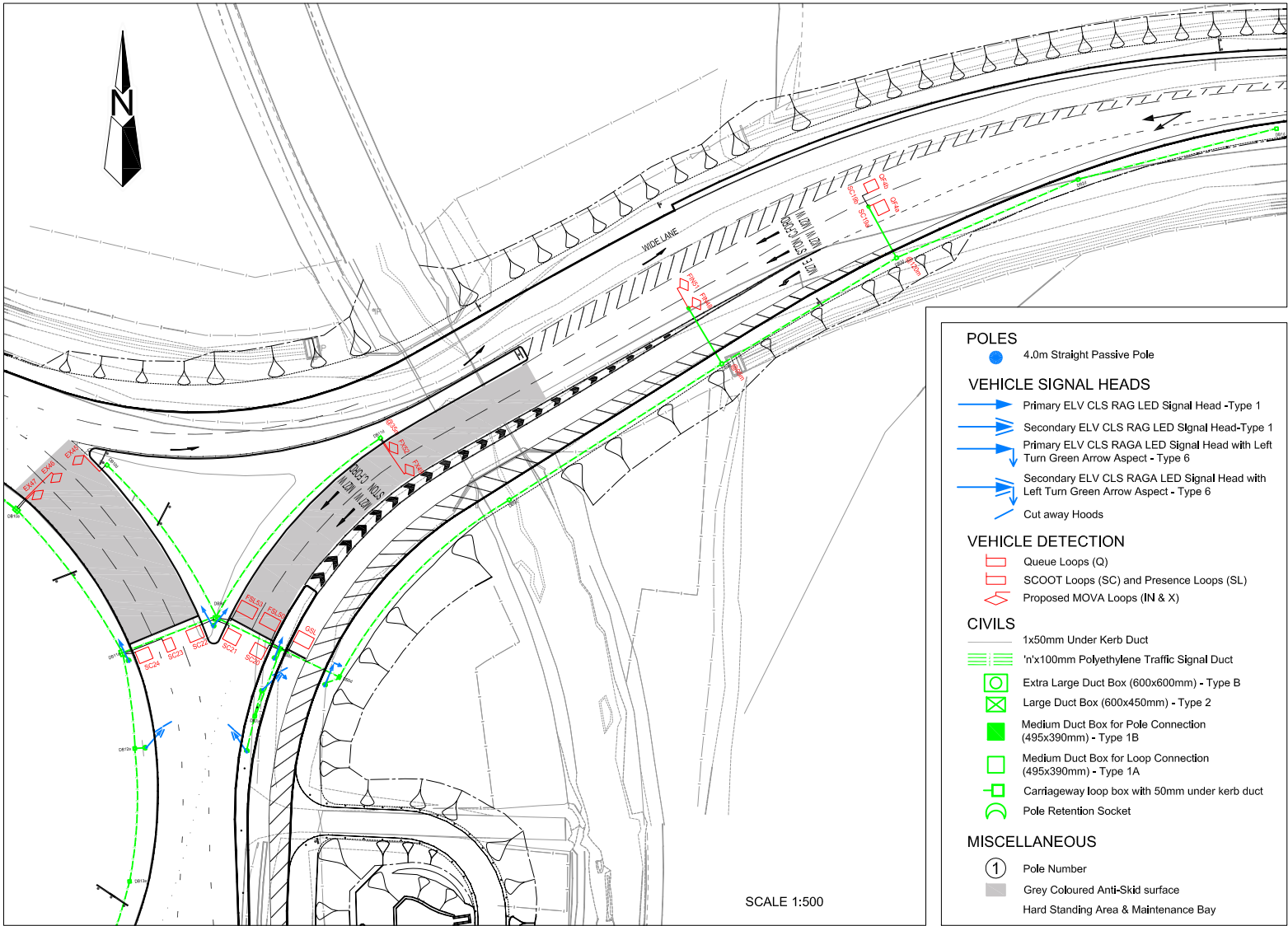


Safe Roads : Improving the junction to remove congestion on the existing network

Reliable Journeys : Works will be undertaken using appropriate forms of traffic management to minimise disruption to our customers

Informed Travellers : Advance notices to be erected on site 3 weeks prior to start, advising restrictions and work content

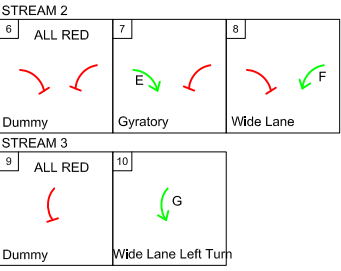
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PASSIVE POLE WIND LOAD RESULTS						
Pole No	Pole Height (m)	Standard Level Aspects	High Level Aspects	SAPA Pole		
				SAPA Pole	Part Number	Unity Factor*
10	4.0	1x3	-	SAPA 114 - 145 - HD	15,040,145,09uk	0.30
11	4.0	2x3	-	SAPA 114 - 145 - HD	15,040,145,09uk	0.42
12	4.0	1x3	-	SAPA 114 - 145 - HD	15,040,145,09uk	0.30
13	4.0	1x3	-	SAPA 114 - 145 - HD	15,040,145,09uk	0.30
14	4.0	1x3	-	SAPA 114 - 145 - HD	15,040,145,09uk	0.30
15	4.0	1x3	-	SAPA 114 - 145 - HD	15,040,145,09uk	0.30
16	4.0	1x3	-	SAPA 114 - 145 - HD	15,040,145,09uk	0.30

