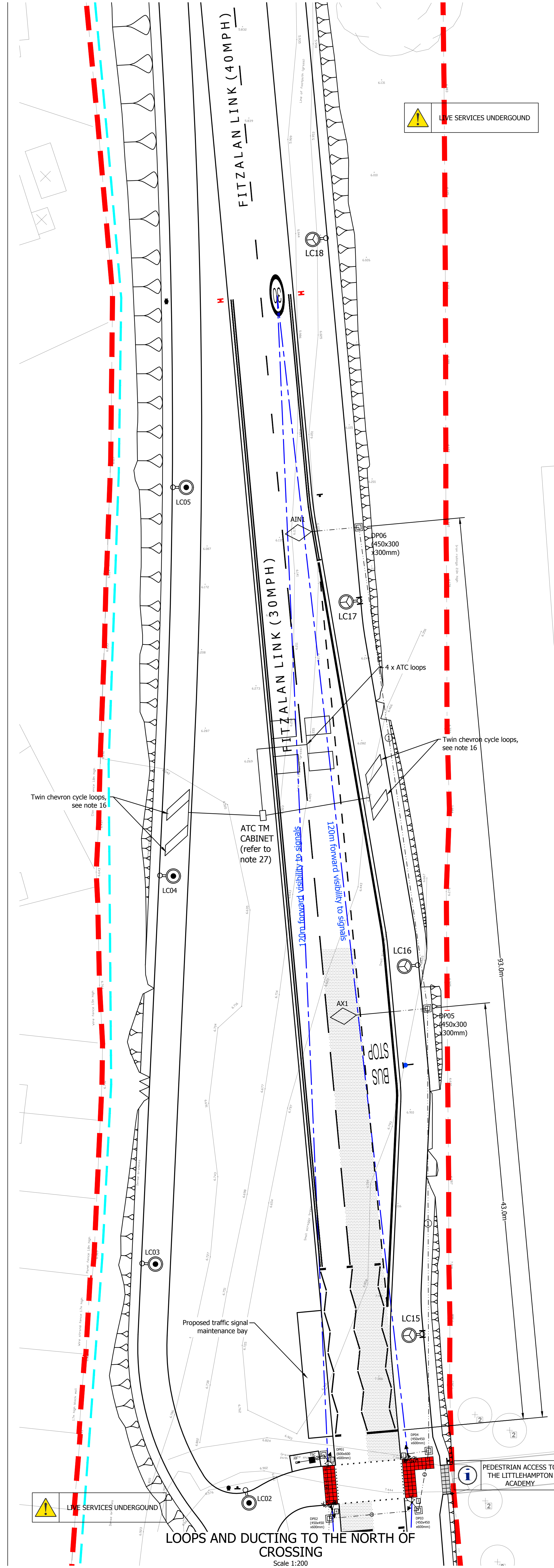
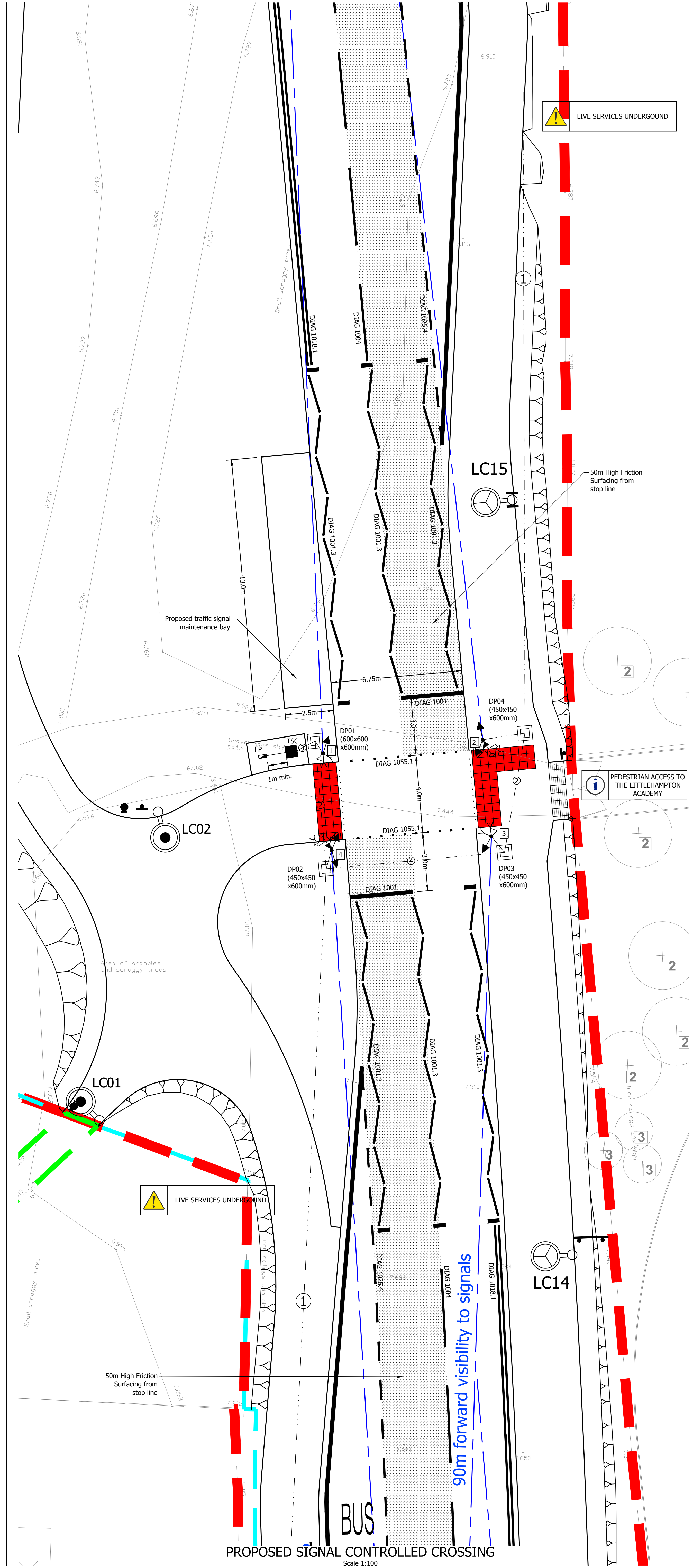
