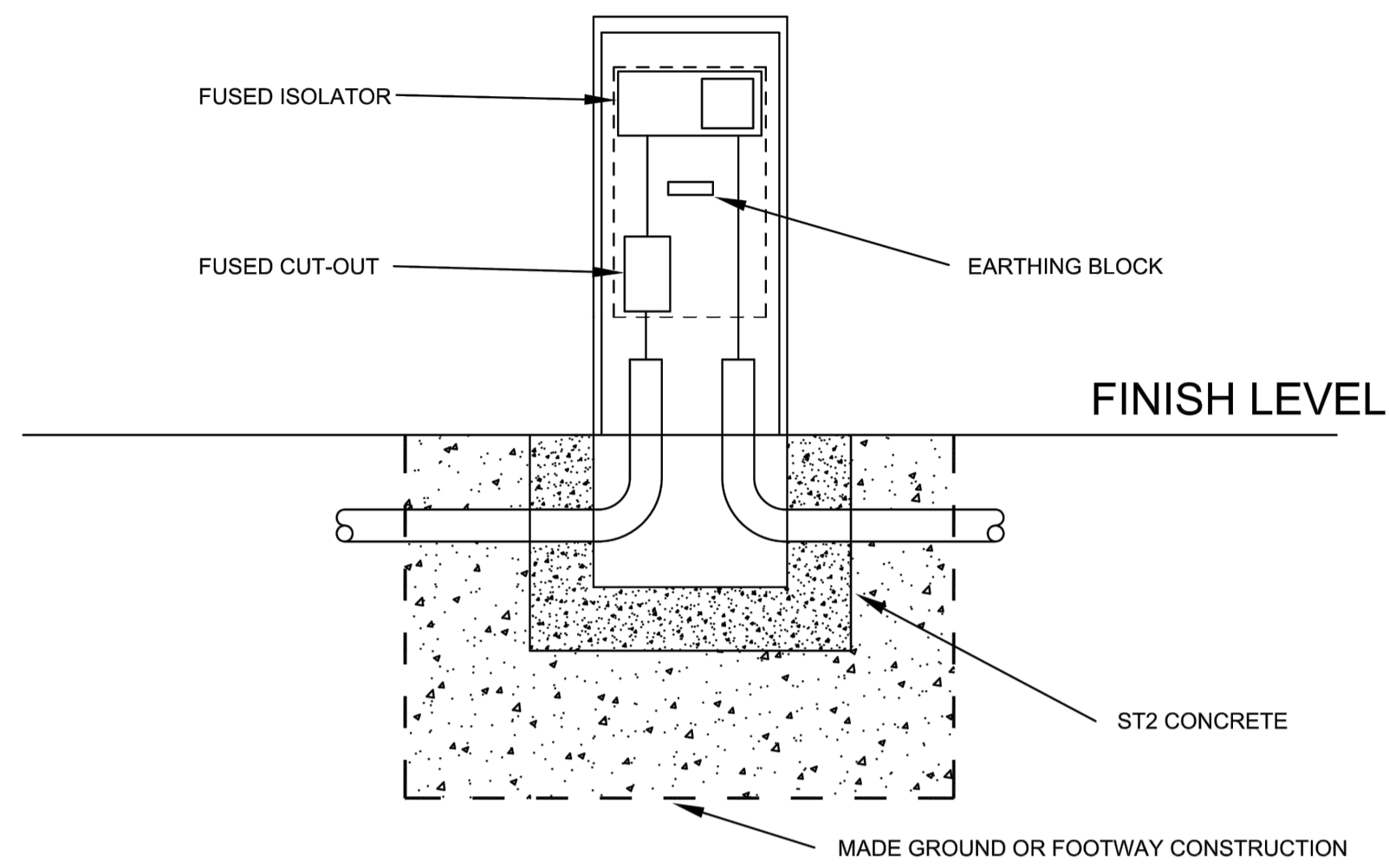


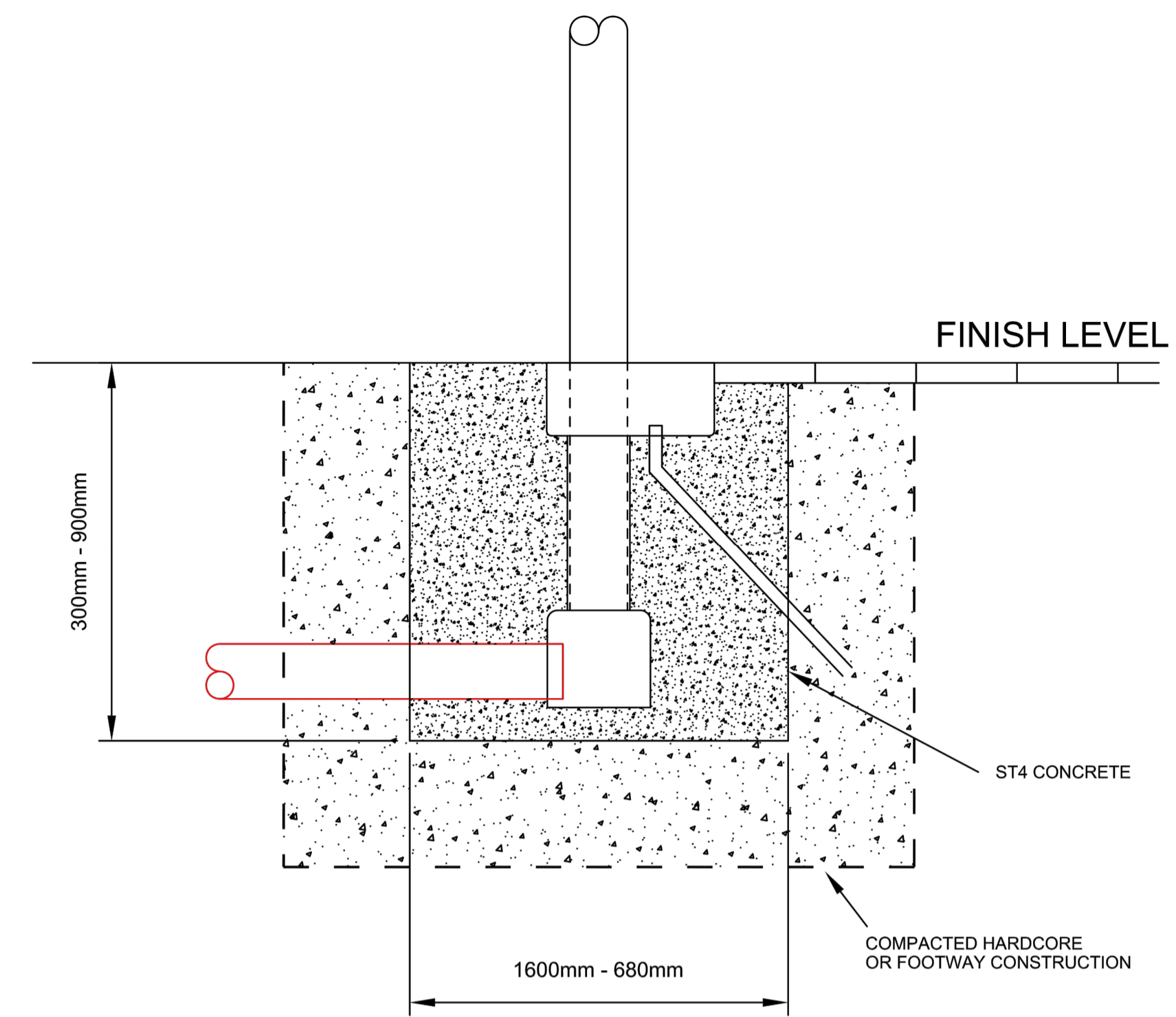
CONTROLLER ROOT DETAIL

- NOTES
- MINIMUM OF THREE TRAFFIC SIGNAL DUCTS PROVIDED TO NEAREST CHAMBER
  - DUCTS MAY BE STACKED (AS SHOWN)
  - 50mm BLACK RIGID ELECTRICITY SUPPLY DUCT BETWEEN ROOT AND FEEDER PILLAR
  - 50mm GREY BT DUCT TO BE INSTALLED IF SPECIFIED, CONTROLLER END TO BE ABOVE GROUND LEVEL
  - TRAFFIC SIGNAL AND ELECTRICITY SUPPLY DUCTS TO EXTEND 50mm INSIDE ROOT



