



TRAFFIC SIGNALS NOTES:

- THIS IS A NEW PUFFIN CROSSING FACILITY.
- THIS WILL BE A ELV INSTALLATION. A MINIMUM OF 4 OR 25% (WHICHEVER IS GREATER) SPARE CORES SHALL BE PROVIDED PER CABLE.
- ALL NEW TRAFFIC SIGNAL EQUIPMENT INCLUDING POLES, CABINETS AND ENCLOSURES SHALL BE BLACK IN COLOUR.
- ALL STREET FURNITURE TO HAVE A MINIMUM LATERAL CLEARANCE OF 0.45M FROM THE EDGE OF CARRIAGEWAY.
- THE LOCATION AND ORIENTATION OF ALL TRAFFIC SIGNAL EQUIPMENT MUST BE AGREED WITH SHROPSHIRE COUNCIL ON SITE **BEFORE** INSTALLATION.
- TRAFFIC SIGNAL POLES SHALL BE PASSIVELY SAFE, CRANKED, 114MM IN DIAMETER AND HAVE A LOW ACCESS DOOR. A LOW LEVEL SIGNAL TERMINATION ENCLOSURE SHALL BE PROVIDED TO ALLOW CABLING WORKS TO TAKE PLACE OUTSIDE OF THE POLE.
- EACH SIGNAL POLE IS TO BE NUMBERED AS PER SHROPSHIRE COUNCIL REQUIREMENTS. BLACK NUMBERS (80X45MM) ON WHITE BACKGROUND (75X50MM).
- DRAW CORDS MUST BE LEFT IN THE DUCTS AFTER WORKS ARE COMPLETED.
- ALL ABOVE GROUND DETECTION MUST BE MOUNTED ON APPROPRIATE BRACKETS AND BE POSITIONED SO AS TO FUNCTION IN ITS PROPER MANNER.
- THE CONTROLLER CABINET MUST BE FITTED WITH A SWING FRAME AND SHALL BE FITTED WITH A METRONA MONITORING UNIT THAT IS CONFIGURED TO MONITOR THE FOLLOWING OUTPUTS: LAMP FAIL, DETECTOR FAIL AND LAMPS OFF. THE UNIT IS TO BE POWERED FROM THE CONTROLLERS 230V REGULATORY SIGNS SUPPLY AND MUST COME WITH A LAST GASP BATTERY TO ALLOW FAILURE TO BE REPORTED. THE SM CARD SHALL BE PROVIDED WITH THE UNIT.
- THE CONTRACTOR IS RESPONSIBLE FOR DESIGNING THE CABLE SCHEDULE AND REVIEWING THE DUCTING PROPOSALS TO CONFIRM THAT THE DESIGN CAN FACILITATE THE PROPOSED TRAFFIC SIGNALS.
- ALL CABINET AND SIGNAL POLE DOORS SHALL BE EARTHED USING EARTH STRAPS.
- AUDIBLE UNITS ARE TO OPERATE BETWEEN 0730-2100.
- SMARTCROSS HANDS-FREE UNITS SHALL BE PROVIDED IN ALL PUSH BUTTON UNITS.
- DETECTOR EXTENSIONS SHALL BE 1.0 SECOND FOR ON CROSSING DETECTION.

TRAFFIC SIGNALS KEY:

- 1 TRAFFIC SIGNAL POLE AND NUMBER
- PUFFIN CONTROLLER
- PRIMARY SIGNAL HEAD
- CLEARVIEW ACCESS POINT
- CLEARVIEW REPEATER UNIT
- AX1 CLEARVIEW MAGNETOMETER
- AGD 318 TRAFFIC DETECTOR
- ON-CROSSING PEDESTRIAN DETECTOR
- FEEDER PILLAR WITH DOUBLE POLE ISOLATOR
- NEARSIDE DISPLAY/PUSH BUTTON WITH AUDIBLE/TACTILE SMARTCROSS UNITS
- PUSH BUTTON UNIT WITH TACTILE AND SMARTCROSS UNITS
- PHOTO-ELECTRIC CELL
- 2M EXTENSION POLE

PUFFIN TIMINGS		
PERIOD	SIGNALS SHOWN	TIMINGS (SECS)
	TO VEHICLES	TO PEDESTRIANS
1	GREEN	RED
2	AMBER	RED
3	RED	RED
4	RED	GREEN
5	RED	MINIMUM ALL RED
6	RED	EXTENDABLE ALL RED
7	RED & AMBER	RED

CROSSING WIDTH = 8.5 METRES

**RESIDUAL DESIGN HAZARDS**

Indicates a Residual Risk as a warning

Hazard Nos.

