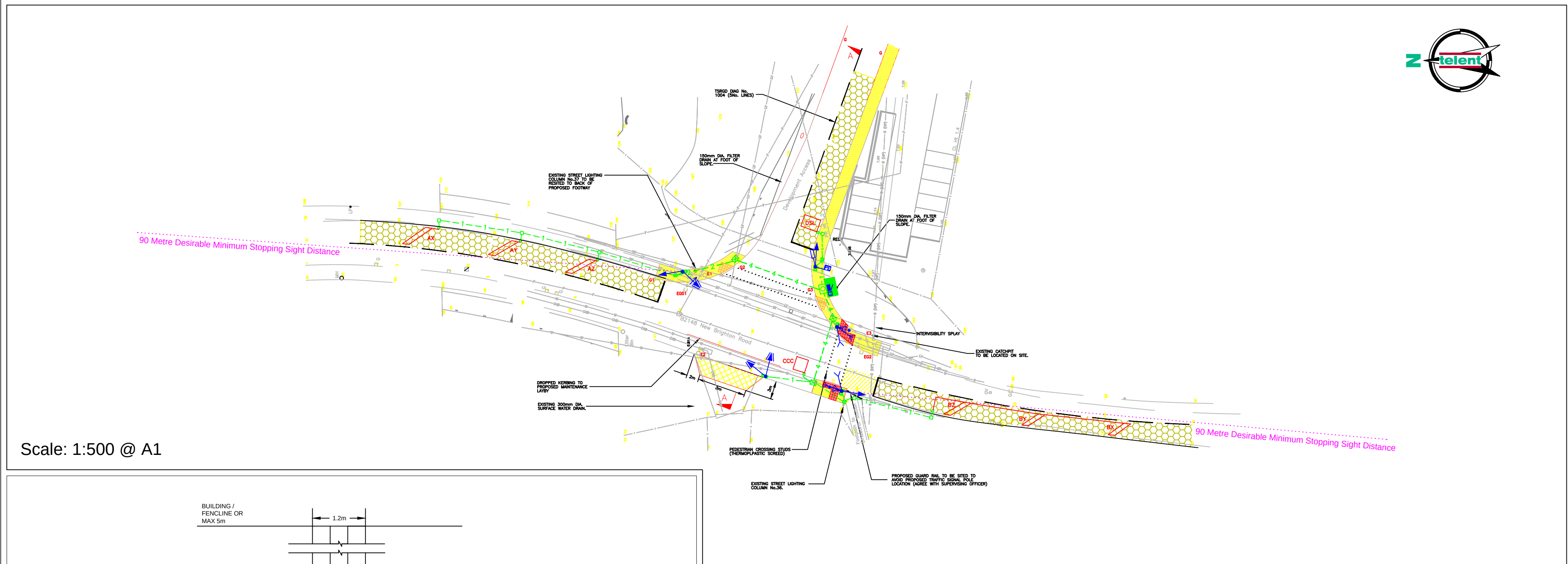
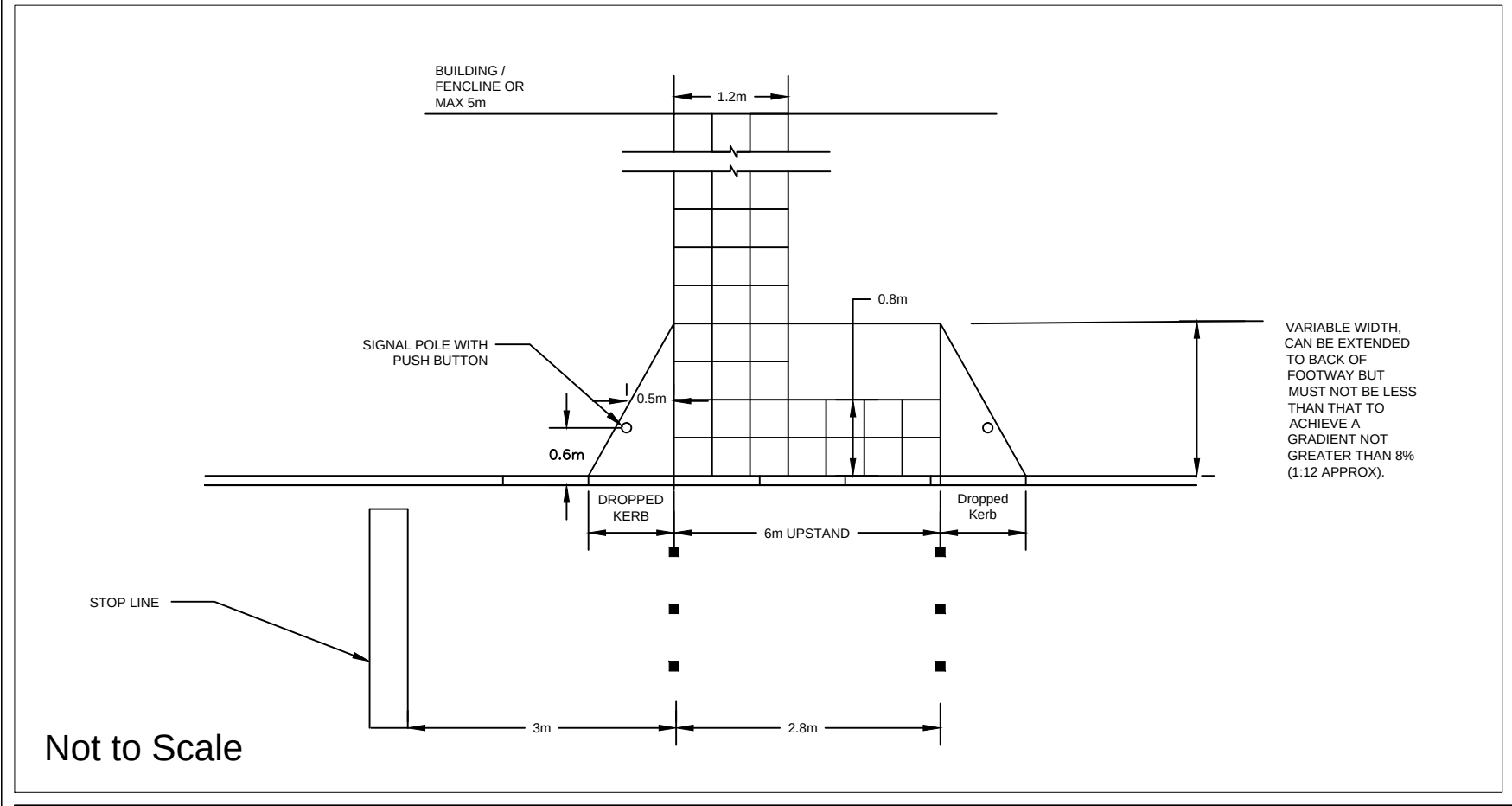
