

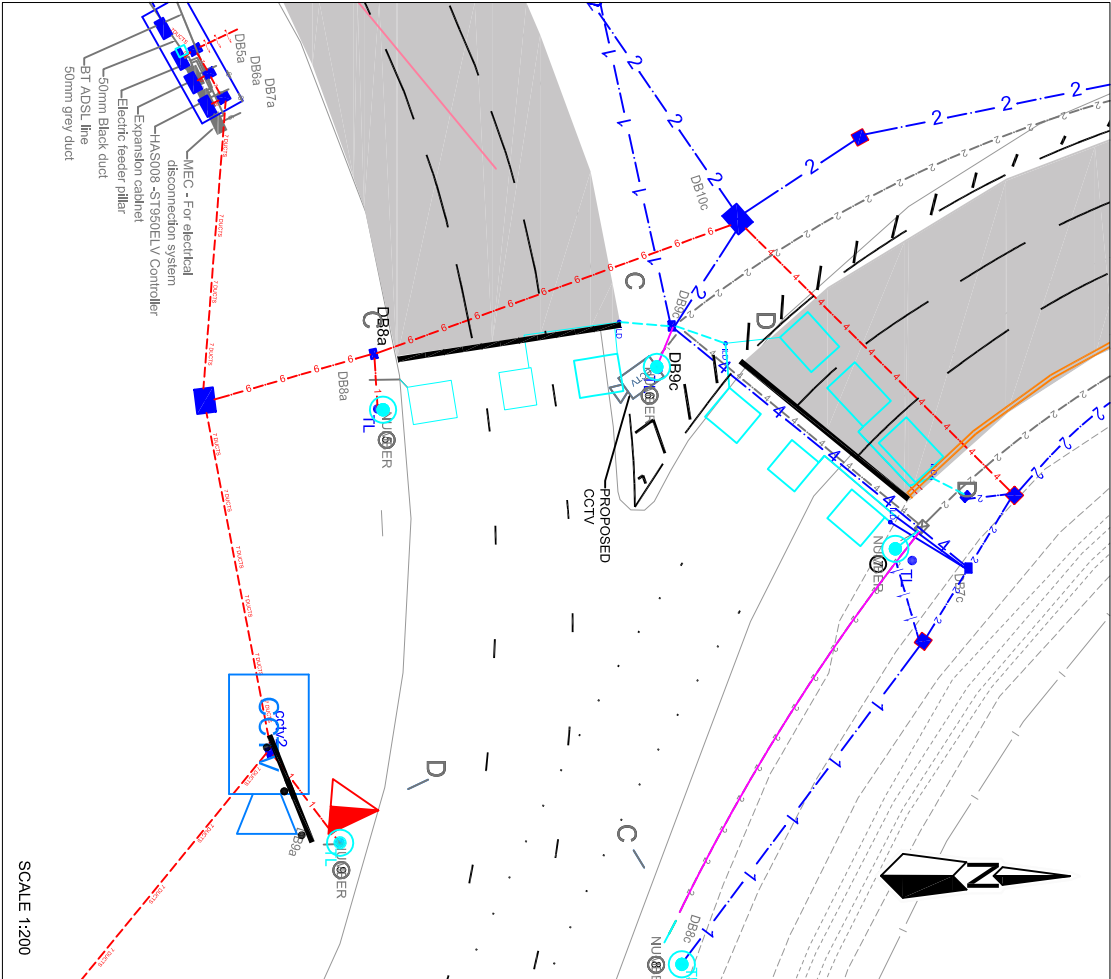
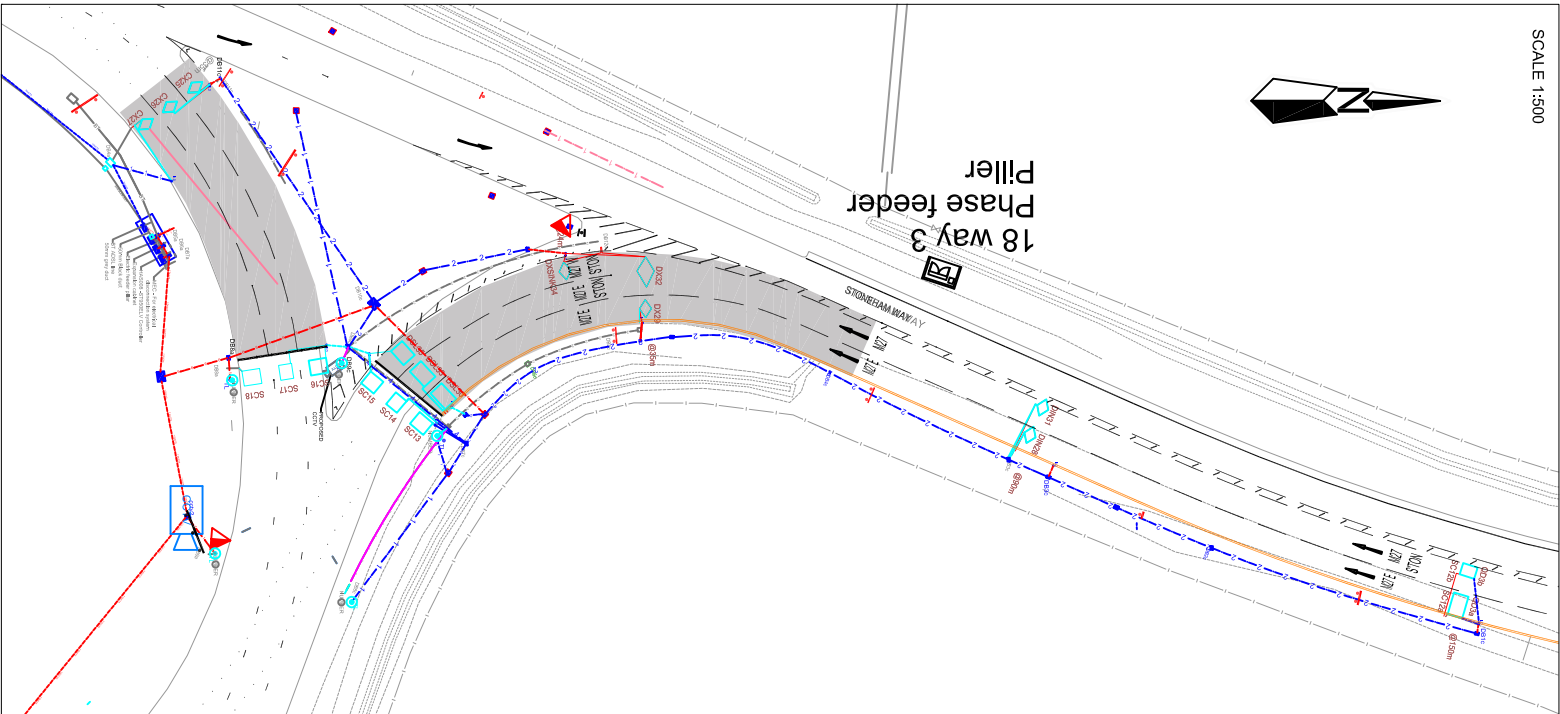
Safe Roads : Improving the junction to remove congestion on the existing network