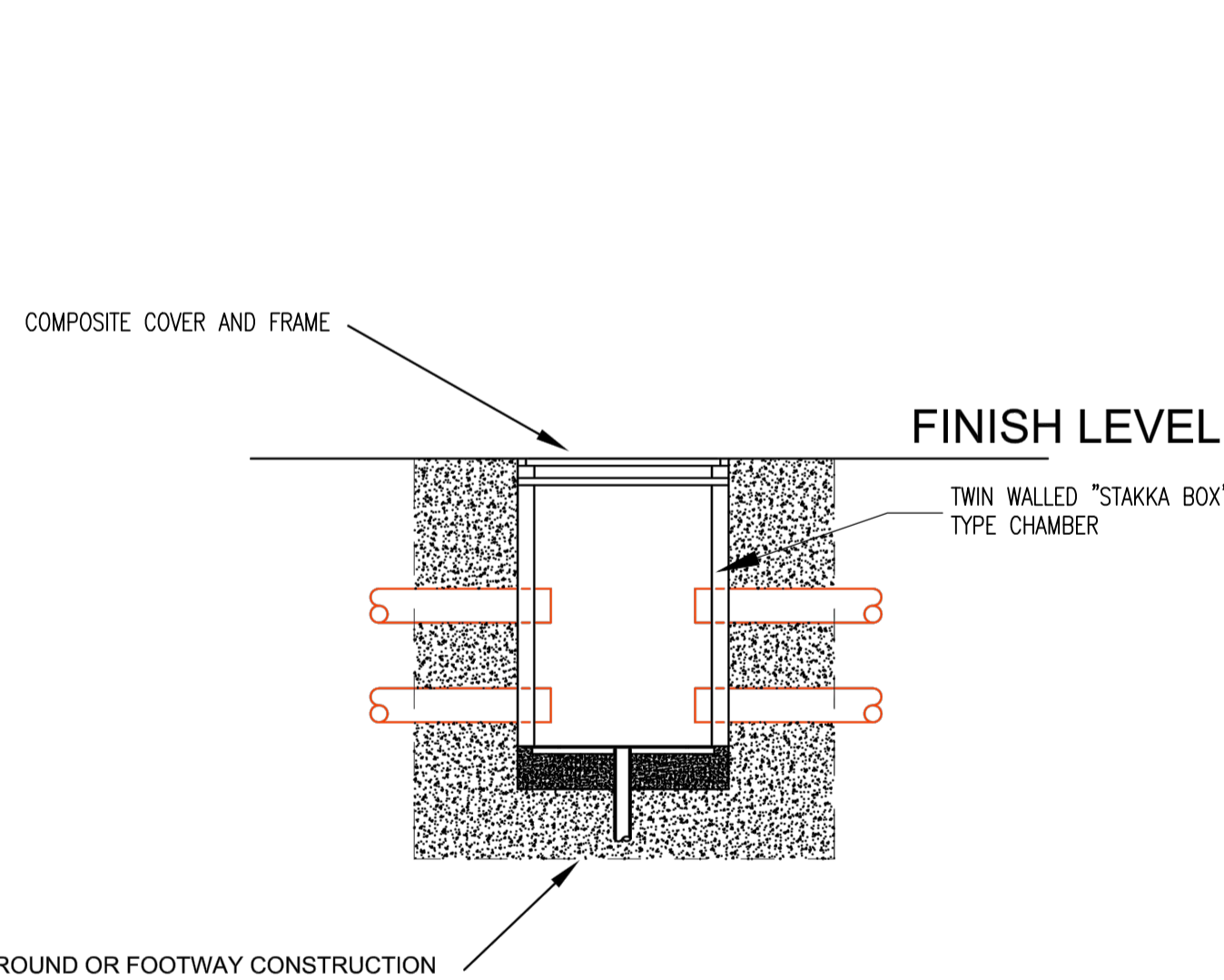
FEEDER PILLAR DETAIL

- NOTES
- HALDO 146 FEEDER PILLAR OR SIMILAR APPROVED
  - FEEDER PILLAR TO BE INSTALLED TO MANUFACTURERS INSTRUCTIONS
  - 50mm BLACK RIGID DUCT FOR INCOMING ELECTRICITY SUPPLY
  - 50mm BLACK RIGID ELECTRICITY SUPPLY DUCT BETWEEN FEEDER PILLAR AND CONTROLLER ROOT
  - ALL ELECTRICAL EQUIPMENT TO CONFORM TO RELEVANT BRITISH STANDARDS AND EUROCODES
  - FEEDER PILLAR TO BE INSTALLED WITH PLYBOARD BACKPLANE, FUSED ISOLATOR AND EARTHING BLOCK
  - ELECTRICITY SUPPLY COMPANY TO SUPPLY INCOMING CABLE, FUSED CUT-OUT AND METER WHERE APPLICABLE
  - PEDESTRIAN CROSSINGS SHALL BE SUPPLIED WITH 25 AMP UNMETERED SUPPLY
  - JUNCTIONS SHALL BE SUPPLIED WITH 60 AMP UNMETERED SUPPLY
  - FUSES AND FUSE RATINGS SHALL PROVIDE ADEQUATE DISCRIMINATION BETWEEN SUPPLY AND CONTROLLER
  - CABLE TO CONTROLLER TO BE PROVIDED AND INSTALLED BY TRAFFIC SIGNAL COMPANY