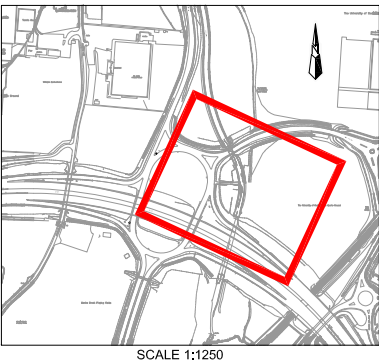
NOTES

- Passive pole rating is based on an assessment carried out by the Design Engineer and the guidance as laid out in BS EN 12767:2007 UK Annex.
- Please refer to drawing detail for exact traffic signal aspect arrangement in each head (i.e. 3 aspect, 4 aspect, L shape etc).
- *Poles with a unity factor of less than 1 are adequate.
- Tunnel hoods are not fitted.
- Extension brackets are not permitted on passively safe poles.
- All poles are straight not cranked.
- All signal poles are to be installed into pole retention socket (NALRS115).
- Termination enclosure is required for each pole. Configurations as per the signal drawing.



NOTES

- Grey coloured antiskid surfacing should be installed for a distance of 65m from the stop line on Wide Lane and 35m from the gyrotory stop line.
- Refer to 3/527987/DR/500/101-104 ducting drawings for detail information.
- The Contractor shall ensure that all civil works shall be conducted in accordance with the following HCC standard detail drawings. All these details can be found at : <http://www3.hants.gov.uk/engineering-services/developer-information/standard-details/environment-transport-t-series-details.htm>
- All signal poles to be installed into a pole retention socket (NALRS115). Tall poles 3 and 4 are to be installed into large pole retention socket (NALRS165).
- The lowest part of any signal head assembly including brackets to have a minimum clearance above the finished ground level of 2.1m.
- Cut away hoods to be installed on secondary signal heads on poles 14, 15 and 16.
- All signal poles with primary signal poles shall be installed 2.5m from the associated stop lines.
- All SCOOT loops shall be connected to the controller.
- All signal poles to be connected to MEC cabinet.
- All MOVA loops shall be connected to EC.
- 1x50mm duct to be used at loop positions where under kerb ducts are used.
- All loops are shown indicatively on the drawing. They must be placed on site by a suitably trained engineer in accordance with the detection tables. They are to be sited under the instruction of HCC Engineer. All loops to be cut in accordance with MCH1540.
- SCOOT loops SC19a and SC19b have dual functionality. They are to be utilised as queue loops.
- Siting of the signal poles and the final equipment postting to be agreed on site.
- A 2mx2m hard standing area should be provided around the signal poles for ladder support. Hard standing areas around the poles are shown indicatively. Refer to 3/527987/DR/1100 series drawings (maintenance areas and footpaths) drawings for detail information.



B	04/14	Issued for construction	HAC	SI	GSH
A	12/13	Issued for tender	HAC	SI	GSH
REV	DATE	DESCRIPTION	BY	CHKD	APPD

em leaner, greener, safer

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Winchester
Hampshire
SO23 7TY

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CLIENT

HA HIGHWAYS AGENCY

Federated House
London Road
Dorking
RH4 1SZ

PROJECT

M27 Junction 5
Freeflow Eastbound On-slip
Pinch Point Programme
(HA PIN 527987)

