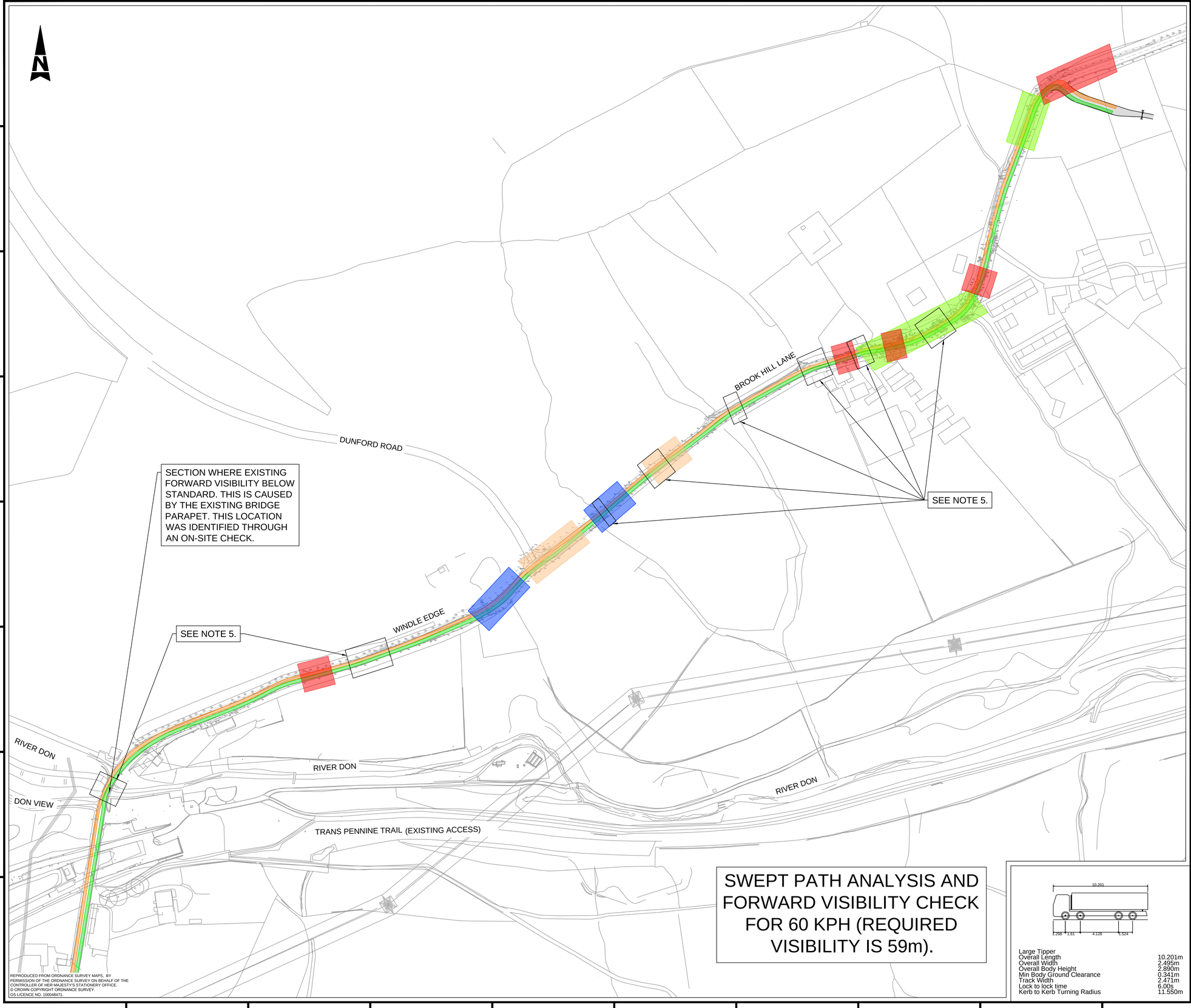

SWEPT PATH ANALYSIS AND FORWARD VISIBILITY CHECK FOR 60 KPH (REQUIRED VISIBILITY IS 59m).

REPRODUCED FROM ORDNANCE SURVEY MAPS, BY PERMISSION OF THE ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE.
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OS LICENCE NO. 100048471.