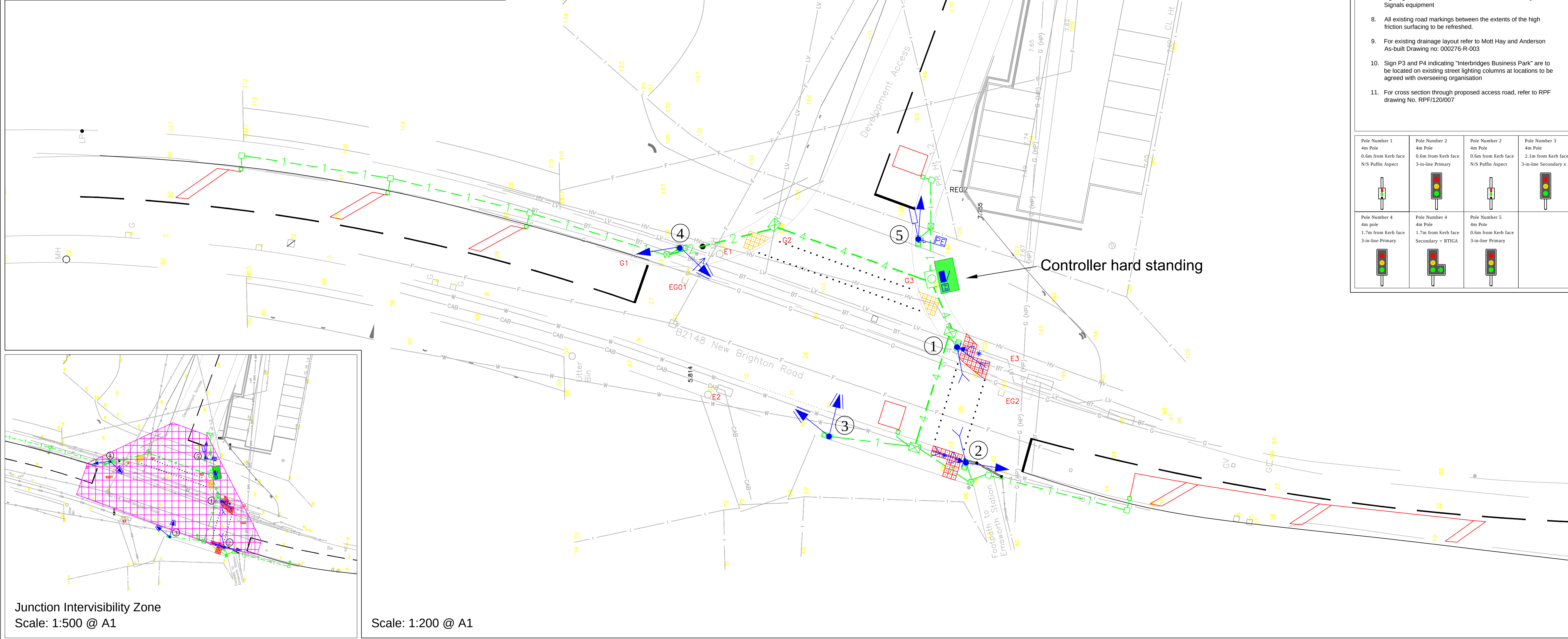