TITLE

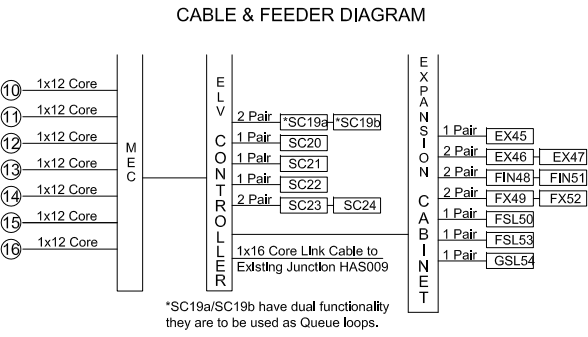
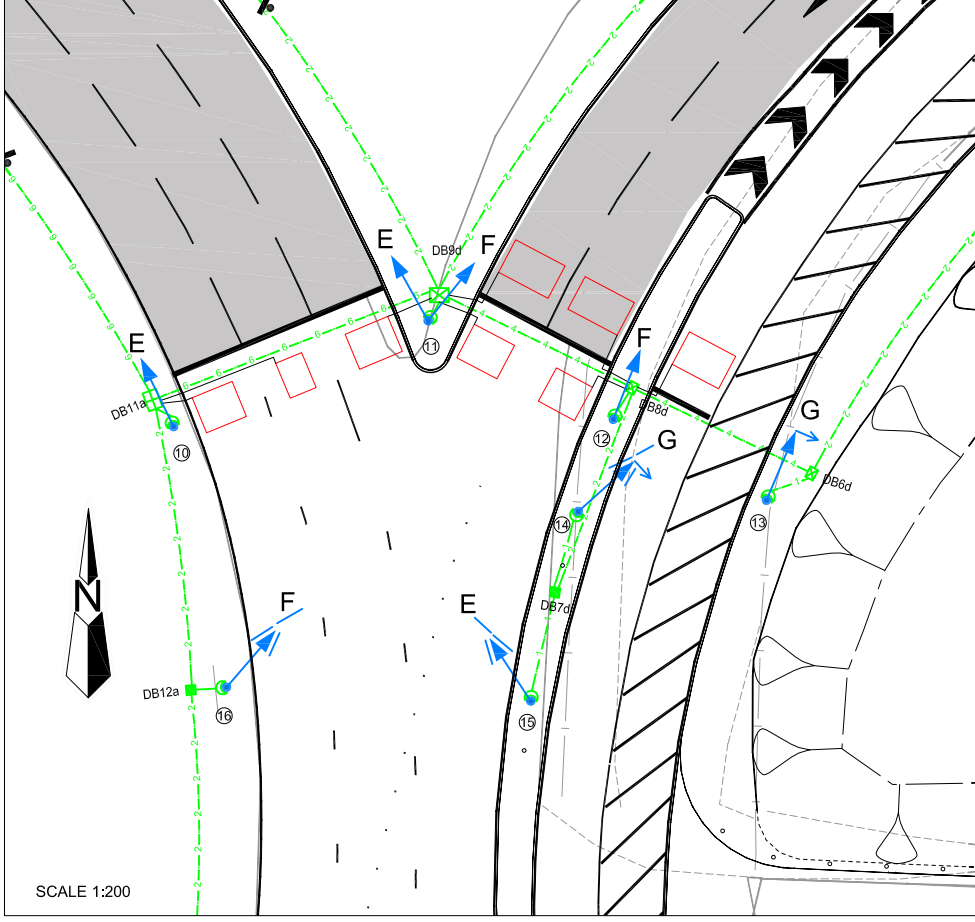
TRAFFIC SIGNALS
A335 WIDE LANE / GYRATORY

Sheet 3 of 3

DATE	24/10/13	DRAWN	MG
SCALE	AS SHOWN	DESIGNED	MG
CAD REF	3-527987-DR-1200-101 to 105_B Traffic Signals.dwg	CHECKED	CWH
DRAWING NUMBER	3/527987/DR/1200/105	APPROVED	GSH
STATUS	FOR CONSTRUCTION	REVISION	B

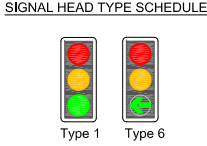
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Detector Label	Detector Distance from the Associated Stop Line (m)	Phase Demand	Phase Extend	Loop distance from kerb or n/s lane		Detector Type
				A	B	
EX45	30	E	E	0.4	0.8	MOVA/VA
EX46	30	E	E	0.8	0.8	MOVA/VA
EX47	30	E	E	0.8	0.4	MOVA/VA
FIN48	95	-	-	0.6	0.8	MOVA/VA
FX49	35	F	F	0.6	0.8	MOVA/VA
FSL50	1.5	F	F	0.4	0.8	MOVA/VA
FIN51	95	-	-	0.8	0.6	MOVA/VA
FX52	35	F	F	0.8	0.4	MOVA/VA
FSL53	1.5	F	F	0.8	0.4	MOVA/VA

SCOOT DETECTOR SCHEDULE				
Detector or Label	Detector Distance from the Associated Stop Line (m)	Loop distance from kerb or n/s lane A	Loop distance from kerb or off/s lane B	Detector Type
SC19a	120.00	1.25	1.25	SCOOT
SC19b	120.00	1.25	0.4	SCOOT
SC20	1.50	0.4	1.25	SCOOT
SC21	1.50	1.25	0.4	SCOOT
SC22	1.50	0.4	1.25	SCOOT
SC23	1.50	1.25	1.25	SCOOT
SC24	1.50	1.25	0.4	SCOOT



SITING OF POLES & EQUIPMENT SCHEDULE (3)						
Pole No	Pole Height (m)	Passive Pole Type	Pole Distance from Kerb Face (m)	Primary Signal Head Type	Secondary Signal Head Type	PE Cell
10	4.0	Straight	1.10	1 x Type 1	-	-
11	4.0	Straight	1.60	2 x Type 1	-	-
12	4.0	Straight	1.25	1 x Type 1	-	-
13	4.0	Straight	1.10	1 x Type 6	-	-
14	4.0	Straight	1.25	-	1 x Type 6	-
15	4.0	Straight	1.10	-	1 x Type 1	-
16	4.0	Straight	1.50	-	1 x Type 1	-

