m            | Complies                                                                 |
| ICD (D)                                   | 28m min (34m ICD REQUIRES CENTRAL ISLAND LESS THAN 12M)                          | 30m   | 30m   | 30m   | 30m            | Complies-8m Central Island < 12m max with over-run area as per para 7.17 |
| ENTRY PATH CURVATURE (DEFLECTION)         | NO GREATER THAN 100m RADIUS                                                      | 81m   | 90m   | 96m   | 46m            | Complies                                                                 |
| CIRCULATORY CARRIAGEWAY                   | 1.0 - 1.2 x MAX. KERBED ENTRY WIDTH                                              | 6m    | 6m    | 6m    | 6m             | Complies-Width of CC excludes over-run area as per para 7.8              |
| EXIT RADIUS                               | 15m - 100m (40m IDEAL)                                                           | 20m   | 30m   | 70m   | 10m (existing) | Complies                                                                 |
| EXIT WIDTH                                | SIMILAR TO TOTAL ENTRY WIDTH OR IF LONG SPLITTER IS USED THEN 7M-7.5M DOWN TO 6M | 5.5m  | 6.0m  | 5.5m  | 4.5m           | Complies-Long Splitter Island is not used.                               |

### ROUNDABOUT GEOMETRY

### NOTES

1. ALL NORMAL ROUNDABOUTS AND ASSOCIATED WORKS ARE TO COMPLY FULLY WITH 'STANDARDS FOR ADOPTION' (T16) EDITION. ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE ON-SITE DRAWINGS PRIOR TO UNDERSTANDING ANY WORKS AND ANY DISCREPANCIES WITH BOUNDARIES, PROCEEDURES, EARTHWORKS OR OTHERWISE REPORTED IMMEDIATELY TO THE ENGINEER PRIOR TO WORKS COMMENCING.

2. ALL HIGHWAY AND DRAINAGE WORKS ARE TO COMPLY WITH THE LATEST EDITIONS OF THE BRITISH STANDARDS INSTITUTION (BSI) AND THE LOCAL AUTHORITY SPECIFICATION. APPROVED STANDARD DETAILS AND THE RELEVANT SECTIONS OF THE DESIGN MANUAL FOR ROADS AND BRIDGES. SPECIFICATION FOR HIGHWAY WORKS AND BRIDGE STANDARDS. CONTRACTOR TO ENSURE POSITIVE DRAINAGE TO ALL GULLIES PRIOR TO UNDERSTANDING ANY FAVOURIT WORKS.

3. ANY PRIVATE WORKS ARE TO COMPLY WITH THE LATEST EDITIONS OF THE BRITISH STANDARDS INSTITUTION (BSI) AND THE LOCAL AUTHORITY SPECIFICATION. APPROVED STANDARD DETAILS AND THE RELEVANT SECTIONS OF THE DESIGN MANUAL FOR ROADS AND BRIDGES. SPECIFICATION FOR HIGHWAY WORKS AND BRIDGE STANDARDS. CONTRACTOR TO ENSURE POSITIVE DRAINAGE TO ALL GULLIES PRIOR TO UNDERSTANDING ANY FAVOURIT WORKS.

4. ALL EXISTING STATIONS, WATER LEVELS AND DRAINAGE NETWORK TO BE CHECKED BY THE CONTRACTOR AT THE START OF WORKS AND ANY DISCREPANCIES NOTED TO THE ENGINEER. ALL LEVELS ARE BASED ON ORDNANCE SURVEY DATUM (OSD) AND ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE PRIOR TO STARTING ANY WORKS. ANY DISCREPANCIES ARE TO BE REPORTED IMMEDIATELY TO THE ENGINEER PRIOR TO WORKS COMMENCING.

5. ALL MATERIALS TO BEAGREED WITH THE RELEVANT LOCAL AUTHORITY REPRESENTATIVE PRIOR TO ORDERING. ALL MATERIALS TO BEAGREED WITH THE RELEVANT LOCAL AUTHORITY REPRESENTATIVE PRIOR TO ORDERING. ALL MATERIALS TO BEAGREED WITH THE RELEVANT LOCAL AUTHORITY REPRESENTATIVE PRIOR TO ORDERING. ALL MATERIALS TO BEAGREED WITH THE RELEVANT LOCAL AUTHORITY REPRESENTATIVE PRIOR TO ORDERING.