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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SCALE 1:500



- NOTES
1. Grey coloured anti-slip surfacing should be installed for a distance of 65m from the stop line on Stoneham Way and 40m from the gyratory stop line.
 2. Refer to 3/627987/DR500/101-104 drawing for details.
 3. The Contractor shall ensure that all work 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/development-information/standard-detailing-environment-transport-features-details.htm>
 4. Pole 6 is 6m tall pole. High level repeater signal head is to be installed as shown on the drawing.
 5. All poles to be installed into a pole retention socket (NALRS115). Tall pole 6 is to be installed into large pole retention socket (NALRS165).
 6. The lowest part of any signal head assembly including brackets to have a minimum clearance above the finished ground level of 2.1m.
 7. Cut away hoods to be installed on secondary signal heads on poles 8 and 9.
 8. All signal poles with primary signal poles shall be installed 2.5m from the associated stop line.
 9. All SCOOT loops shall be connected to the controller.
 10. All signal poles to be connected to MEC cabinet.
 11. All MOVA loops shall be connected to EC.
 12. 1x50mm duct to be used at loop positions where under kerb ducts are used.
 13. 1x PTZ CCTV camera to be installed on pole 6.
 14. 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.
 15. SCOOT loops SC12a and SC12b have dual functionality. They are to be utilised as queue loops.
 16. Siting of the signal poles and the final equipment pointing to be agreed on site.
 17. A 2mx2m size hard standing area should be provided around the signal poles for ladder support. Hard standing areas around the poles are shown indicatively. Refer to 3/627987/DR1100 series drawings (maintenance areas and looppaths) for detail information.

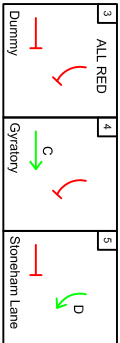
POLES	
	6.0m Straight Passive Pole
	4.0m Straight Passive Pole
VEHICLE SIGNAL HEADS	
	Primary ELV CLS RAG LED Signal Head with High Level Repeater - Type 1
	Primary ELV CLS RAG LED Signal Head - Type 1
	Secondary ELV CLS RAG LED Signal Head - Type 1
	Cut away hoods
SIGNAL EQUIPMENT	
	ST1950ELV Traffic Controller with Cabinet Base
	Expansion Cabinet (EC) with Cabinet Base
	MEC for Electrical Disconnection System with Cabinet Base
	Proposed Electric Feeder Pole (Un-metered) (FP)
	Queue loops (Q)
	SCOOT Loops (SC) and Presence Loops (SL)
	Proposed MOVA Loops (IN & X)
CIVILS	
	1x50mm Black Duct
	1x50mm Grey Duct
	1x50mm Under Kerb Duct
	1x100mm Polyethylene Traffic Signal Duct
	Extra Large Duct Box (600x450mm) - Type 2
	Large Duct Box (600x450mm) - Type 1
	Medium Duct Box for Pole Connection (455x330mm) - Type 1B
	Medium Duct Box for Loop Connection (455x330mm) - Type 1A
	Carriageway loop box with 50mm under kerb duct
	Pole Retention Socket
	Large Pole Retention Socket
MISCELLANEOUS	
	Pole Number
	Proposed CCTV
	Grey Coloured Anti-Slip surface
	Hard Standing Area & Maintenance Bay
SIGNAL HEAD TYPE SCHEDULE	
	Type 1

PASSIVE POLE WIND LOAD RESULTS				
Pole No	Standard Height (m)	HH Level Aspects	SAPA Pole	
			Part Number	Umf Factor
5	4.0	1x3	SAPA 114 - 145 - HD 15.0x0.145.09xk	0.30
6	6.0	1x3 & 2x3	SAPA 165 - 145 - 6m 15.0x0.165.04 6m	0.36
7	4.0	1x3	SAPA 114 - 145 - HD 15.0x0.145.09xk	0.30
8	4.0	1x3	SAPA 114 - 145 - HD 15.0x0.145.09xk	0.30
9	4.0	1x3	SAPA 114 - 145 - HD 15.0x0.145.09xk	0.30