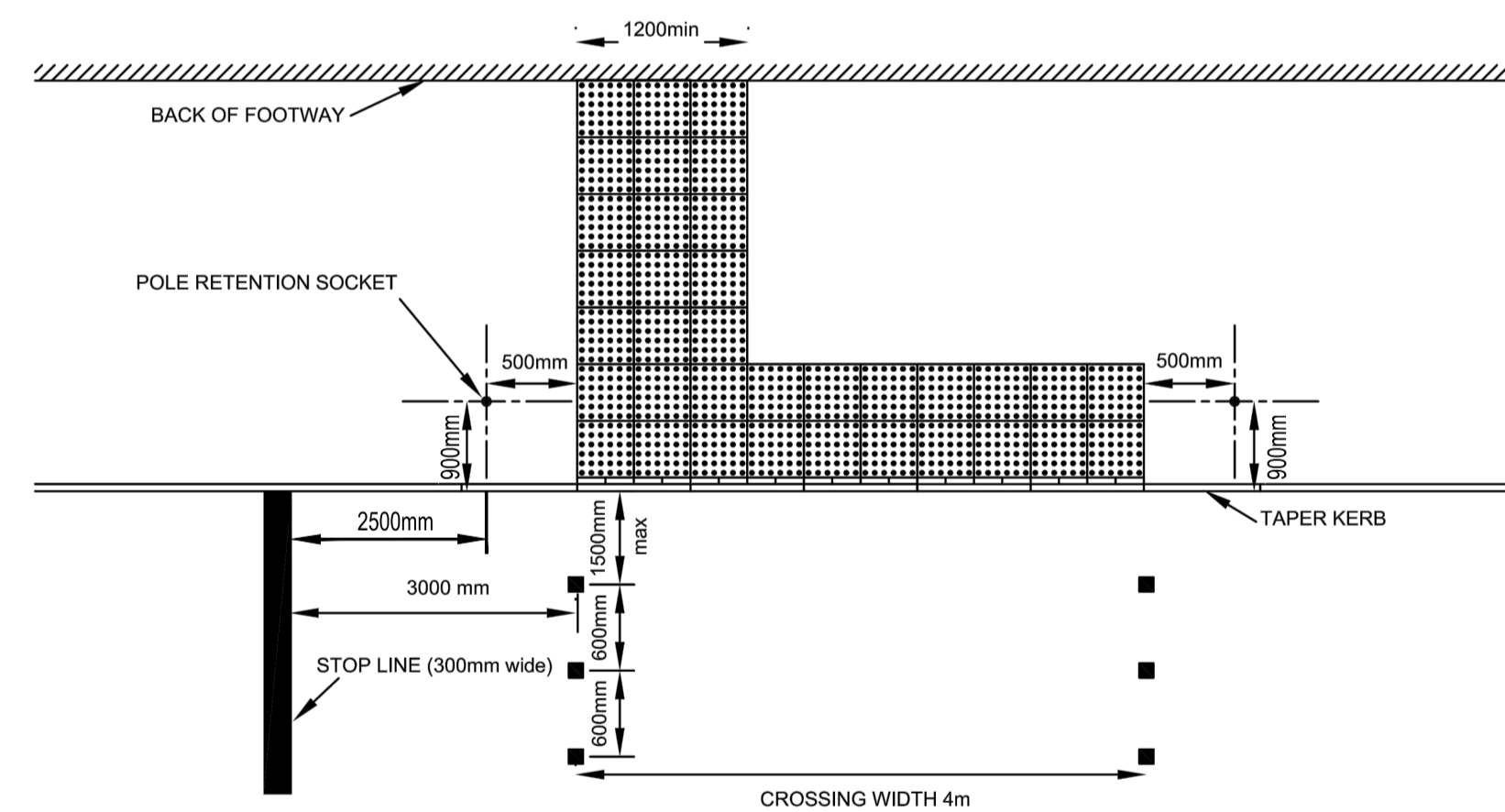
POLE RETENTION SOCKET DETAIL

- NOTES
- N.A.L RS115DF 750mm POLE RETENTION SOCKET OR SIMILAR APPROVED
  - RETENTION SOCKET TO BE INSTALLED TO MANUFACTURERS INSTRUCTIONS
  - DRAINAGE TUBE FROM HEAD UNIT TO FREE DRAINAGE MATERIAL
  - UNIT LENGTH MAY BE VARIED TO SUIT SITE CONDITIONS BY AGREEMENT WITH SIGNALS ENGINEER
  - TYPICAL FOUNDATION DIMENSIONS 750mm X 750mm FOR LOW RISK POLES
  - TYPICAL FOUNDATION DIMENSIONS 1200mm X 750mm FOR HIGH RISK POLES
  - CONCRETE FOR HIGH RISK POLES TO BE REINFORCED WITH 2 LAYERS OF A393 MESH
  - POLES SHALL BE CONSIDERED LOW RISK UNLESS MARKED OTHERWISE ON SITE DRAWINGS



