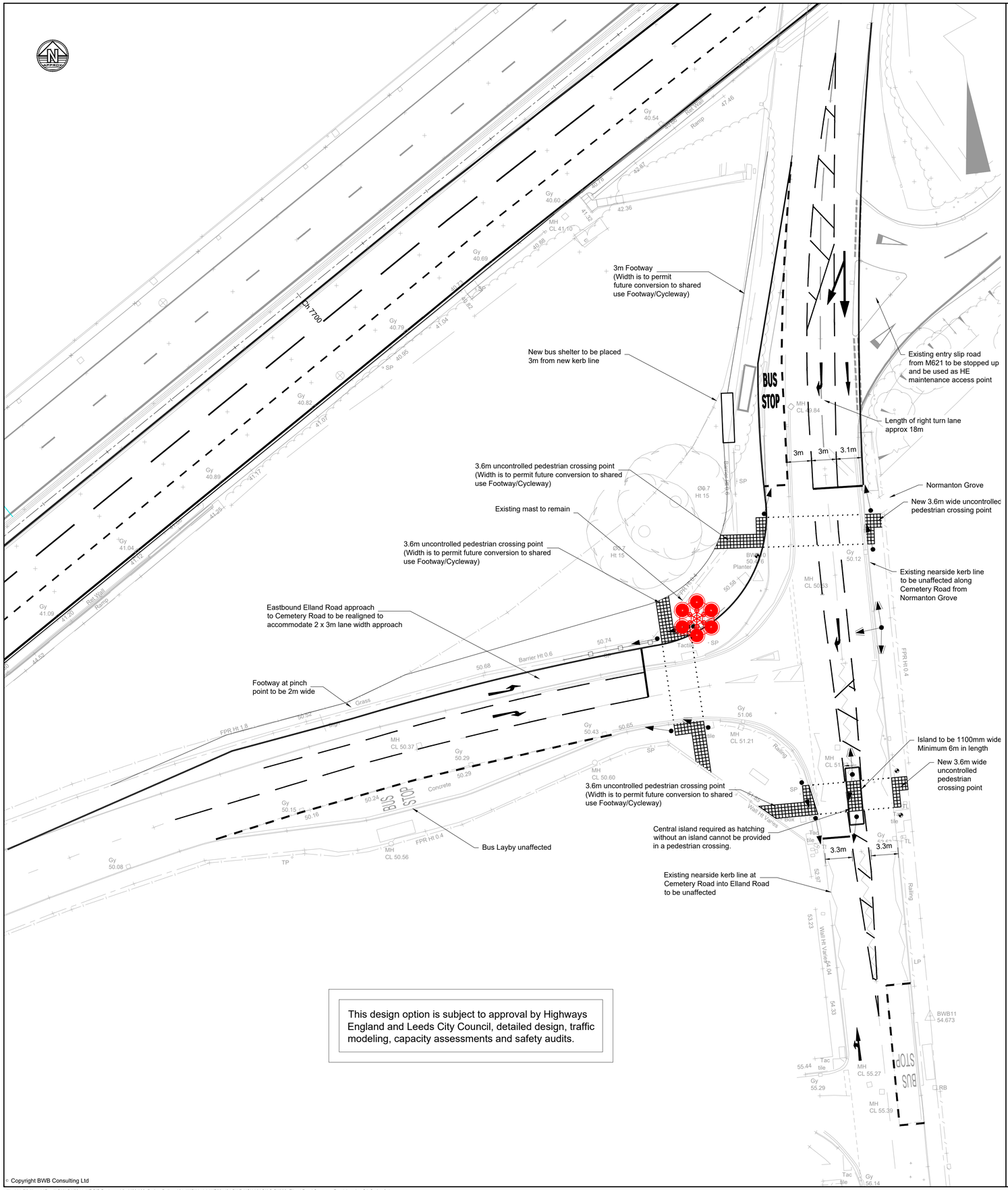
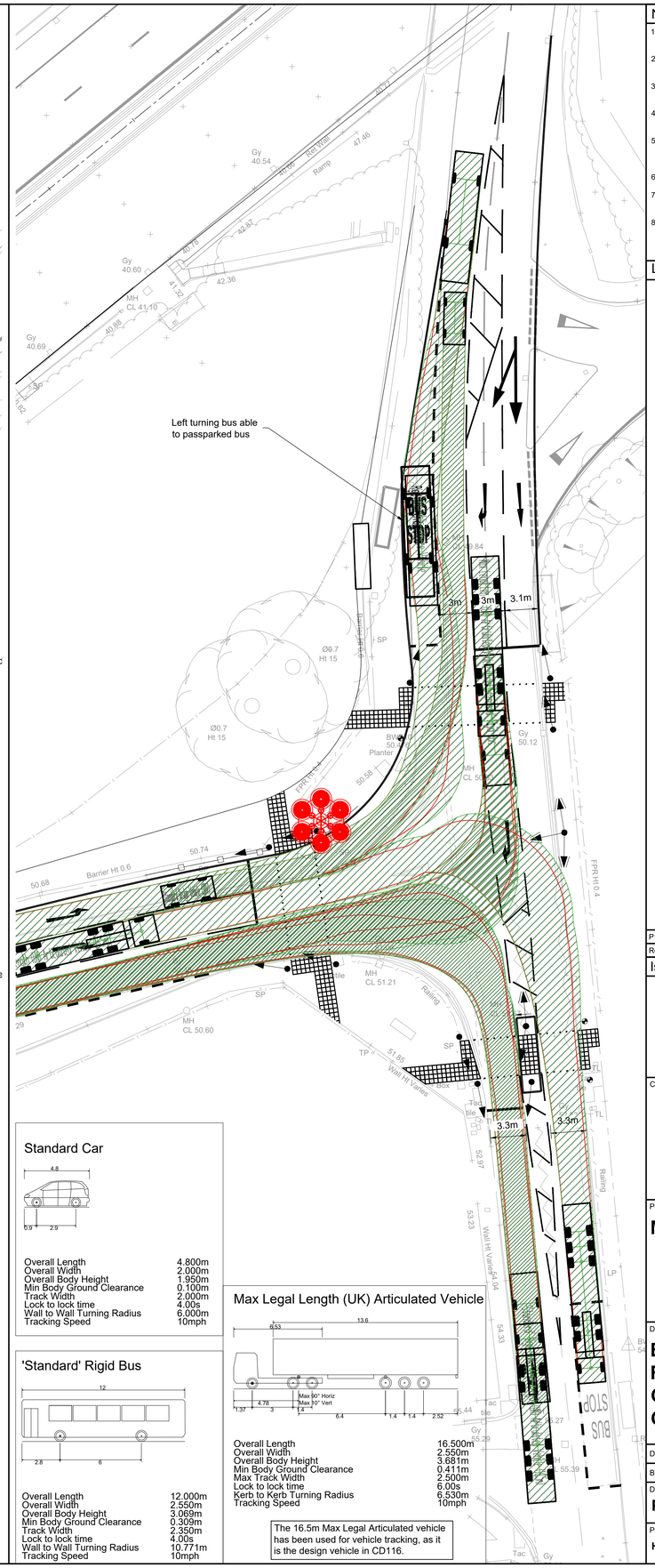