Scale: 1:500 @ A1

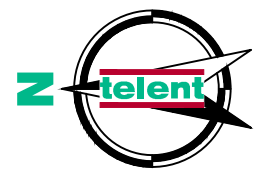


Not to Scale



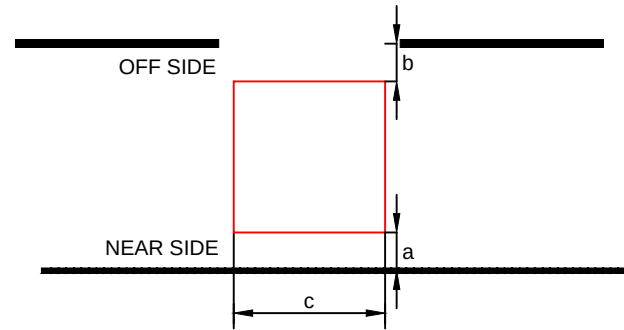
Junction Intervisibility Zone
Scale: 1:500 @ A1

Scale: 1:200 @ A1

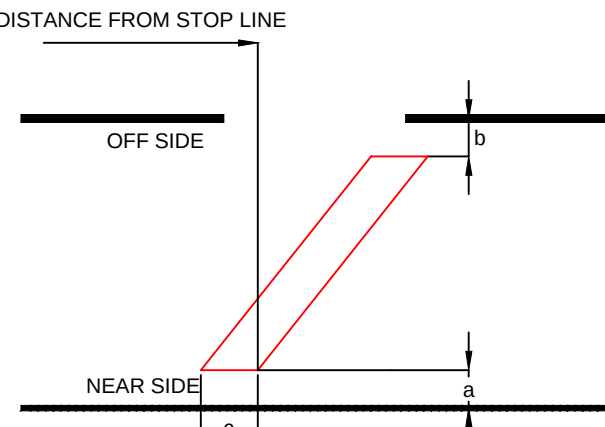


VA/ STOPLINE LOOP DIMENSIONS					
LOOP NAME	DISTANCE FROM STOPLINE	DISTANCE FROM NEAR SIDE (a)	DISTANCE FROM OFF SIDE (b)	LOOP LENGTH (c)	LOOP TYPE
AX	39m	0.4m	0.5m	1.1m	CHEVRON
AY	25m	0.4m	0.5m	1.1m	CHEVRON
AZ	12m	0.4m	0.5m	1.1m	CHEVRON
BX	39m	0.4m	0.5m	1.1m	CHEVRON
BY	25m	0.4m	0.5m	1.1m	CHEVRON
BZ	12m	0.4m	0.5m	1.1m	CHEVRON
DSL	3m	0.4m	0.6m	2m	RECTANGLE
CCC		0.4m		2m	RECTANGLE

STOPLINE / 'CALL CANCEL' LOOP DIMENSION DIAGRAM



'CHEVRON' LOOP DIMENSION DIAGRAM



CIVILS:

- Lighting Column Nos 36 & 37- remove existing 90w SOX lanterns and fit URBIS 2x3 flat glass 100w SON/T lanterns Matrix 881421 and PEC's
- Sign REF's T1 and T2 to be taken down 12-16 weeks after traffic signals have been switched on
- Keep clear road markings to Diag. No. 1026 to be sited on N/B approach, 90m south of the junction at existing entrance to Emsworth rail station.
- Soakaway type S2A to HCC standard detail: HCC9/D1075A
- Rodding eye to be Type 1 to HCC standard detail HCC9/D125A
- Existing and new drainage system is to be jetted out upon completion of the civils work.
- Lighting columns to be set out so as not to obscure any Traffic Signals equipment
- All existing road markings between the extents of the high friction surfacing to be refreshed.
- For existing drainage layout refer to Mott Hay and Anderson As-built Drawing no: 000276-R-003
- Sign P3 and P4 indicating "Interbridges Business Park" are to be located on existing street lighting columns at locations to be agreed with overseeing organisation
- For cross section through proposed access road, refer to RPF drawing No. RPF/120/007

