

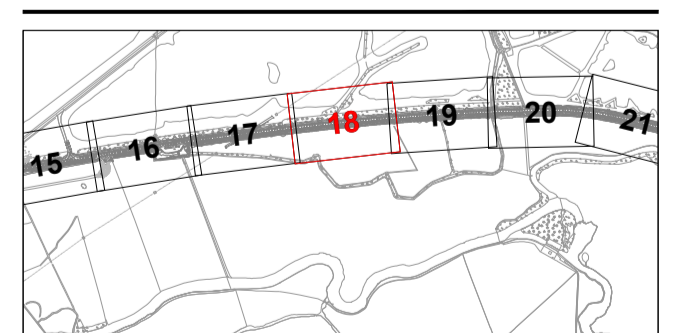
- DRAWING IS BASED ON TOPOGRAPHICAL SURVEY SUPPLIED BY AMEC FOSTER WHEELER (AFW) AND WAS LATER ENRICHED BY ADDITIONAL TOPOGRAPHICAL INFORMATION.
- EXISTING INFRASTRUCTURE IS INDICATED IN THE BACKGROUND OF THESE DRAWINGS. COLOURS SHOWN IN THESE DRAWINGS ARE INDICATIVE AND SHOULD NOT BE CONFUSED WITH THOSE OF FINISHED SURFACES.
- THE EXISTING HIGHWAY BOUNDARY IS SHOWN ON DRAWINGS AND INDICATED BY THE PURPLE DASHED LINE.
- THE RED LINE BOUNDARY IS SHOWN ON DRAWINGS AND INDICATED BY THE RED SOLID LINE.
- THE LOCATION OF NEW STATUTORY AUTHORITY COVERS WITHIN THE FOOTWAY AND CARRIAGEWAY WILL BE DETERMINED ONCE UTILITY DIVERSIONS ARE COMPLETED.
- FLUSH KERBS WILL BE INTRODUCED ALONG THE GRASSED SURFACE WATER CHANNEL. THESE WILL BE PAIRED WITH A 300MM HARD STRIP TO MAINTAIN THE INTEGRITY OF THE PROPOSED SVALES AND INCREASE SAFETY FOR ROAD USERS.
- REFER TO DRAWING UND-ACM-HGN-E2\_EW\_ZZ\_ZZ-DR-CH-0101 FOR FURTHER INFORMATION ON THE PROPOSED UNDERPASS.
- PLEASE REFER TO INDIVIDUAL SERIES DRAWINGS FOR FURTHER DETAIL REGARDING THE STRUCTURES, DRAINAGE, LIGHTING, LANDSCAPE AND 3D DESIGN. INDICATIVE DESIGN ONLY IS DISPLAYED ON THESE GENERAL ARRANGEMENT DRAWINGS.
- SIGNS AND LIGHTING COLUMNS LOCATED IN THE SUP WILL NEED TO BE RELOCATED AS PART OF THE NEXT STAGE OF DESIGN SIGN LOCATION IS INDICATIVE. FURTHER DETAILS PROVIDED IN THE 1200 SERIES DRAWINGS.
- PHOTO-LUMINESCENT STUDS (ECO-DISK OR SIMILAR APPROVED) TO BE LAID AT REGULAR INTERVALS ALONG BOTH SIDES OF THE NEW SHARED USE FACILITY TO HIGHLIGHT THE EXTENTS OF THE PATH TO USERS DURING HOURS OF DARKNESS.
- VRS DESIGN IS BASED ON A RRRAP ASSESSMENT AND LOCAL ROAD RISK ASSESSMENT FOR HIGH AND LOW SPEED SECTIONS RESPECTIVELY. DESIGN IS SUBJECT TO CHANGE WITH DETAILS AND MANUFACTURE LENGTHS TO BE CONFIRMED AT A LATER DESIGN STAGE.
- FLOOD MITIGATION DESIGN IS EXCLUDED FROM THESE DRAWINGS DUE TO ONGOING MODELLING WORK.
- SCREENING TO REDUCE VISIBILITY TO THE RIGHT SHOULD BE AT LEAST 2m IN HEIGHT TO BLOCK THE VIEW OF ROAD USERS.
- IMPLEMENTATION OF PEDESTRIAN GUARD RAIL (PGR) AT THE TOUCAN CROSSING'S AT HORSEMERE LANE AND CASSINGTON JUNCTION IS SUBJECT TO A PGR ASSESSMENT.
- FOR FURTHER DETAILS ON LAND REQUIREMENTS AND OWNERSHIP PLEASE REFER TO BUS-ACM-HGN-E2\_EW\_ZZ\_ZZ-DR-CH-0066-0087.