This design option is subject to approval by Highways England and Leeds City Council, detailed design, traffic modeling, capacity assessments and safety audits.



Standard Car

Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m
Tracking Speed	10mph

'Standard' Rigid Bus

Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.771m
Tracking Speed	10mph

Max Legal Length (UK) Articulated Vehicle

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m
Tracking Speed	10mph

The 16.5m Max Legal Articulated vehicle has been used for vehicle tracking, as it is the design vehicle in CD116.

Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.
5. This design option is subject to approval by Highways England and Leeds City Council, detailed design, traffic modeling, capacity assessment and safety audits.
6. Types of kerbs have been omitted.
7. Dimension of bus shelter is to existing. Location and dimensions to be confirmed at detailed design stage.
8. The use of dropped kerbs and tactile pavings at pedestrian dropped crossing points shall comply with the requirement of Department of Transport Guidance on the Use of Tactile Paving Surfaces.

Legend

- Proposed new kerb line
- Proposed new edge of footway
- Proposed 4m Primary Signal Head
- Proposed 4m Secondary Signal Head
- Proposed Stub Pole
- Proposed 4m Primary Signal Head with Right Turn
- Proposed Tactile paving
- Proposed Pedestrian Guardrail
- Existing mast arm to be remain.
- Vehicle Body Extents
- Vehicle Wheel Extents

Rev	Date	Details of issue / revision	Drw	Rev
P1	04.05.20	Preliminary Issue	AH	SRH

Issues & Revisions

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Client

Working on behalf of highways england

Project Title

M621 J1-7

Drawing Title

Elland Road/Cemetery Road Junction General Arrangement Option 2

Drawn:	A Hammond	Reviewed:	S Hilditch
BWB Ref: LDH2211	Date: 04.05.20	Scale@A1:	1:250

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HE551464-BWB-HGN-XX-SK-C-SK032	S1	P1

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