

SITING OF POLES & EQUIPMENT SCHEDULE

Pole No	Pole Height	Pole Distance to	Pole Distance	Primary	Secondary	ELV COMBINED TOUCAN	MVD	ELV TOUCAN	On	OC	NAL Pole Socket
1	2.0	Stub	0.5	0.5	-	-	-	1	1	-	RS115x450DF
2	4.0	Straight low access	0.5	0.5	2xT1	-	1	1	-	1	RS115x450DF
3	2.0	Stub	0.5	1.2	-	-	-	1	1	-	RS115x450DF
4	4.0	Straight low access	0.5	0.5	1xT1	-	1	1	-	1	RS115x450DF
5	2.0	Stub	0.5	0.5	-	-	-	1	1	-	RS115x450DF
6	4.0	Straight low access	0.5	0.5	-	1xT1	1	-	-	1	RS115x450DF
7	4.0	Straight low access	0.5	0.5	-	-	-	1	1	-	RS115x450DF
8	2.0	Stub	0.5	0.5	-	-	-	1	1	-	RS115x450DF
9	4.0	Straight low access	-	-	1xT53	-	-	-	-	-	RS115x450DF
10	4.0	Straight low access	-	-	1xT4	1xT1	-	-	-	-	RS115x450DF
11	4.0	Straight low access	-	-	1xT46	-	-	-	-	1	RS115x450DF
12	4.0	Straight low access	-	-	1xT46	-	1	-	-	-	RS115x450DF
13	4.0	Straight low access	-	-	1xT1	-	-	-	-	-	RS115x450DF
14	4.0	Straight low access	-	-	1xT1	1xT4	-	-	-	-	RS115x450DF
15	4.0	Straight low access	-	-	1xT53	-	-	-	-	-	RS115x450DF
16	4.0	Straight low access	-	-	2xT1	-	-	1	1	-	RS115x450DF
17	4.0	Straight low access	-	-	2xT1	-	1	1	-	1	RS115x450DF
18	4.0	Straight low access	-	-	2xT1	-	-	1	1	-	RS115x450DF
19	4.0	Straight low access	-	-	2xT1	-	1	1	-	1	RS115x450DF

DO NOT SCALE

KEY:

- EXISTING HIGHWAY BOUNDARY
- NEW 'X' NO. OF 100mm DIA. ORANGE TRAFFIC SIGNAL DUCT
- EXISTING DUCTS TO BE ABANDONED
- EXISTING DUCTS TO BE RETAINED AND RE-USED
- NEW 50mm DIA. TRAFFIC SIGNAL DUCT IN CARRIAGEWAY
- EXISTING SOCKET TO BE RETAINED AND RE-USED
- NEW NAL TYPE TRAFFIC POLE SOCKET (RS115X450DF)
- NEW NAL STAKKA DUCT BOX, 650mmX450mm
- EXISTING CHAMBER/BOX TO BE RETAINED AND RE-USE
- EXISTING CHAMBER/BOX TO BE REMOVED
- NEW NAL CARRIAGEWAY LOOP BOX
- NEW 4.0m STRAIGHT SPIGOT LOW-LEVEL ACCESS POLE, GREY
- NEW 2.0m STUB POLE, GREY
- NEW PRIMARY ELV RAG LED SIGNAL HEAD (T1)
- NEW PRIMARY ELV RAG LED SIGNAL HEAD (T4)
- NEW PRIMARY ELV RAG LED SIGNAL HEAD WITH TURN LEFT BOX SIGN (T46)
- NEW PRIMARY ELV RAG LED SIGNAL HEAD (T53)
- NEW SECONDARY ELV RAG LED SIGNAL HEAD (T1)
- NEW SECONDARY ELV RAG LED SIGNAL HEAD (T4)
- NEW SECONDARY ELV RAG LED SIGNAL HEAD WITH TURN LEFT BOX SIGN (T46)
- NEW SECONDARY ELV RAG LED SIGNAL HEAD (T53)
- NEW ROTATING TACTILE CONE
- NEW NEAR-SIDE TOUCAN INDICATOR AND PUSH BUTTON
- NEW MVD ABOVE-GROUND VEHICLE DETECTOR
- NEW ON-CROSSING DETECTOR
- NEW HORIZONTAL LOUVRES
- EXISTING DETECTOR LOOP TO BE RETAINED/RE-USED
- NEW SLOT CUTTING
- EXISTING FEEDER PILLAR TO BE RETAINED
- NEW CONTROLLER ON NAL BASE TO BE INSTALLED
- NEW PHOTO-CELL
- 90m FORWARD VISIBILITY TO TRAFFIC SIGNALS FOR 30mph SPEED AS PER DMRB CD 109 AND CD 123
- JUNCTION INTERVISIBILITY ZONE 2.5m FROM THE STOP LINE AS PER DMRB CD 123