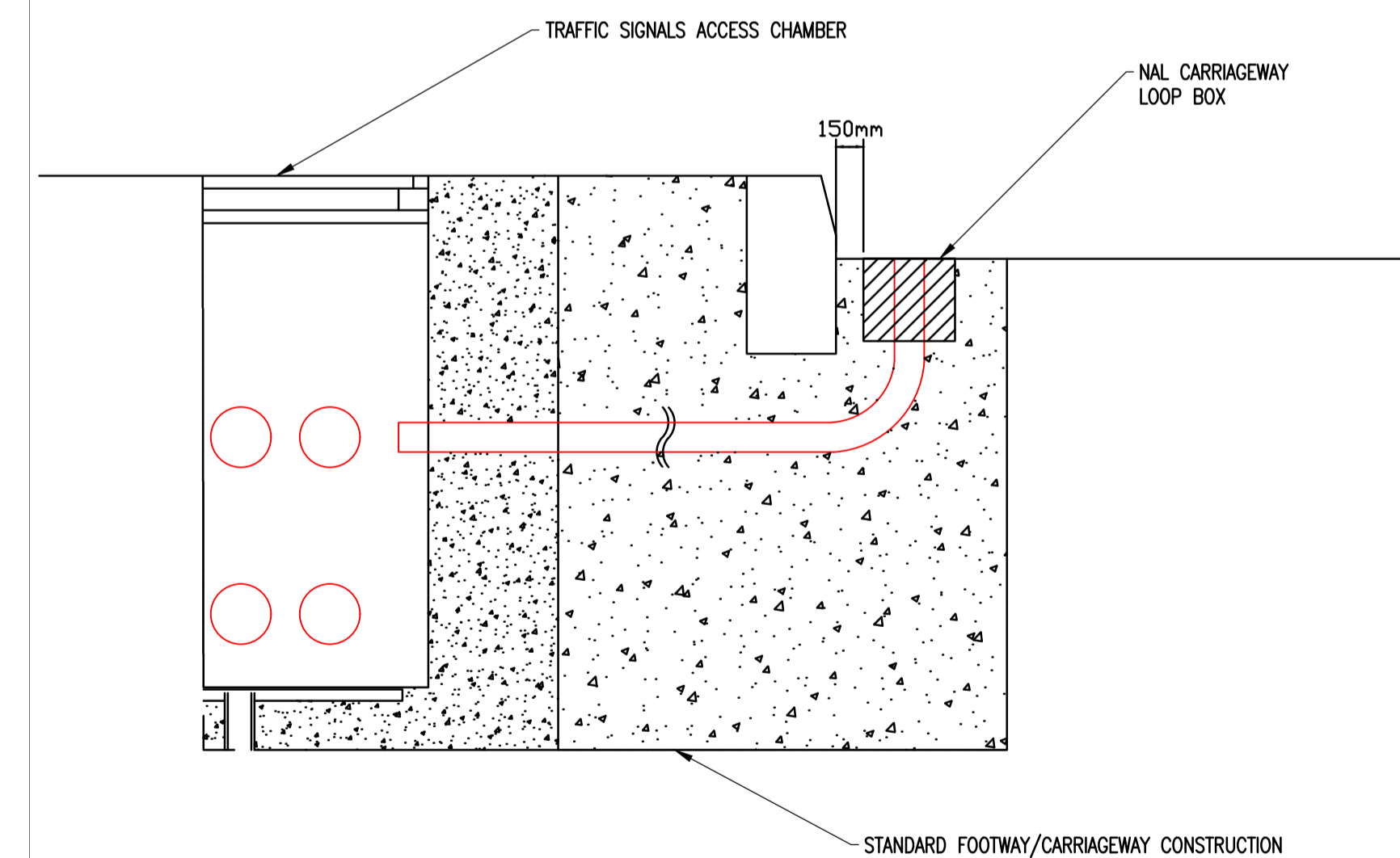
TRAFFIC SIGNALS CHAMBER DETAIL

- NOTES
- GRADE B COMPOSITE COVER AND FRAME IN FOOTWAYS
  - COVER TO BE NON-SLIP AND MARKED 'TRAFFIC SIGNALS' OR 'TS'
  - CHAMBER TO BE INSTALLED TO MANUFACTURERS INSTRUCTIONS
  - 50mm DRAINAGE TUBE TO FREE DRAINING MATERIAL THROUGH BOTTOM OF CHAMBER
  - DUCTS TO EXTEND 50mm INSIDE CHAMBER WALLS
  - ALL UNUSED DUCT ENTRIES OR GAPS TO BE SHUTTERED OR BLANKED
  - CHAMBER TO BE LEFT EMPTY OF LOOSE SOIL AND DEBRIS



TACTILE PAVING LAYOUT

- NOTES
- DOMES OF TACTILE PAVING TO BE ALIGNED WITH DIRECTION OF CROSSING
  - TACTILE PAVING EDGES TO BE ALIGNED ON EITHER SIDE OF THE ROAD
  - WHITE BALLOTTINI BLOCKS TO BE INSTALLED BETWEEN FLUSH KERBS AND TACTILE PAVING
  - DROP KERBS TO BE FLUSH WITH CARRIAGEWAY OR NO MORE THAN 6mm UPSTAND
  - PEDESTRIAN CROSSING STUDS 100mm SQUARE WHITE THERMOPLASTIC MATERIAL