6. ALL STATUTORY CONSENTS, ORDERING NOTICES ETC. AS REQUIRED UNDER HIGHWAYS ACTS AND WATER INDUSTRIES ACTS ARE TO BE OBTAINED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF THE WORKS. ANY DISCREPANCIES ARE TO BE REPORTED IMMEDIATELY TO THE ENGINEER PRIOR TO WORKS COMMENCING.

7. CONTRACTOR TO MAKE ADVANCE ALLOWANCE FOR THE MANAGEMENT AND COORDINATION OF STATUTORY UNDERTAKERS OVERSEENING WORKS. PRESENCE OF STATUTORY UNDERTAKERS WORKING IN THE HIGHWAY SHOULD BE VERIFIED BY THE CONTRACTOR ON SITE PRIOR TO STARTING ANY WORKS. ANY DISCREPANCIES ARE TO BE REPORTED IMMEDIATELY TO THE ENGINEER PRIOR TO WORKS COMMENCING.

8. PRIOR TO ORDERING THE CONTRACTOR IS TO AGREE ALL SIGN POSTS, LIGHTING, CULVERTS, MATERIALS AND FINISHES WITH THE LOCAL AUTHORITY. ALL WORKS TO COMPLY WITH THE LATEST EDITIONS OF THE BRITISH STANDARDS INSTITUTION (BSI) AND THE LOCAL AUTHORITY SPECIFICATION. APPROVED STANDARD DETAILS AND THE RELEVANT SECTIONS OF THE DESIGN MANUAL FOR ROADS AND BRIDGES. SPECIFICATION FOR HIGHWAY WORKS AND BRIDGE STANDARDS. CONTRACTOR TO ENSURE POSITIVE DRAINAGE TO ALL GULLIES PRIOR TO UNDERSTANDING ANY FAVOURIT WORKS.

9. ALL WORKMANSHIP TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE TRAFFIC SIGN MANUAL, CHAPTER 4. ALL WORKMANSHIP TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE TRAFFIC SIGN MANUAL, CHAPTER 4. ALL WORKMANSHIP TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE TRAFFIC SIGN MANUAL, CHAPTER 4.

10. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL ADVANCE NOTICES ARE IN PLACE AND TRAFFIC MANAGEMENT ARRANGEMENTS FOR THE WORKS PRIOR TO COMMENCING. THE CONTRACTOR IS TO MAKE ALLOWANCE FOR THE ADVANCE PROVISION OF ALL ELECTRICAL WORKS AND EQUIPMENT FOR SIGNALS AND STREETLIGHTING WITHIN THEIR PROGRAMME OF WORKS.

11. ALL WORK WITHIN THE AREA REGULATIONS ARE TO BE COMPLETED PRIOR TO THE START OF THE WORKS. ANY DISCREPANCIES ARE TO BE REPORTED IMMEDIATELY TO THE ENGINEER PRIOR TO WORKS COMMENCING.

12. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL ADVANCE NOTICES ARE IN PLACE AND TRAFFIC MANAGEMENT ARRANGEMENTS FOR THE WORKS PRIOR TO COMMENCING. THE CONTRACTOR IS TO MAKE ALLOWANCE FOR THE ADVANCE PROVISION OF ALL ELECTRICAL WORKS AND EQUIPMENT FOR SIGNALS AND STREETLIGHTING WITHIN THEIR PROGRAMME OF WORKS.

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|                                       |                                    |       |         |        |
|---------------------------------------|------------------------------------|-------|---------|--------|
| REVISED IN LINE WITH WREXHAM COMMENTS | REVISED IN LINE WITH STAGE 1/2 RDA | JC    | MC      | JUL 21 |
| DETAILS                               | DATE                               | DRAWN | CHECKED | DATE   |

CLIENT: CASTLE GREEN

PROJECT: MAIN ROAD, WREXHAM

DRAWING TITLE: S278 GENERAL ARRANGEMENT

SCALE: 1:200/1:500 @ A0

DRAWN: JC CHECKED: MC DATE: MAR 21

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DRAWING NUMBER: 3311-D001 REVISION: B

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