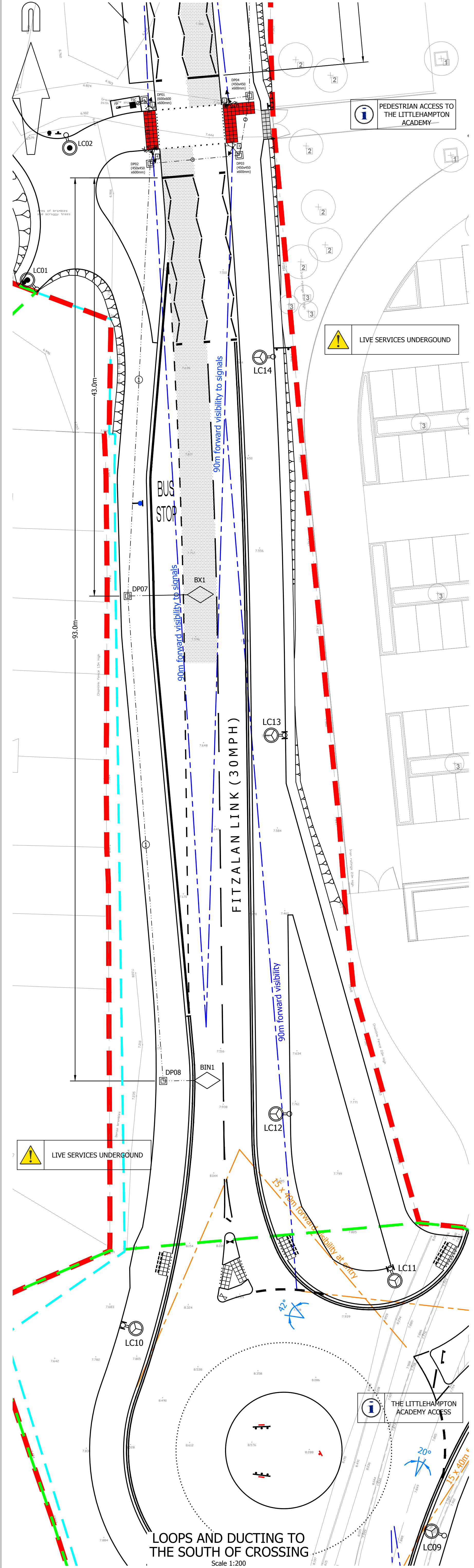




