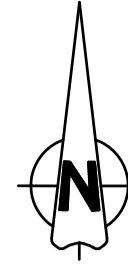
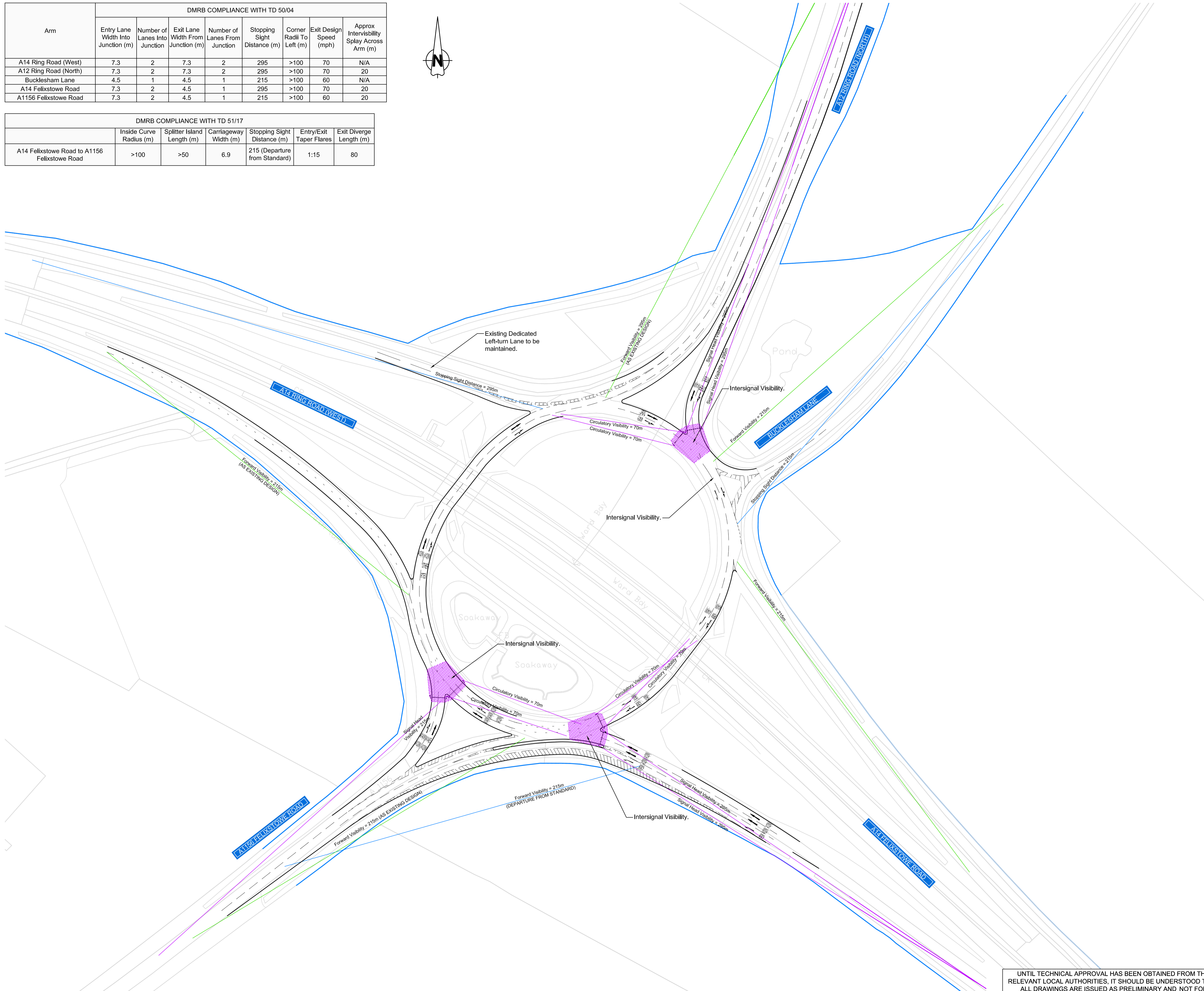