GENERAL NOTES:

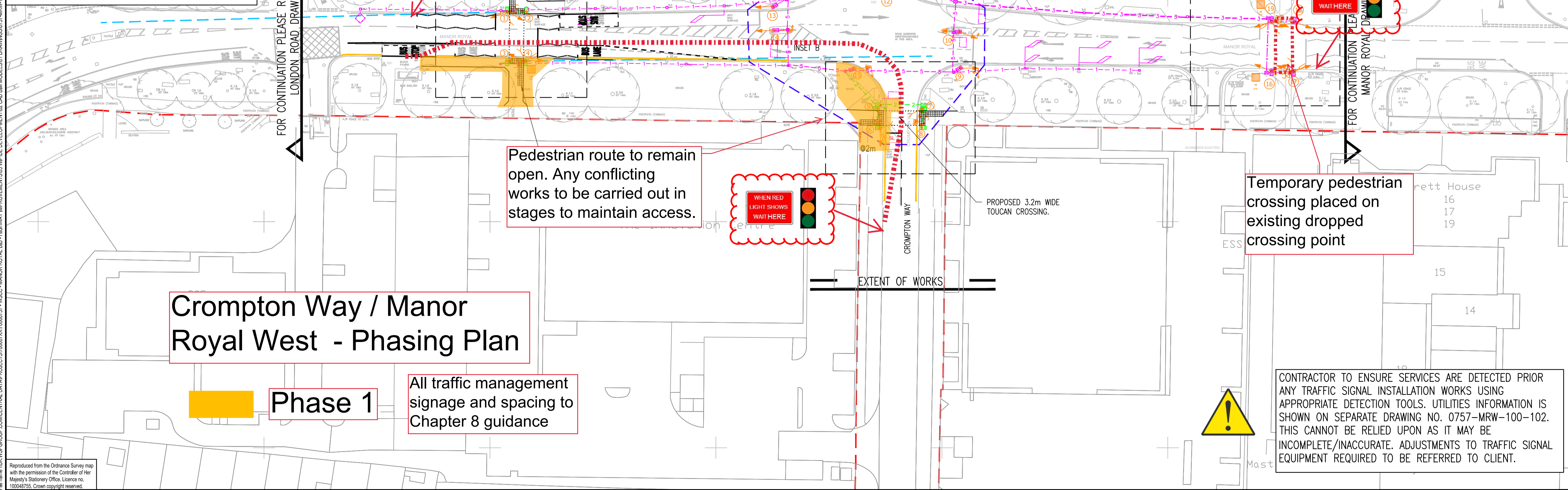
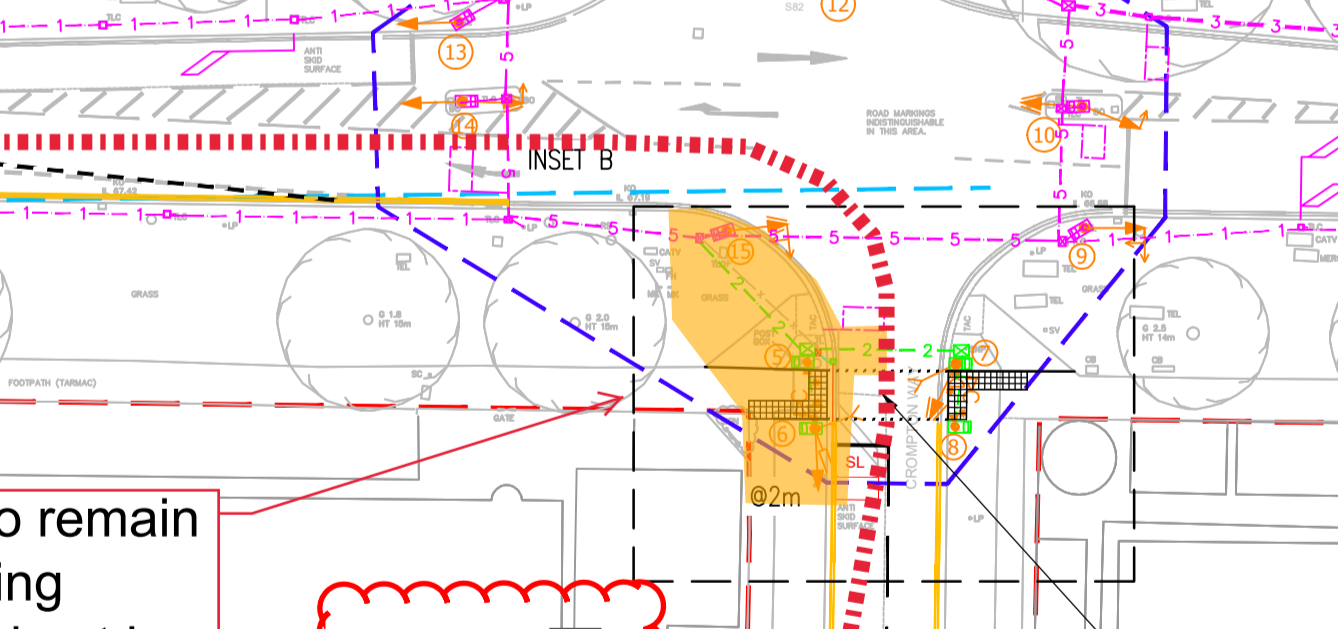
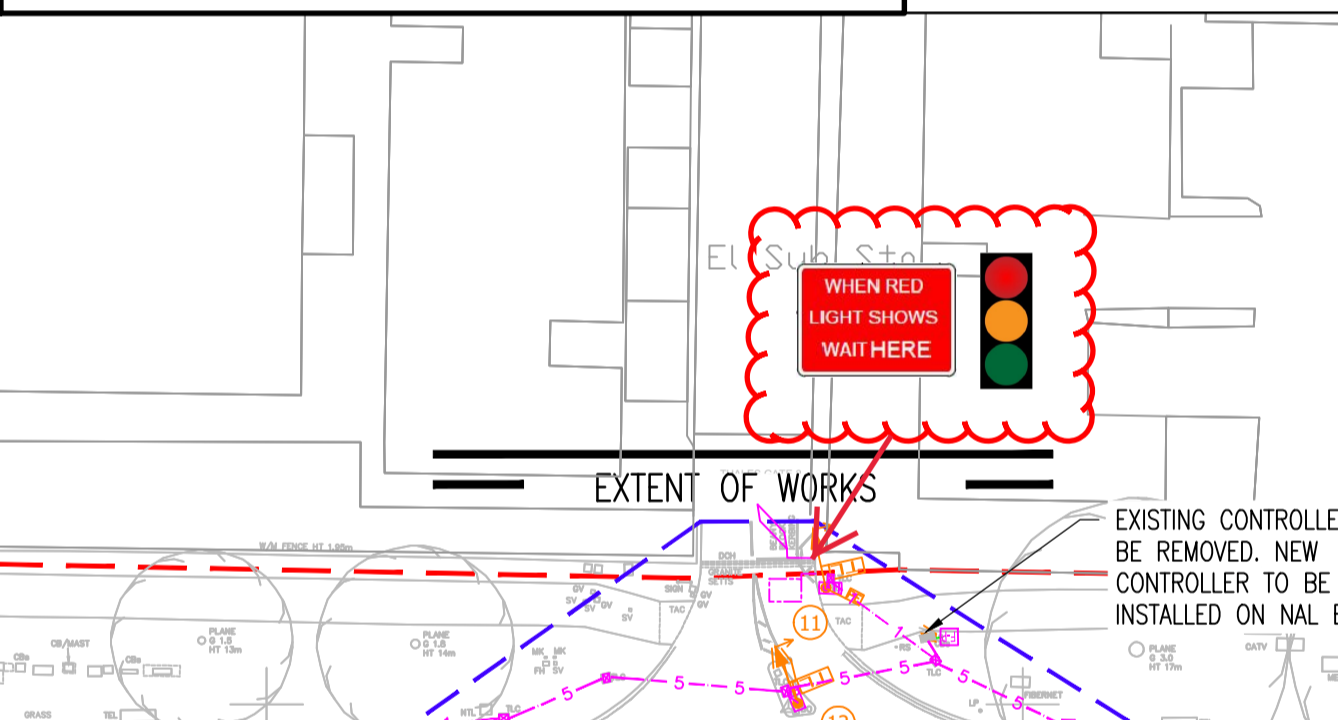
