

BUS STAND

FEEDER PILLAR WITH DUCT TO CONTROLLER. MINIMUM 1m GAP.

CONTROLLER CABINET INSTALLED ON TOPAS 2500A CONTROLLER BASE AS PER WSCC-SD1-1200-011 STANDARDS.

4

1

2

3

LB

TCB

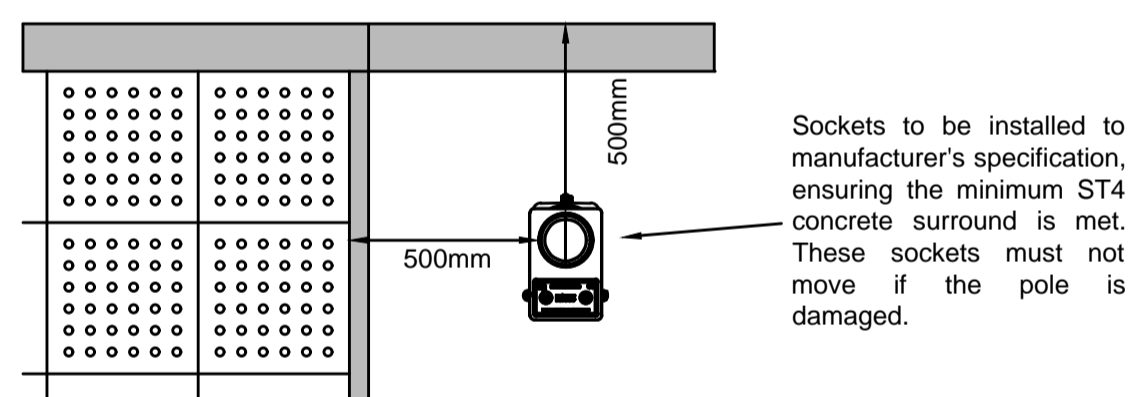
BUS LANE

Traffic Signal Key:

- Controller (installed on TOPAS 2500A base)
- Feeder Pillar
- Traffic Signal Pole (see pole setting out details)
- ELV LED RAG Primary
- Puffin Nearside combined demand and display unit with Tactile and Audible, and AC0940 Repeater
- Pedestrian Demand Unit with Tactile and Audible
- On Crossing Detector
- AGD645 Kerbside Detector
- Above Ground Detector
- Photo Electric Cell
- Pole Numbers

Civils Key:

- TOPAS 2500A Controller Cabinet Base. Supplied by traffic signal contractor. Installed to manufacturer's specification. 4 ducts between base and adjacent chamber.
- Feeder Pillar
- New 600x600mm NAL Stakka type traffic signal chamber, installed to manufacturer's specification
- New 450x450mm NAL Stakka type traffic signal chamber, installed to manufacturer's specification
- NAL Retention Socket. Installed to manufacturer's specification, meeting the minimum ST4 concrete surround requirements. See setting out table and diagram.
- New 100mm orange ducting, quantity indicated, stamped 'TRAFFIC SIGNAL'.



Pole Position at Pedestrian Crossings Scale 1:20

Traffic Signal Notes

General

1. This drawing is to be read in conjunction with the site specific - 'Specification for the Installation of a Traffic Signal Junction'.
2. Any equivalent equipment must be approved by WSCC prior to installation.
3. This site is to be an ELV installation.
4. 16 core cables to be used as a minimum throughout (except 8 core cable drops for push buttons), leaving the correct amount of spare cores per cable.
5. All traffic signal equipment, including the controller, shall be black in colour.
6. Upon completion of all cabling works, any empty ducts shall be left with draw cords.
7. The site must be compatible with the West Sussex / Talent Remote Monitoring system.

Traffic Signal Equipment

8. All street furniture shall have a minimum of 500mm clearance from the kerb face. Poles with vehicle heads shall be rotated by 45 deg to ensure minimum clearance.
9. All traffic signal poles shall be grey galvanised steel or similar approved.
10. All traffic signal poles shall be installed within pole retention sockets.
11. All vehicle signal heads are to be installed with a clearance of 2.4m from the footway surface.
12. All signal heads are to be fitted with backing boards with class 1 reflectivity.
13. The Photo Electric Cell shall be located on a signal head where it will not be affected by street lighting.

Pedestrian Demand and Display Units

14. The orientation of nearside Puffin demand and display units shall be agreed by the Traffic Signal Engineer on site.
15. All demand units are to be mounted with the push button 1.1m above the footway surface.
16. Tactile cones to be installed on all demand units.

Detection

17. Above ground detectors are to be mounted on suitable brackets to ensure they have an unobstructed view of the detection area, whilst maintaining 500mm clearance from the kerb face.

Controller and Feeder Pillar

18. The Signals Controller and Feeder Pillar shall be located with a 1m minimum gap as per WSCC-SD1-1200-011 standards.
19. The Traffic Signal Contractor shall provide the Civils Contractor with a suitable TOPAS 2500A Controller Cabinet base at the start of construction.
20. The Controller Cabinet Bases shall be provided by the Traffic Signals Contractor, and must be suitable for the controller they are providing.
21. The main contractor shall supply and install a suitable feeder pillar and arrange for connection of a DNO supply.
22. The signal contractor shall also be responsible for the connection of the new power supply into the new controller.

