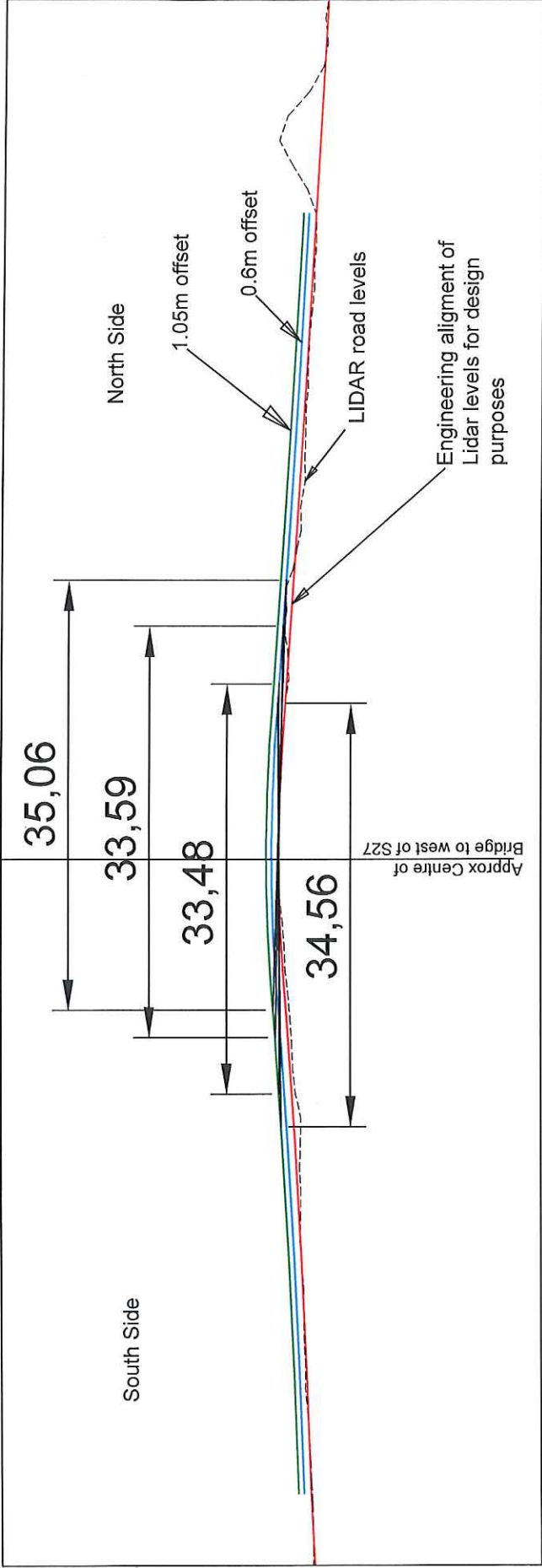


Note on S27 Hump Back Bridge Stopping Sight Distance

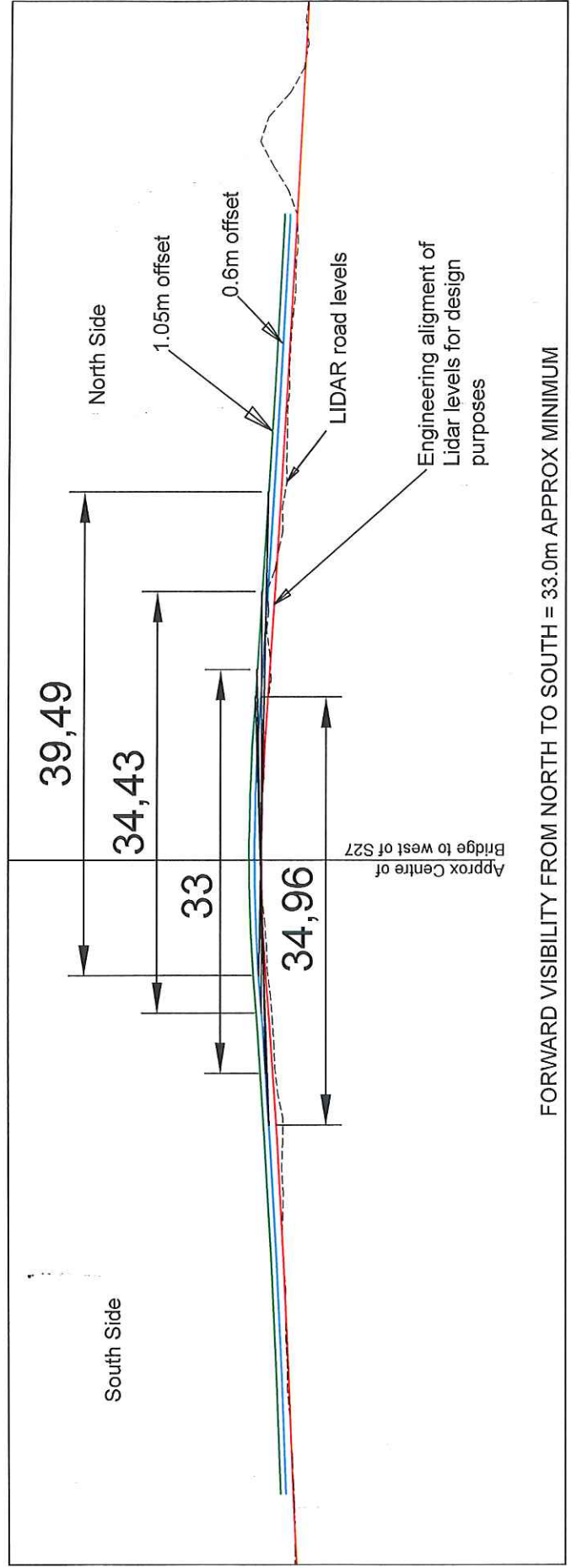
1. On day 21 of the Public Inquiry, during cross examination of Susan Tilbrook on S27 Barrells, the matter of the ATC and forward visibility over the road bridge west of S27 level crossing on was raised by Suffolk County Council.
2. Ms Tilbrook explained that an assessment of the forward visibility (Stopping Sight Distance) had been undertaken using LIDAR as a basis for determining the roads vertical profile. A note on LIDAR and how it has been used by Mott MacDonald has previously been provided to the inquiry: NR-INQ-53.
3. The Inspector requested a copy of any drawings which had been produced by Mott MacDonald to calculate forward visibility from LIDAR. This is attached at Appendix A to this Note.
4. The long section generated by LIDAR along the road centreline shown in Appendix A. The LIDAR section is shown dashed as the basis for the road profile. For use in more detailed assessments it is accepted practice to fit a smooth curve profile to accommodate the vertical tolerances and height anomalies generated from the LIDAR data. This is shown in red.
5. In accordance with Manual for Streets ("MfS") paragraph 7.6.3 (NR-INQ-15 at Tab J, page 91) offsets for the vertical visibility envelope for car drivers have been set at 0.6m above the road profile (blue) and 1.05m above the road profile (green).
6. A series of typical forward visibility envelope for the north bound and southbound traffic have been annotated on the long sections to demonstrate that the visibility varies and to show the approximate minimum forward visibility for car drivers.
7. The minimum forward visibility northbound is approximately 33.5m and southbound is approximately 33.0m.

APPENDIX A

FORWARD VISIBILITY DRAWING



FORWARD VISIBILITY FROM SOUTH TO NORTH = 33.5m APPROX MINIMUM



FORWARD VISIBILITY FROM NORTH TO SOUTH = 33.0m APPROX MINIMUM