NOTES

- All equipment and installation are to be in accordance with West Sussex County Council Traffic Signal design and installation standards.
- All signal equipment shall be Extra Low Voltage (ELV).
- Please note that in the event the WSCC Term Signals Maintenance Contractor is not employed to install the signals, a Telent engineer will need to be present at the Site Acceptance Test, to ensure the site is suitable to be added to West Sussex Maintenance Programme. The cost will be borne by the Contractor.
- Electricity connection to the controller/feeder pillar to be arranged by the contractor.
- Tactile rotating cone signals to be provided on push button units.
- Audible devices shall be provided at PBU. The audible signals shall be configured to switch off between 22:00-07:00 hrs.
- Traffic signal poles shall be mounted with 800mm to centre of pole from the face of kerb. All traffic signal equipment to have a minimum clearance of 500mm from the face of kerb.
- All poles shall be of spigot low stress design and be installed into NAL RS115 pole retention sockets.
- The contractor shall provide the Highway Authority with details of the traffic signal equipment to be provided for approval prior to installation of the equipment.
- Traffic signal controller cabinet and poles shall be grey in colour and equipment mounted with 2.4m height clearance.
- Stop lines are to be positioned 3m back from pedestrian start markings.
- WSCC to arrange Section 23 Notice, as necessary.
- 1x50mm orange diameter duct to be laid between electric feeder pillar and the controller.
- Suitable size metered electric feeder pillar should be procured by the contractor.
- All new ducting under the footway should have at least 450mm of cover. All ducting under the carriageway or vehicle access should have at least 750mm cover.
- All proposed duct runs shall be straight from one access chamber to another. Ducts shall not be bent around other existing services.
 - Ducts between access chambers shall be orange, 100mm in diameter, high density, smooth walled inside.
 - Ducts from access chambers to loops shall be orange, 50mm in diameter, high density, smooth walled inside, and shall be ducted under kerbs as shown in WSCC Standard Drawing in Traffic Signals Installation Standards - Annex D.
 - Loops in footways shall be enclosed in 25mm diameter plastic conduit laid within the sub-base 50mm below the top of the sub-base layer.
- Standard level push button units to be installed 30 degrees from the kerb.
- Traffic Signals to operate on MOVA system.
- Loop spacing determined based upon a 10.5 m/s cruise speed. Contractor is responsible for procuring the necessary services from WSCC, term signal contractor or other approved to facilitate the implementation of this traffic signal layout drawing operating on a MOVA system to the satisfaction of WSCC.

MOVA Detector Loops	
Loop Reference	Distance (m)
AIN1	93m
AX1	43m
BIN1	93m
BX1	43m

- The traffic signal controller will require a Telent RMI and it is the Contractor's responsibility to arrange for an agreed GSM modem or a telemetry line.
- All traffic signal poles shall be galvanised prior to the application of a grey plastic coating unless otherwise specified by WSCC for specific locations. Poles shall not be supplied with pre drilled holes for push buttons. Holes shall be drilled on site as required and shall be treated with a suitable zinc rich paint or other suitable rust inhibiting paint as agreed by the Engineer.
- Stub poles shall be of a one piece, welded top, construction and shall be galvanised prior to the application of a grey plastic coating.
- All traffic signal access chambers to be provided as shown in WSCC Standard Drawing in Traffic Signals Installation Standards - Annex D. Chambers sizes shall be as shown below.