  - POLES AND TACTILE PAVING EDGES TO BE SET OUT ON SITE BY SIGNALS ENGINEER



UNDER-KERB FOR LOOPS DETAIL

- NOTES
- 50mm ORANGE FLEXIBLE DUCT MARKED 'TRAFFIC SIGNALS' IN 5mm HIGH WHITE LETTERS
  - SURFACE OF CARRIAGEWAY TO BE BROKEN OUT AT DUCT MOUTH AND TEMPORARILY REFILLED
  - DUCT SHALL RUN BELOW KERB. SLOT CUTTING OR CORE DRILLING OF KERB IS NOT ACCEPTABLE
  - SEE HIGHWAYS SPECIFICATION FOR FOOTWAY/CARRIAGEWAY AND KERB CONSTRUCTION
  - SEE OTHER STANDARD DETAILS FOR TYPICAL TRAFFIC SIGNAL ACCESS BOX CONSTRUCTION

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REV	DATE	BY	DESCRIPTION	CHK	APP
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CLIENT: ATLAS HOTELS GROUP					
ARCHITECT: NORR					
SITE/PROJECT: HOLIDAY INN EXPRESS BICESTER GATEWAY					
TITLE: TOUCAN SIGNAL DETAILS					
SCALE @ A1:	NTS	CHECKED:	AL	APPROVED:	MPB
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