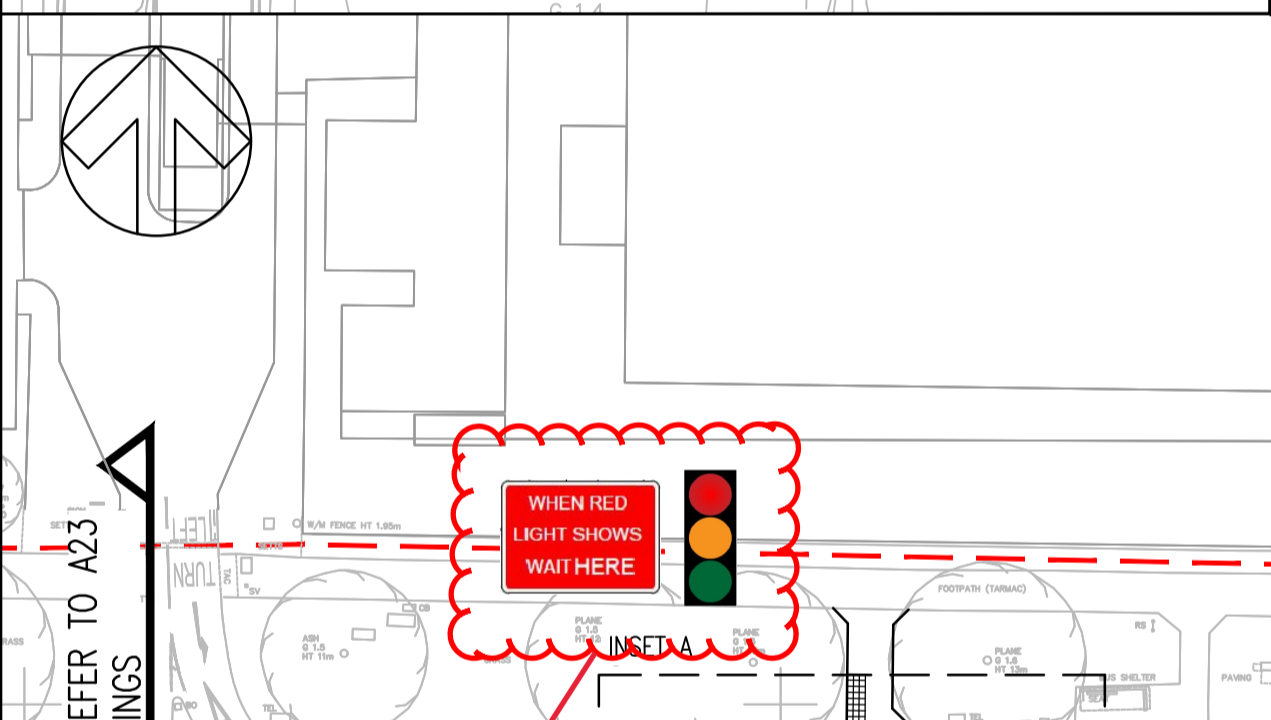
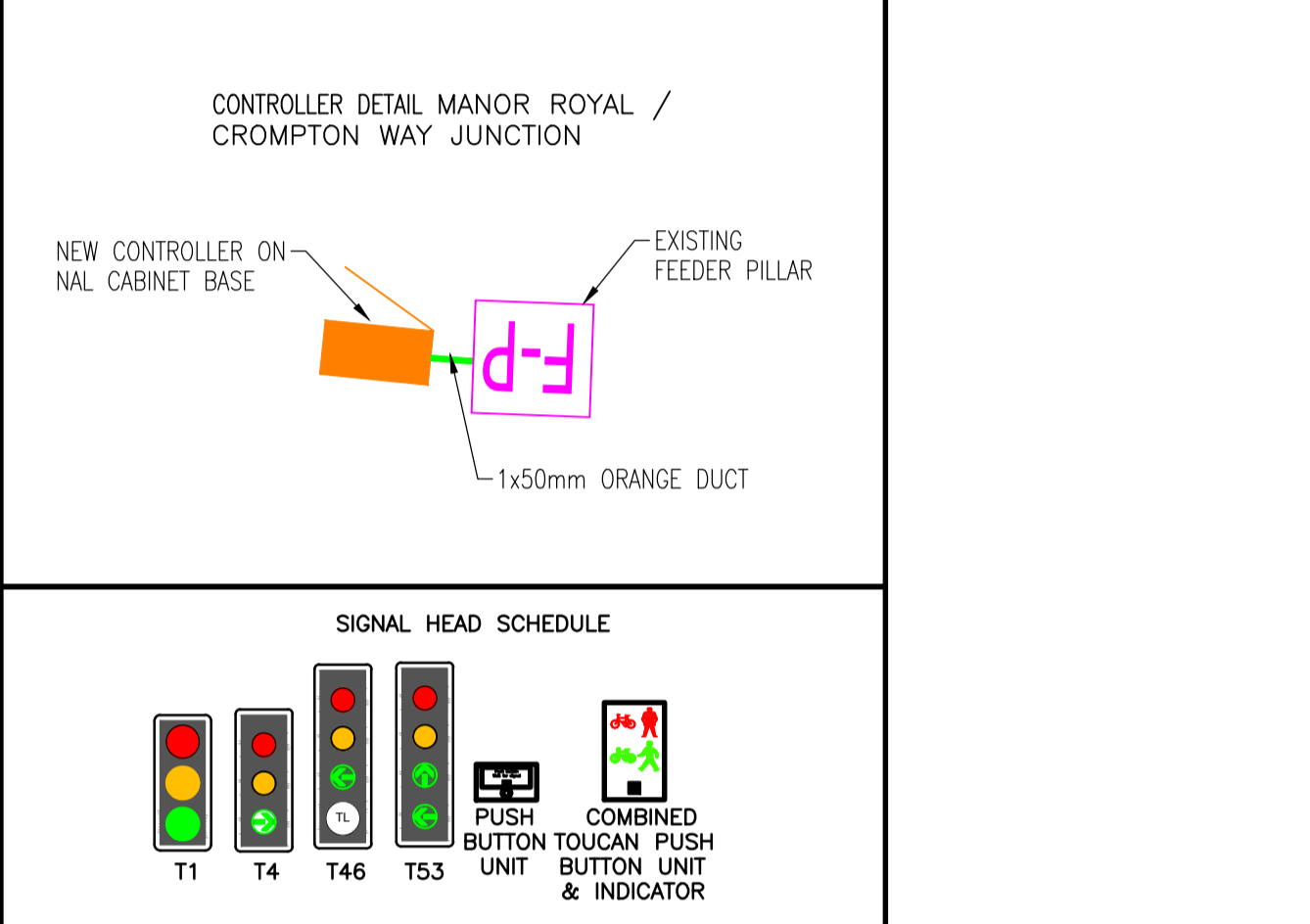
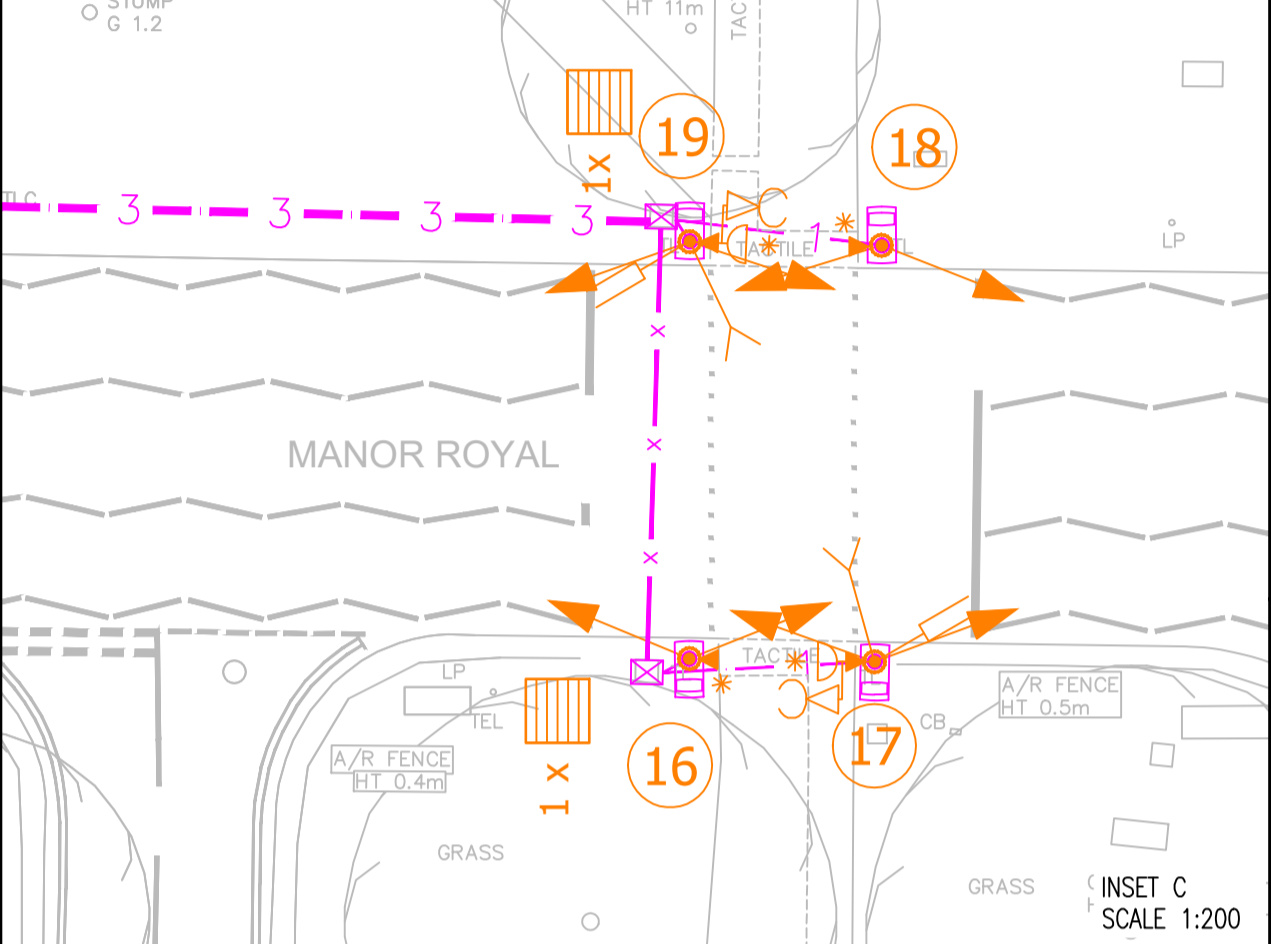
- ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED.
- DRAWING TO BE READ IN CONJUNCTION WITH RELEVANT DRAWING SERIES PACKAGES AND SPECIFICATION APPENDICES.
- ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS.