Traffic Signal Access Chambers	
Chamber Reference	Clear Opening Size (mm)
DP01	600 x 600
DP02 to DP04	450 x 450
DP05 to DP08	450 x 300
- Draw strings will be provided in all duct runs and to the pole tops by the main civil engineering contractor. The Contractor shall be responsible for ensuring that a drawstring is retained in each duct run and pole following the installation of the cables.
- Where possible all cable runs shall include 1 metre of slack cable in each draupit, along the full length of the run.
- Permanent ATC Site as provided by Telent via Traffic G.B. Ltd using CA Traffic Equipment or similar approved, comprising:
 - 1x Black CAT Compact vehicle and cycle counter with GSM/GPRS Modem (PT No. 010667)
 - 1x TM Cabinet
 - 1x 4 ATC Loops
 - 2x Twin chevron cycle loops (for 2x cycle lanes)
 - 4x Batteries

KEY

EXISTING KERB LINE

PROPOSED KERB/EDGING LINE

PROPOSED DROPPED KERB

PRIMARY 3-LIGHT SIGNAL HEAD

SECONDARY 3-LIGHT SIGNAL HEAD

NEARSIDE PUSH BUTTON UNIT

NEARSIDE TOUCH SIGNAL TO DIAG 4003.7 WITH COMBINED PUSH BUTTON (SET AT 1m TO 1.1m ABOVE GROUND LEVEL)

ON CROSSING DETECTOR

KERBSIDE DETECTOR

TRAFFIC SIGNAL POLE NUMBER

PROPOSED FEEDER PILLAR (DIRECT SUPPLY BY REGIONAL ELECTRICITY COMPANY)

TSC TRAFFIC SIGNAL CONTROLLER

DP PROPOSED TRAFFIC SIGNAL ACCESS CHAMBER (STAKKA BOX OR SIMILAR APPROVED IN ACCORDANCE WITH ANNEX D)

PROPOSED TRAFFIC SIGNAL CIRCUIT DUCT - 100mm (50mm FROM CHAMBER TO LOOP) ORANGE UPVC WITH SMOOTH INTERNAL BORE AND EMBOSSED "TRAFFIC SIGNALS" IN MIN. 8mm LETTERS, NEW CARRIAGEWAY CROSSINGS TO HAVE ONE SPARE DUCT

PROPOSED RED COLOURED TACTILE PAVING

PROPOSED 45 +/- 5MM OF BARDON SUPERFLEX 72 WITH 10MM AGGREGATE OR EQUIVALENT AS A SURFACE COURSE IN LIEU OF A STANDARD SURFACE COURSE WITH HFS SUBJECT TO WSCC SITE SPECIFIC APPROVAL

PROPOSED LIMIT OF WORKS

KEY TO HEALTH AND SAFETY SYMBOLS

- INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION.
- INDICATES A RESIDUAL RISK FOR INFORMATION.
- INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION.
- INDICATES A RESIDUAL RISK AS A WARNING.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION
Live services underground
Close proximity to The Littlehampton Academy - School Children

MAINTENANCE/CLEANING/OPERATION
For details of maintenance of landscaping refer to WYG design

DECOMMISSIONING/DEMOLITION

FOR CONSTRUCTION

rev.	amendment	checked	date
P7	HFS note updated following comments from WSCC (C39)	SL	05/09/2019
P6	Noise barrier updated. (C39)	SL	04/09/2019
P5	Drawing updated following receipt of updated lighting design. (C39)	AB	24/07/2019
P4	Drawing updated following comments from WSCC dated 19/07/2018. (P6)	AB	29/10/2018
P3	Drawing updated following comments from WSCC dated 09/03/2018 & 20/03/2018. (C39)	AB	01/06/2018
P2	Tactile paving at proposed Toucan Crossing updated following Stage 2 RSA received 18/01/2018. (C39)	AB	19/01/2018
P1	Initial issue. (C39)	AB	15/01/2018

Client

PERSIMMON HOMES THAMES VALLEY

project

NORTH LITTLEHAMPTON PHASE 2
FITZALAN LINK S278 WORKS

scale AS SHOWN @ A0 drawn by PB checked by AB

date JANUARY 2018 cad file 213-01-P7.DWG

title

PROPOSED S278 HIGHWAY WORKS
PROPOSED TRAFFIC SIGNAL CROSSING

drawing number PHF-MB-S278-GF-DR-D-213 rev. P7