NOTES

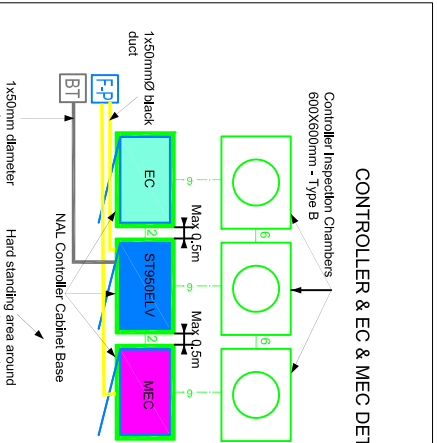
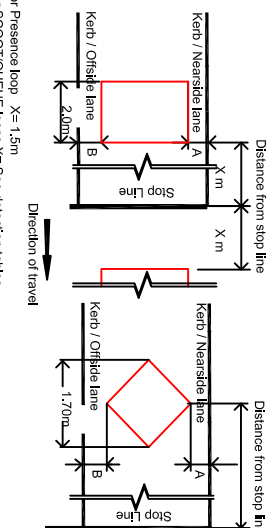
1. Passive pole rating is based on an assessment carried out by the Design Engineer and the guidance as laid out in BS EN 12767:2007 UK Annex.
2. Please refer to drawing detail for exact traffic signal aspect arrangement in each head (i.e. 3 aspect, 4 aspect, L shape etc).
3. Poles with a unity factor of less than 1 are adequate.
4. Tunnel hoods are not fitted.
5. Extension brackets are not permitted on passively safe poles.
6. CCTV camera assumed same size as Steco, mounted at top or middle of a pole.
7. All signal poles are to be installed into pole retention socket (NALRS115). Tall pole 6 to be installed into a large pole retention socket (NALRS165). Termination enclosure is required for each pole. Configurations as per the signal drawing.

Detector Label	Distance from Stop Line (m)	Phase Demand	Phase Extend	Loop distance from pole or off-line lane		Detector Type
				A	B	
CX25	35	C	C	0.4	0.8	MOVAVA
CX26	35	C	C	0.8	0.8	MOVAVA
CX27	35	C	C	0.8	0.4	MOVAVA
DX28	90	-	-	0.4	0.8	MOVAVA
DX29	35	D	D	0.4	0.8	MOVAVA
DX30	1.5	D	-	0.4	0.8	MOVAVA
DX31	90	-	-	0.8	0.8	MOVAVA
DX32	35	D	D	0.8	0.8	MOVAVA
DX33	1.5	D	D	0.8	0.8	MOVAVA
DXSINK34	24	D	D	0.8	1.3	MOVAVA
DXS35	1.5	D	D	0.8	1.3	MOVAVA

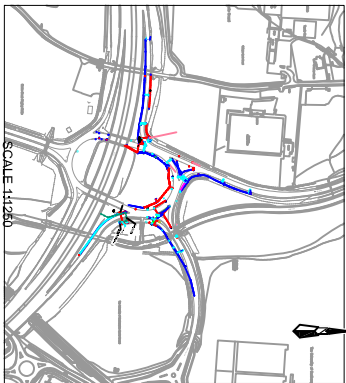


SITING OF POLES & EQUIPMENT SCHEDULE (2)

Pole No	Pole Height (m)	Passive Type	Distance from Kerb Face (m)	Primary Signal Head Type	Secondary Signal Head Type	PE Cell	Notes
5	4.0	Straight	1.10	1 x Type 1	-	-	-
6	6.0	Straight	1.50	3 x Type 1	-	-	RAG high level repeater & CCTV
7	4.0	Straight	1.10	1 x Type 1	-	-	Cut away hoods required
8	4.0	Straight	1.50	-	1 x Type 1	-	Cut away hoods required
9	4.0	Straight	1.50	-	1 x Type 1	-	Cut away hoods required



CLIENT	
Federated House	London Road
Dorking	RH4 1SZ
PROJECT	
M27 Junction 5	Freeflow Eastbound On-slip
Pinch Point Programme	(HA PIN 527987)
TITLE	
TRAFFIC SIGNALS	STONEHAM WAY / GYRATORY
AS-BUILT	Sheet 2 of 3
STATUS	
DATE	24/10/13
SCALE	AS SHOWN
CAD REF	3-627987-DR-1200-101 to 105 - B Traffic Signals
DRAWING NUMBER	3/627987/DR/1200/104
DESIGNED	MG
CHECKED	CWH
APPROVED	GSH
REVISION	B



INTERSECT CONSTRUCTION

FOR CONSTRUCTION

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THIS DRAWING WAS PRODUCED IN ACCORDANCE WITH THE

TRAFFIC SIGNALS AND LIGHTING DESIGN AND CONSTRUCTION SPECIFICATION