- Live traffic
- Pedestrian movements
- Underground HV services
- Underground LV services
- Underground BT services
- Underground water main
- Underground sewer
- Underground LP gas main

AT ALL LOCATIONS OF WORKS

POLE, SOCKET TYPE & SETTING OUT DETAILS			
POLE NUMBER	POLE TYPE	DISTANCE - POLE FACE TO TACTILE	DISTANCE - POLE FACE TO KERB FACE
1	4M CRANKED	0.5M	0.8M
2	4M CRANKED	0.5M	0.8M
3	4M CRANKED	0.5M	0.8M
4	4M CRANKED	0.5M	0.8M

CIVILS NOTES:

- ALL POLES ARE TO BE INSTALLED AS PER THE POLE SCHEDULE. IF A POLE CANNOT BE INSTALLED IN THE DESIRED LOCATION THE NEW LOCATION MUST BE AGREED BY SHROPSHIRE COUNCIL.
- TRAFFIC SIGNAL DETECTOR SHALL BE 100mm ORANGE DUCT AND MARKED WITH 'TRAFFIC SIGNALS' AT NO MORE THAN 1.0m INTERVALS. DRAW CORDS SHALL BE INCLUDED IN ALL DUCTS.
- DUCTING IN THE FOOTWAY SHALL HAVE A MINIMUM COVER OF 450MM. DUCTING IN THE CARRIAGEWAY SHALL HAVE A MINIMUM COVER OF 750MM.
- BLACK 50MM DUCT TO BE INSTALLED BETWEEN THE FEEDER PILLAR AND THE CONTROLLER BASE.
- ALL NAL PRODUCTS ARE TO BE INSTALLED TO THE MANUFACTURERS SPECIFICATION.
- A STUMP LEVELLING POST MUST BE USED TO ENSURE THAT POLE RETENTION SOCKETS ARE INSTALLED VERTICALLY (TOLERANCE OF +/-1.0°). WHERE THIS TOLERANCE IS NOT MET THE CONTRACTOR WILL BE EXPECTED TO RE-INSTALL THE UNIT AT HIS OWN EXPENSE.
- CHAMBERS ARE TO HAVE A GRADE 8 COMPOSITE LIDS AND STEEL FRAMES.
- THE LOCATIONS OF THE STATS ARE TAKEN FROM STATUTORY UNDERTAKERS SOURCE MATERIAL. A COPY OF ALL SOURCE MATERIAL IS SUPPLIED TO THOSE UNDERTAKING CONSTRUCTION. THE REPRESENTATION OF SERVICES INFORMATION ON THIS DRAWING DOES NOT WARRANT THE ACCURACY OF THE SOURCE MATERIAL.
- HAND DIG ONLY IN ALL LOCATIONS WHERE APPARATUS IS LIKELY.
- TAR PRESENT THROUGHOUT SITE. NO CORES HAVE BEEN TAKEN. THE CONTRACTOR IS TO TREAT ALL ARISING AS TAR BOUND MATERIAL AND ARRANGE FOR DISPOSAL TO AN APPROPRIATE HAZARDOUS WASTE FACILITY.

CIVILS KEY:

- NAL CONTROLLER BASE
- NAL STAKKABOX CHAMBER, 450x450MM
- NAL RETENTION SOCKET
- 100MM ORANGE DUCT
- 50MM BLACK DUCT
- 400x400x50MM TACTILE PAVING ON 40MM SAND
- BULLNOSE KERBING WITH 6MM UPSTAND
- DROPPER KERBING
- HALF BATTER KERBING
- NEW FOOTWAY EDGING
- WHITE THERMOPLASTIC ROAD MARKINGS
- ALUMINIUM 100x100 ROAD STUDS WITH RBS
- FOOTWAY TO BE RESURFACED/REGULATED WITH AC20 DENSE BIN 100/150 PEN AND 20MM OF AC30 DENSE SURF 100/150 PEN
- FULL FOOTWAY CONSTRUCTION WITH 100MM TYPE 1 SUB-BASE, 50MM AC20 DENSE BIN 100/150 PEN AND 20MM AC30 DENSE SURF 100/150 PEN

DO NOT SCALE

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CDT	04/04/2024	JU	PROJ 0106	NAB	BS
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: **A - FIT FOR CONSTRUCTION**

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CLIENT:

ATTN/PROJECT:

S4078 BRIDGNORTH ROAD  
MUCH WENLOCK  
NEW PUFFIN CROSSING

TITLE:

GENERAL ARRANGEMENT

SCALE @	AS SHOWN	CHECKED	MAB	APPROVED	BS
PROJECT NO.	70102106	DESIGNED	JU	DRAWN	JU
DATE	April 24				
DRAWING NO.	70102106-WSP-HSN-BR-DR-CH-1200-1201				
REV	C01				

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