DMRB COMPLIANCE WITH TD 50/04								
Arm	Entry Lane Width Into Junction (m)	Number of Lanes Into Junction	Exit Lane Width From Junction (m)	Number of Lanes From Junction	Stopping Sight Distance (m)	Corner Radii To Left (m)	Exit Design Speed (mph)	Approx Intervisibility Splay Across Arm (m)
A14 Ring Road (West)	7.3	2	7.3	2	295	>100	70	N/A
A12 Ring Road (North)	7.3	2	7.3	2	295	>100	70	20
Bucklesham Lane	4.5	1	4.5	1	215	>100	60	N/A
A14 Felixstowe Road	7.3	2	4.5	1	295	>100	70	20
A1156 Felixstowe Road	7.3	2	4.5	1	215	>100	60	20



DMRB COMPLIANCE WITH TD 51/17						
	Inside Curve Radius (m)	Splitter Island Length (m)	Carriageway Width (m)	Stopping Sight Distance (m)	Entry/Exit Taper Flares	Exit Diverge Length (m)
A14 Felixstowe Road to A1156 Felixstowe Road	>100	>50	6.9	215 (Departure from Standard)	1:15	80



Construction Design and Management (CDM)
Key Residual Risks
 Contractors entering the site should gain permission from the relevant land owners and/or principle contractor working on site at the time of entry. Contractors shall be responsible for carrying out their own risk assessments and for liaising with the relevant services companies and authorities. Listed below are Site Specific key risks associated with the project.

- 1) Overhead and underground services
- 2) Street Lighting Cables
- 3) Working adjacent to water courses and flood plain
- 4) Soft ground conditions
- 5) Working adjacent to live highways and railway line
- 6) Unchartered services
- 7) Existing buildings with potential asbestos hazards

NOTES:

1. Do not scale from this drawing
2. All dimensions are in metres unless otherwise stated.
3. Brookbanks Consulting Ltd has prepared this drawing for the sole use of the client. The drawing may not be relied upon by any other party without the express agreement of the client and Brookbanks Consulting Ltd. Where any data supplied by the client or from other sources has been used, it has been assumed that the information is correct. No responsibility can be accepted by Brookbanks Consulting Ltd for inaccuracies in the data supplied by any other party. The drawing has been produced based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.
4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting.
5. The junctions, roundabouts and links have been designed in accordance with the following DMRB standards:
 - TA 23/81: Junctions and Accesses - Determination of Size of Roundabouts and Major-Minor Junctions
 - TA 90/05: The Geometric Design of Pedestrian, Cycle and Equestrian Routes;
 - TA 91/05: Provision for Non-Motorised Users;
 - TD 9/93: Highway Link Design;
 - TD 50/04: The Geometric Layout of Signal-controlled Junctions and Signalized Roundabouts;
 - Traffic Advisory Leaflet 3/03: Equestrian Crossings.

KEY:

- Assumed Highway Boundary
- Signal Head Visibility
- Traffic Signal Head
- High-mast Traffic Signal Head
- Intersignal Visibility
- Forward Visibility on Exit
- Forward Visibility on Entry

B Amendments as per Road Safety Audit. MDM LW PAB 12.06.17
 B Amendments as per client's requests. MDM LW PAB 10.03.17
 A Amendments as per client's requests. MDM LW PAB 19.10.16
 - First Issue - - - 19.10.16

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Carlyle Land Ltd and
 Commercial Estates Group

Land South and East of
 Aداstral Park, Ipswich

Off-site Highway Mitigation:
A14 Roundabout Signalisation

Status		Status Date	
Approval		Oct 2016	
Drawn	Checked	Date	
MDM	LW	19.10.2016	
Scale	Number	Rev	
1:1000	10391-HL-11	C	

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR COMMENCE SITE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT HIS OWN RISK.