**FOR PLANNING**

ISSUE/REVISION

P01	20/04/21	FIRST ISSUE
P02	25/06/21	SECOND ISSUE
P03	26/10/21	THIRD ISSUE
P04	11/11/21	FOURTH ISSUE
P05	16/11/21	ISSUED FOR PLANNING
P06	06/12/21	OCC/GH COMMENTS ADDRESSED
P07	13/12/21	VALIDATION COMMENTS
I/R	DATE	DESCRIPTION

KEY PLAN

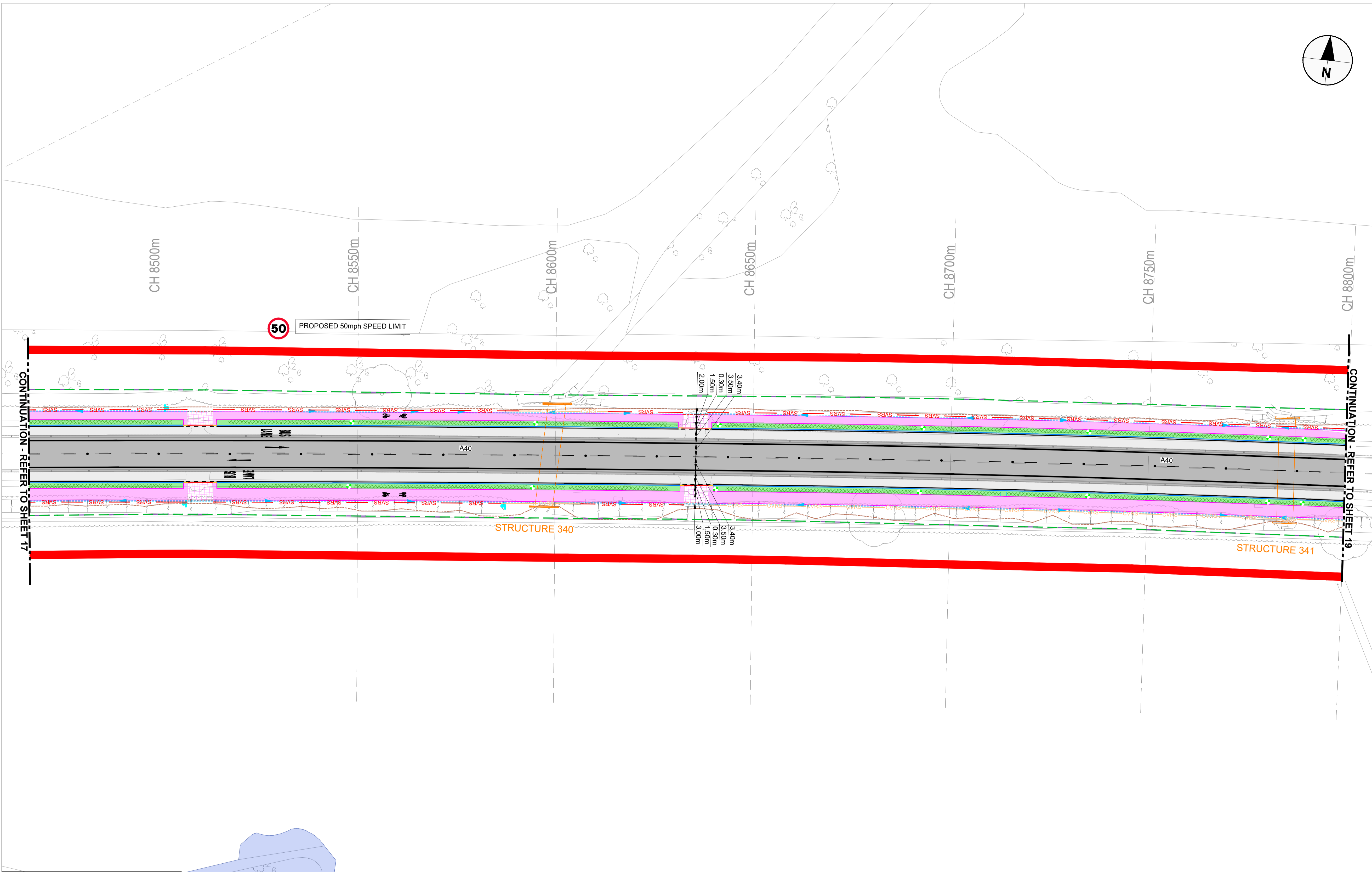


SHEET TITLE

**A40 IBL ELEMENT 2  
GENERAL ARRANGEMENT  
SHEET 18 OF 23**

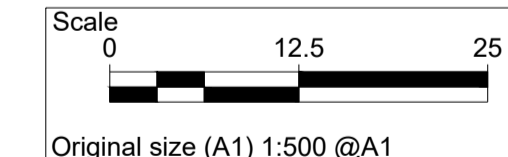
SHEET NUMBER

Project Number	1 Originator	1 Volume	Revision
BUS	- ACM - HGA		P07
E2_EW_ZZ_ZZ	- DR - CH - 0118		
Location	1 Type	1 Role	1 Number



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No 100023343.