Pole Number 1 4m Pole 0.6m from Kerb face N/S Puffin Aspect	Pole Number 2 4m Pole 0.6m from Kerb face 3-in-line Primary	Pole Number 2 4m Pole 0.6m from Kerb face N/S Puffin Aspect	Pole Number 3 4m Pole 2.1m from Kerb face 3-in-line Secondary x 2
Pole Number 4 4m pole 1.7m from Kerb face 3-in-line Primary	Pole Number 4 4m pole 1.7m from Kerb face Secondary + RTIGA	Pole Number 5 4m Pole 0.6m from Kerb face 3-in-line Primary	

KEY:

- ELV Traffic Signal Controller + Remote Monitoring
- Electrical Feeder Pillar.
- 4m Low Access Slotless Signal Pole.
- RAG Primary Signal Head.
- RAG Secondary Signal Head.
- RAG + RTIGA Primary Signal Head. 3 & 1 Side Mount
- Nearside Puffin Aspect Combined Unit. Audible Device Fitted.
- On-Crossing Detector.
- Kerbside Detector.
- Microwave Vehicle Detector.
- Photoelectric Cell.
- Brushless Tactile Device.
- Signal Pole Number. (Black Text on Yellow Background)
- NAL STAKKAbox Controller Chamber 900mm x 900mm.
- NAL STAKKAbox Large Chamber 600mm x 450mm.
- NAL STAKKAbox Medium Chamber 450mm x 450mm.
- NAL STAKKAbox Small Chamber 300mm x 300mm.
- NAL Pole Retention Socket RS115.
- NAL Carriageway Loop Box.
- New 100mm Orange Traffic Signals Duct (No. as indicated).
- 100mm Orange Duct for Electrical Feeder.
- VA Detection Loop.
- Stopline / Call Cancel Detection Loop.
- Tactile Paving (Red).
- Uncontrolled Tactile Paving (Buff).
- Skid Resistant Surfacing

NOTES:

- Road markings to be laid prior to any skid resistant surface treatment. Markings to be masked over during application of surface then relaid to level of new surface covering. All markings shown to be laid in accordance with TSRGD 2002.
- Skid resistant surfacing to be installed up to a minimum distance of 50 metres from the stopline on both approaches of New Brighton Road.
- All ducting shall be polypropylene, orange in colour, smooth bore with 'Traffic Signals' imprinted on the duct. Draw cords shall be included in all ducts.
- All poles are to be 114mm diameter 4m low access slotless poles and installed 700mm deep.
- Ducting from RS115 NAL units to adjacent chamber are to be 1x100mm unless indicated otherwise. All other runs shall be as indicated by number.
- Orange 100mm duct to be installed between Electrical Feeder pillar and controller for electricity supply.
- Any detection loops in areas of skid resistant surfacing should be cut prior to application of the surfacing.
- The Signal heads should be LED and both the Signals and controller shall be ELV (Extra Low Voltage).
- Signal heads on Poles 2 and 5 to be side mounted on a bracket away from the carriageway
- Poles 1 and 2 to be located 0.6m from the kerb face and 0.5m from the centre of the pole.
- Pole 3 to be located 2.1m from the kerb face to the centre of the pole
- Pole 4 to be located 1.7m from the face of the kerb to the centre of the pole.
- Pole 5 to be located 0.6m from the face of the kerb and 2.5m from the associated Stopline.
- The photocell for dimming shall be located on a signal head where it will not be affected by street lighting.
- Drawing to be read in conjunction with the works specification.
- All Location Information shown on this drawing for existing statutory undertakers plant, is approximate and provided for the contractors information only. It should not be relied on for excavation or other works purposes and contractors must contact the relevant statutory undertakers for accurate locations prior to the commencement of any works.
- Services shown on site continue across the site Eastwards and may affect construction of the On-Site infrastructure and buildings.
- All dimensions are in Metres unless otherwise shown.

UNAPPROVED				
Rev	Date	Description	By	Chkd App

New Brighton Road / Development Access
Emsworth, Hampshire
Proposed Traffic Signal Design

Project No: S01241	Scale: As Shown	Date: 16/03/2016
Drawn: DJWR	CAD File Name: 216248-TS-iss02-Rev00.dwg	
Design Telephone: +44 (0)1926 693024 Design Email: design.services@telent.com For Tendering information/services: Tendering Telephone: +44 (0)1926 693910 Tendering Email: estimating@telent.com		
Technology Services Ltd. Point 3, Haywood Road, Warwick, CV34 5AH, United Kingdom		
Originator: DJWR	Checked: PJS	Approved:
DRAWING No: 216248-TS	ISS: 02	REV: 00