CONSTRUCTION NOTES:

- FOR TYPICAL THROUGH SECTION OF TRAFFIC SIGNALS ACCESS CHAMBER BOX AND KERB LOOP CONNECTION REFER TO WSCC STANDARD DETAIL DRAWING WSCC-SD1-0500-052.
- NEW TRAFFIC SIGNAL DUCTING SHOULD BE ORANGE IN COLOUR, HIGH DENSITY POLYETHYLENE OF 100mm DIA. WITH 'TRAFFIC SIGNALS' MARKED AT 1m INTERVALS. DRAW ROPES SHOULD BE PROVIDED IN THE DUCT RUNS FOR THE USE OF PULLING CABLE. THE MAXIMUM BEND IN DUCTING RUNS SHOULD NOT EXCEED 45 DEGREES RADIUS.
- DUCTS IN THE FOOTWAY/VERGE TO HAVE AT LEAST 450mm COVER. ALL PROPOSED DUCTING UNDER THE CARRIAGEWAY OR VEHICLE ACCESS SHOULD HAVE AT LEAST 750mm COVER. FOR FURTHER DETAIL REFER TO WSCC STANDARD DETAIL DRAWING WSCC-SD1-0500-041 AND 042.
- ALL POLES TO BE INSTALLED IN NAL RS115X450 WITH DUCKFOOT POLE RETENTION SOCKETS.
- ALL NEW CHAMBERS TO BE NAL STAKKA AND INSTALLED TO MANUFACTURERS SPECIFICATION.

