



- NOTES**
1. THIS DRAWING HIGHLIGHTS THE 2D ALTERNATIVE DESIGN PROPOSALS FOR THE CURRENT DESIGN REFERRED TO AS OPTION 4B. THIS ALTERNATIVE DESIGN 2 COMPRISES UPGRADING HOO BROOK ROUNDABOUT TO BECOME DIRECTLY SIGNALISED ON THREE OF ITS ARMS, AS FOLLOWS: A442 WORCESTER ROAD, A449 CHESTER ROAD SOUTH, AND A449 WORCESTER ROAD. WILDEN LANE WILL CONTINUE OPERATING AS A FREE-FLOWING ARM, EACH CORRESPONDING ENTRY AND EXIT LANES ON THE AFOREMENTIONED ARMS, AND AROUND THE CIRCULATORY CARRIAGEWAY ITSELF, HAVE BEEN DESIGNED IN ACCORDANCE WITH THE VEHICLE TRACKING REQUIREMENTS OF A FREIGHT TRANSPORT ASSOCIATION (FTA) 1998 ARTICULATED VEHICLE. THE LAYOUT ILLUSTRATED ON THIS DRAWING IS SUBJECT TO CHANGE SHOULD THE DESIGN BE ADOPTED.
 2. THE LAYOUT PROPOSED IS COMMENSURATE WITH A 'SPIRAL' ROAD MARKING SYSTEM. THIS INVOLVES A LANE GAIN AND LANE DROP AROUND THE CIRCULATORY CARRIAGEWAY SO THAT DRIVERS ENTER IN THE LANE APPROPRIATE FOR THEIR DESIRED EXIT, AND FOLLOW THE LANE AROUND THE ROUNDABOUT TO BE LED OFF AT THAT EXIT. THE WIDTH OF THE EXITS ARE THEREFORE DETERMINED BY HOW MANY CIRCULATING LANES LEAD OFF THE ROUNDABOUT.
 3. THIS 'SPIRAL' IS INCLUDED ON THE WESTERN-SIDE OF THE EXISTING ROUNDABOUT IN THIS SCENARIO. LANE 1 ON THE A449 WORCESTER ROAD IS MARKED TO TURN 'LEFT' TO EXIT ON TO WILDEN LANE OR 'STRAIGHT' TO HEAD NORTHBOUND ALONG THE A442 WORCESTER ROAD. DUE TO THE LOSS OF THIS LANE, AN ADDITIONAL LANE IS DEVELOPED FROM THE CENTRAL ISLAND TO MAINTAIN TWO-LANE CIRCULATION AROUND THE CIRCULATORY CARRIAGEWAY.
 4. TWO 'DEDICATED' LEFT LANES HAVE BEEN PROVIDED ON THE A442 WORCESTER ROAD AND A449 CHESTER ROAD, ALTHOUGH THESE LANES DO NOT FORM PART OF THE CIRCULATORY CARRIAGEWAY, THEY WILL BECOME AN ADDITIONAL EXIT LANE FOR CIRCULATING TRAFFIC. FOR THAT REASON THEY ARE ALSO SIGNALISED WITH TRAFFIC BEING HELD AT THE SAME POINT AS VEHICLES IN LANE 2 AND LANE 3 ON THE APPROACHES OF THESE ARMS.
 5. TRAFFIC ANALYSIS (LINSIG) SUGGESTS THE SIGNALS FOR THE THREE ARMS LISTED ABOVE MUST BE OPTIMISED TO MAXIMISE THROUGH-PUT ON WILDEN LANE, WHEN THIS IS MODELLED.
 6. DESIGN PROPOSALS ARE BASED ON THE CURRENTLY DEVELOPED DESIGN WITH UPDATES MADE TO REDUCE THE IMPACT UPON STATUTORY UNDERTAKER APPARATUS ADJACENT TO THE EXISTING CARRIAGEWAY. THE ALTERNATIVE DESIGN 2 DIFFERS FROM THE CURRENT DESIGN THROUGH THE GAIN OF THE ADDITIONAL LANE ON THE A442 WORCESTER ROAD TO THE OFFSIDE TO REDUCE THE IMPACT TO UTILITIES. ALL OTHER ARMS REMAIN THE SAME.

LEGEND

	PROPOSED KERBING
	INDICATIVE ROAD MARKINGS
	PROPOSED NON-MOTORIZED USER PATH
	PROPOSED TRAFFIC SIGNALS
	PROPOSED CARRIAGEWAY

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Appr'd
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Jacobs
 Church Hill House, Church Hill Way, Cardiff CF10 2RH
 Tel: +44(0)2920 55 3200
 www.jacobs.com

Client **worcestershire**
 county council

Project **HOOBROOK ROUNDABOUT**

Drawing title
**2D ALTERNATIVE DESIGN
 HOO BROOK ROUNDABOUT
 GENERAL ARRANGEMENT
 ALTERNATIVE DESIGN 2**

Drawing status **DRAFT / SKETCH**

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HOO BROOK ROUNDABOUT ALTERNATIVE DESIGN PROPOSAL 2
 (DO NOT SCALE)

DRAWING TO BE READ IN COLOUR

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