Civils Notes:

1. General:
  - The location of all poles / sockets is new. All poles shall be installed as per the pole schedule. If a pole cannot be installed in the marked location, the Engineer must be contacted to agree any changes prior to installation. The correct location of signal poles is very important.
  - Any changes to the design shall be approved by the Engineer, in conjunction with the Site Manager, prior to implementation on site.
2. Ducting:
  - All new ducting shall be polypropylene, orange in colour, smooth bore and stamped 'TRAFFIC SIGNALS'.
  - Draw cords shall be included in all new ducts.
  - Ducting in footway shall have a minimum of 400mm cover (unless otherwise agreed with the Engineer), as per WSCC standard detail WSCC-SD1-500-0411.
  - Ducting in the carriageway shall have a minimum of 750mm cover (unless otherwise agreed with the Engineer), as per WSCC standard detail WSCC-SD1-500-042.
  - Ducting between Pole Retention Sockets and adjacent chambers shall be 1x100mm.
  - One orange 50mm duct shall be installed between the existing feeder pillar and the new Controller Cabinet Base.
  - Four new 100mm ducts to be installed between TOPAS Controller Cabinet bases and adjacent chambers.
3. NAL Products:
  - Pole Retention Sockets, STAKKA Box Access chambers, covers and frames and Carriageway Loop Boxes shall be sourced from NAL. No alternative products will be accepted.
  - Pole Retention Socket requirements are shown in the pole schedule.
  - The number of access and riser sections for each chamber shall be determined by the Civils Contractor, and shall facilitate the minimum depths for ducts mentioned in Note 2; Ducting.
  - All chambers are to be STAKKA Box type, with Grade B composite cover and steel frame.
  - All NAL products shall be installed in accordance with the manufacturer's specifications.
  - Poles in verge shall have a 1m concrete bed and surround. Chambers in verge shall have a 150mm concrete bed and surround.

General Drawing Notes:

1. All dimensions shown are in metres unless otherwise stated.
2. Principal contractor should satisfy themselves on the accuracy of this drawing, any discrepancies should be raised immediately to the designer.
3. All standard details quoted from the WSCC contract specification must be adhered to at all times, unless change is approved by the designer.
4. The contractor shall, prior to construction, check and verify that the details shown on this drawing are fully compatible with any finished constructed levels. Any discrepancies to be reported immediately to the designer.
5. This drawing is to be read in conjunction with all other working drawings supplied within the pre-construction works information.
6. Traffic management to be in accordance with Chapter 8 of the Traffic Signs Manual and relevant codes of practice.
7. All lining and signing diagrams refer to the Traffic Signs Regulations and General Directions 2016

Notes for excavation:

Utilities marked on this drawing or supplied within the pre-construction information have been provided by a third party. The contractor must undertake their own site surveys and carry out trial holes using safe digging practices on all excavations to locate all services prior to works. If any unforeseen services are located within the trial holes/works, all works should halt and the construction manager contacted to agree a new site specific risk assessment before continuing with the excavation.

DO NOT SCALE

REV	DATE	BY	DESCRIPTION	CHK	APP
P02	17/12/21	APF	LAYOUT AMENDED AS PER WSCC COMMENTS	AP	PR
P01	10/09/21	APF	FIRST ISSUE	AP	PR

DRAWING STATUS: S3 - FOR REVIEW

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West Street  
Chichester  
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SITE/PROJECT: WSCC GATWICK ROAD

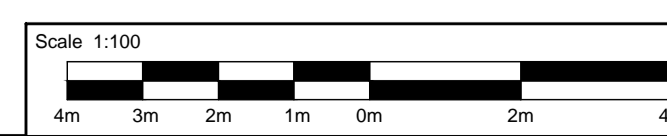
TITLE: PROPOSED TRAFFIC SIGNALS GATWICK ROAD PUFFIN CROSSING

SCALE @ A1:	AS SHOWN	CHECKED:	AP	APPROVED:	PR
PROJECT NO:	70083872	DESIGNED:	APF	DRAWN:	APF
DATE:	Sep 2021	DATE:	Sep 2021	DATE:	Sep 2021

DRAWING NO: 70083872-WSP-HSN-GTW-TS-1203 REV: P02

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POLE, SOCKET TYPE AND SETTING OUT DETAILS					
Pole number	Pole type	Distance - pole face to tactile paving	Distance - pole face to stop line	Distance - pole face to kerb face	NAL Retention socket
1	4m Straight (grey)	0.5m	-	0.5m	RS115 (740) Duck Foot
2	4m Straight (grey)	0.5m	-	0.5m	RS115 (740) Duck Foot
3	4m Straight (grey)	0.5m	-	0.5m	RS115 (740) Duck Foot
4	4m Straight (grey)	0.5m	-	0.5m	RS115 (740) Duck Foot



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