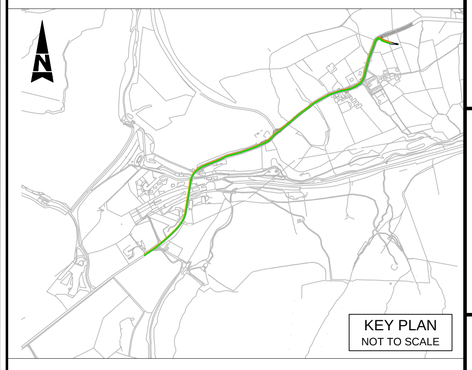
Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

NOTES:

1. THIS DRAWING IS FOR INFORMATION ONLY.
2. ALL MEASUREMENTS ARE IN METRES.
3. CARRIAGEWAY MAPPING IS BASED ON TOPOGRAPHICAL SURVEY DATA.
4. TO AVOID WAITING ON THE CARRIAGEWAY, INBOUND VEHICLES SHALL USE THE WAITING BAY IN THE BELLMOUTH.
5. THE LOCATIONS OF THE THEORETICAL PINCH POINTS IDENTIFIED FOR THE TIPPER TRUCKS WILL NOT CAUSE VEHICLES TO COME FACE TO FACE. THIS IS BECAUSE THE VEHICLES WILL BE ABLE TO SLOW DOWN AND USE THE FULL WIDTH OF THE PAVED SURFACE. AS THERE ARE NO BOUNDARY CONSTRAINTS THEY CAN PASS WITHOUT ANY CONFLICTS BEFORE OR AFTER A THEORETICAL PINCH POINT.
6. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE TECHNICAL NOTE DATED 27.03.2020 AND PDD-33492-LAY-083.
7. THE REQUIRED FORWARD VISIBILITY FOR THE ROUTE IS 59m, WHICH IS FOR AN 85TH PERCENTILE SPEED OF 60 KPH (37 MPH) AND IS BASED ON MANUAL FOR STREETS.
8. THE HATCHED AREAS SHOWN OF BELOW REQUIRED FORWARD VISIBILITY WERE IDENTIFIED THROUGH A 3D COMPUTER MODEL AND ARE FOR A DRIVER EYE HEIGHT OF 1.05m (REPRESENTING A CAR DRIVER) AND FOR AN OBJECT HEIGHT OF 0.6m. REFER TO DRAWINGS PDD-33492-091 AND PDD-33492-LAY-092 AND THE SPREADSHEET ENTITLED 'PEAK DISTRICT FORWARD VISIBILITY ANALYSIS' FOR FURTHER DETAILS.

KEY:

- 20T 4 AXLE LARGE TIPPER SWEPT PATH (NORTHBOUND)
- 20T 4 AXLE LARGE TIPPER SWEPT PATH (SOUTHBOUND)
- NORTHBOUND FORWARD VISIBILITY BELOW 59m DUE TO INSUFFICIENT CREST CURVE (VERTICAL ALIGNMENT ISSUE)
- NORTHBOUND FORWARD VISIBILITY BELOW 59m DUE TO BOUNDARY WALL (HORIZONTAL ALIGNMENT ISSUE)
- SOUTHBOUND FORWARD VISIBILITY BELOW 59m DUE TO INSUFFICIENT CREST CURVE (VERTICAL ALIGNMENT ISSUE)
- SOUTHBOUND FORWARD VISIBILITY BELOW 59m DUE TO BOUNDARY WALL (HORIZONTAL ALIGNMENT ISSUE)



PURPOSE: ISSUED FOR PLANNING

Rev	Description	Cre'd	Chk'd	App'd	Date
P4	ACCURACY OF THE PREVIOUSLY IDENTIFIED BELOW STANDARD FORWARD VISIBILITY LOCATIONS IMPROVED	PR	RR	RR	01/05/20
P03	VEHICLE TYPE CHANGED TO LARGE TIPPER AND DESIGN SPEED TO 40MPH	RAB	RR	RR	23/03/20
P02	VEHICLE TYPE CHANGED TO 20T FOUR AXLE RIGID, BELLMOUTH AMENDED	WE	RR	CN	24/12/19
P01	ISSUED FOR PLANNING	HW	RR	CN	17/12/19

nationalgrid

Master Scheme No:	Sub-Scheme No:	Site:
33492	–	400KV OHL

Scheme Name: VISUAL IMPACT PROVISION – WORK PACKAGE 1 PEAK DISTRICT NATIONAL PARK

Document Title:

CONSTRUCTION ACCESS ROUTE TO AP7
LARGE TIPPER HGV SWEPT PATH ANALYSIS

Created by:	Date:	Checked by:	Date:	Approved by:	Date:
HW	17/12/19	RR	17/12/19	CN	17/12/19

Development Eng:	Document Type:	Scale:	Format:	Sheet(s):	Rev:
S.FEDZIN	2D DRAWING	NON STANDARD	A1	1 OF 1	P4

National Grid Document Number:
PDD-33492-LAY-086

FEED Document Number:

File name \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\62100\XXX62100737 - NG VIP FEED\1 HIGHWAYS AND TRANSPORT\PEAK DISTRICT\MODELS AND DRAWINGS\PDD-33492-LAY-086.DWG, printed on 01 May 2020 15:41:35, by Ralbone, Peter