<p><b>KEY</b></p> <ul style="list-style-type: none"> <li>CHAINAGE STRING</li> <li>EXISTING HIGHWAY BOUNDARY</li> <li>PROPOSED HIGHWAY BOUNDARY</li> <li>PROPOSED KERB 140mm UPSTAND. DETAILS TBC</li> <li>PROPOSED KERB 125mm UPSTAND. DETAILS TBC</li> <li>PROPOSED 45° SPLAY KERB DETAILS TBC</li> <li>PROPOSED FLUSH KERB AT CROSSING (0-6mm). DETAILS TBC</li> <li>PROPOSED EDGING. DETAILS TBC</li> <li>PROPOSED EDGING AT VEHICLE CROSS OVER</li> <li>PROPOSED KERB 75mm UPSTAND. DETAILS TBC</li> <li>PROPOSED FLUSH KERB (0mm). DETAILS TBC</li> <li>PROPOSED TRANSITION KERB. DETAILS TBC</li> <li>PROPOSED BULL-NOSED KERB. DETAILS TBC</li> <li>REDLINE BOUNDARY</li> </ul>	<ul style="list-style-type: none"> <li>PROPOSED FENCE LINE AT NEW HIGHWAY BOUNDARY LOCATIONS</li> <li>PROPOSED 1.5m FULL HEIGHT FENCING</li> <li>PROPOSED 0.6m KNEE HEIGHT FENCING</li> <li>EXISTING PUBLIC RIGHT OF WAY (FOOTPATH)</li> <li>EXISTING PUBLIC RIGHT OF WAY (RESTRICTED BYWAY)</li> <li>EXISTING PUBLIC RIGHT OF WAY (BRIDLEWAY)</li> <li>PROPOSED COMBINED VRS AND FENCING</li> <li>PROPOSED SCREENING</li> <li>PROPOSED VEHICLE RESTRAINT SYSTEM DETAILS TBC.</li> <li>PROPOSED EARTHWORKS EXTENTS</li> <li>PARK AND RIDE BOUNDARY AS PER PREVIOUS PLANNING APPROVAL</li> <li>PROPOSED A40 SITE COMPOUND AREA</li> <li>PROPOSED RAMP DOWN TO SUBWAY - SOUTH SIDE. DETAILS TBC</li> <li>PROPOSED LANDSCAPING / EARTHWORKS / RETAINING FEATURES. LOCATION INDICATIVE. DETAILS TBC</li> <li>PROPOSED ADDITIONAL FOOTWAY / CYCLEWAY CONNECTION. DETAILS TBC</li> </ul>	<ul style="list-style-type: none"> <li>PROPOSED 2m PLANTING AREA</li> <li>PROPOSED NCNS LINK LOCATION</li> <li>PROPOSED SUBWAY PUMPING STATION</li> <li>PROPOSED SHARED USE FACILITY / FOOTWAY</li> <li>PROPOSED TRAFFIC ISLAND (HARD SURFACE). DETAILS TBC</li> <li>PROPOSED TRAFFIC ISLAND (LANDSCAPING AREA). DETAILS TBC</li> <li>PROPOSED BUFF TACTILE PAVING</li> <li>PROPOSED RED TACTILE PAVING</li> <li>PROPOSED GRASS VERGE</li> <li>PROPOSED GRASSED SURFACE WATER CHANNEL OVERLAYING ATTENUATION TRENCH. DETAILS TBC</li> <li>PROPOSED CONCRETE SUBWAY BOX - MODULAR CONSTRUCTION. DETAILS TBC</li> <li>PROPOSED RAMP DOWN TO SUBWAY - NORTH SIDE. DETAILS TBC</li> <li>PROPOSED VEHICLE CROSS OVER</li> <li>SSSIS/AC LOCATION</li> </ul>	<ul style="list-style-type: none"> <li>PROPOSED MAINTENANCE LAY-BY. DETAILS TBC</li> <li>PROPOSED CARRIAGEWAY RESURFACING DETAILS TBC.