TRAFFIC SIGNAL EQUIPMENT NOTES:

- THE COLOUR OF THE POLES TO BE GREY.
- ALL NEW 4m TRAFFIC SIGNAL POLES TO BE SPIGOT LOW-LEVEL ACCESS POLES.
- A MINIMUM 450mm CLEARANCE BETWEEN THE CARRIAGEWAY EDGE AND THE SIGNAL HEADS SHOULD BE PROVIDED.
- NEAR-SIDE PEDESTRIAN INDICATORS AND PUSH BUTTON CONTROL UNITS IN FOOTWAYS TO BE POSITIONED AT 25-30% TO THE KERB FACE. UNITS ON ISLANDS SHOULD BE PARALLEL TO KERB EDGE.
- HORIZONTAL LOUVRES TO BE SPECIFIED ON GREEN SIGNALS ON POLE 4, 16 AND 19 AND THEN TO BE ADJUSTED AT COMMISSIONING.



Crompton Way / Manor Royal West - Phasing Plan

Phase 1 All traffic management signage and spacing to Chapter 8 guidance

CONTRACTOR TO ENSURE SERVICES ARE DETECTED PRIOR ANY TRAFFIC SIGNAL INSTALLATION WORKS USING APPROPRIATE DETECTION TOOLS. UTILITIES INFORMATION IS SHOWN ON SEPARATE DRAWING NO. 0757-MRW-100-102. THIS CANNOT BE RELIED UPON AS IT MAY BE INCOMPLETE/INACCURATE. ADJUSTMENTS TO TRAFFIC SIGNAL EQUIPMENT REQUIRED TO BE REFERRED TO CLIENT.

REV	DATE	BY	DESCRIPTION	CHK	APP
H	21/01/2021	AMS	DESIGN UPDATE FOLLOWING WSCC/TELENT COMMENTS	SB	SB
G	15/09/2020	AMS	MINOR CHANGES FOLLOWING WSCC REVIEW	SB	SB

DRAWING STATUS: **D2 - FOR TENDER**

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wsp.com

CLIENT: WEST SUSSEX COUNTY COUNCIL

ARCHITECT:

SITE/PROJECT: MANOR ROYAL, CRAWLEY

TITLE: MANOR ROYAL, WEST TRAFFIC SIGNALS

SCALE @ A1: 1:500

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
70060757	AMS	AMS	January 21

DRAWING NO: 0757-MRW-1200-110

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