</li> <li>PROPOSED CARRIAGEWAY FULL DEPTH RECONSTRUCTION DETAILS TBC</li> <li>PROPOSED CORDUROY PAVING DETAILS TBC</li> <li>PROPOSED SPEEDTABLE RAMP</li> <li>PROPOSED SPEEDTABLE - 25mm</li> <li>PROPOSED SPEEDTABLE - 75mm</li> <li>PROPOSED SPEEDTABLE - 30mm</li> <li>1000mm OVERRUN STRIP</li> <li>BRIDGE PARAPETS</li> <li>PROPOSED PEDESTRIAN DETERRENT PAVING</li> <li>PROPOSED PAVEMENT RESURFACING</li> <li>EXISTING CULVERT</li> <li>PROPOSED STRUCTURE WIDENING</li> </ul>	<ul style="list-style-type: none"> <li>PROPOSED YELLOW BUS STOP ROAD MARKINGS</li> <li>PROPOSED WHITE ROAD MARKINGS. DETAILS TBC</li> <li>PROPOSED TRAFFIC SIGNAL POLE</li> <li>PROPOSED LIGHTING COLUMN</li> <li>PROPOSED TRAFFIC SIGN (PS) MOUNTED ON NEW POST</li> <li>PROPOSED TRAFFIC SIGN (PS) MOUNTED BACK TO BACK ON NEW POST</li> <li>PROPOSED WAY FINDING SIGN (PS) MOUNTED ON NEW POST</li> <li>PROPOSED REFLECTIVE BOLLARD</li> <li>PROPOSED ROAD STUDS</li> <li>PROPOSED QUADRANT KERB. DETAILS TBC</li> <li>SUBWAY PUMP</li> <li>EXISTING ELECTRIC SUB-STATION</li> <li>PROPOSED SUBWAY ABUTMENTS AND WINGWALLS. DETAILS TBC</li> <li>PROPOSED SHEET PILING</li> <li>PROPOSED CHAMBER ACCESS POINT</li> </ul>	<ul style="list-style-type: none"> <li>PROPOSED TRAFFIC SIGNALS CONTROLLER AND ELECTRICITY SUPPLY PILLAR</li> <li>PROPOSED DITCH AND DIRECTION OF FLOW</li> <li>BACK OF FOOTWAY FILTER TRENCH WITH UNDERDRAIN</li> <li>PROPOSED GULLY GRATE</li> <li>PROPOSED INSPECTION CHAMBER AND SILT TRAP DETAILS TBC</li> <li>PROPOSED BRIDGE ABUTMENTS DETAILS TBC</li> <li>PROPOSED GATE DETAILS TBC</li> </ul>
--	--	---	--	---	---



This drawing has been prepared for the use of AECOM's client. It may not be used, modified, reproduced or relied upon by third parties, except as agreed by AECOM or as required by law. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that uses or relies on this drawing without AECOM's express written consent. All measurements must be obtained from the stated dimensions.