

TRAFFIC SIGNAL NOTES

- Carriageway markings to be laid in accordance with "The Traffic Signs Regulations and General Directions 2016".
- Nearside pushbuttons and displays shall be so installed so that it is at 30 degrees from perpendicular to the kerb and not visible from the opposite waiting area except those on the central reserves which will be perpendicular to kerb face. If this is not achievable, "Narrow Field Of View" optics will be installed.
- Traffic signal ducting should be orange in colour, high density polyethylene solid wall ducting of 100mm diameter with traffic signals marked on it every 1m. Draw ropes should be provided in the duct runs for the use of pulling cable. All ducting to have smooth internal and external face and a wall thickness of no less than 4.75mm, corrugated ducting will not be accepted. Cut ducts will not be accepted unless at a duct chamber position.
- All ducting to be 100mm except between a joint box to underkerb for connection of loops.
- New OMU unit compatible with CEC Telnet remote monitoring system with 3G / 4G comm's to be installed within new controller and tested prior to commissioning to the satisfaction of the signal engineer using 3G/4G communications to connect to CEC RMS system, live update drawing and RMS configuration files also required to be provided by the traffic signal contractor. SIM card will be provided by CEC.
- All signal poles, detector loop positions and orientation to be agreed on site by Cheshire East Council signal engineer.
- Tactile devices shall be mounted with in the right hand pedestrian demand units only and shall protrude from the underside of the unit.
- Audible signal devices shall be mounted within the Puffin demand unit only and shall incorporate an integral volume control and shall only sound in stage 2. Audibles will also be timetabled not to sound between the hours of 22:00 and 07:00.
- Signal heads and AGD's shall be aligned to the satisfaction of the Engineer on the day of commissioning. Correct camera brackets shall be installed so no above ground detector is blocked by the signal head or its associated backing board.
- All new traffic signal poles will all be black in colour.
- All traffic signal equipment to be of ELV LED type.
- Traffic signal heads will be installed at minimum clearance of 2.1m from ground level to the bottom edge of signal head.
- All detector loops must have a minimum clearance to any existing or proposed metalwork of at least 0.5m.
- All signal poles will be labelled (50mm min height labels) as per CEC specification.
- All signal heads to have Fit and Forget backing boards including the appropriate brackets (Stainless steel or Plastic) as per CEC requirements. The backing board white strips are to be solid white type not the stick on reflective or the painted variety.
- All traffic signal heads to be side mounted away from the carriageway except signal heads on poles 8, 9, and 17 which shall be front mounted to the satisfaction of the Engineer.
- NAL controller cabinet base with side access door which should be installed on the opposite side to the feeder pillar, correct cabinet base will need to be ordered based on controller type installed. Colour of base will match signal controller.
- Road markings shown are indicative and for illustration purposes only. For details of all road marking refer to Croft / Eddisons road marking design drawings.

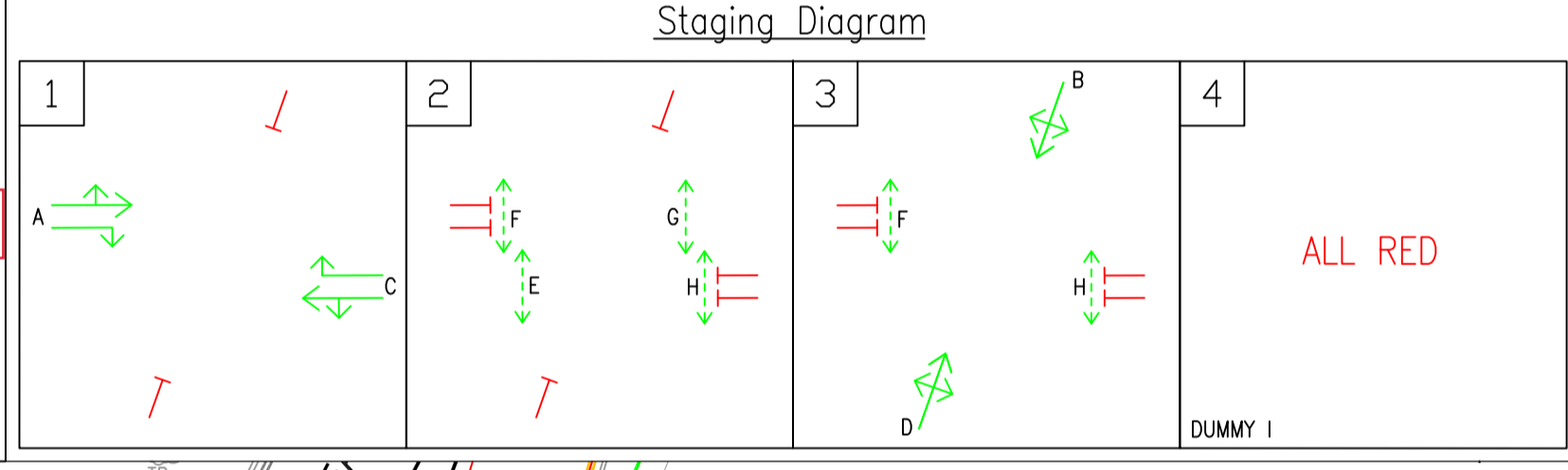
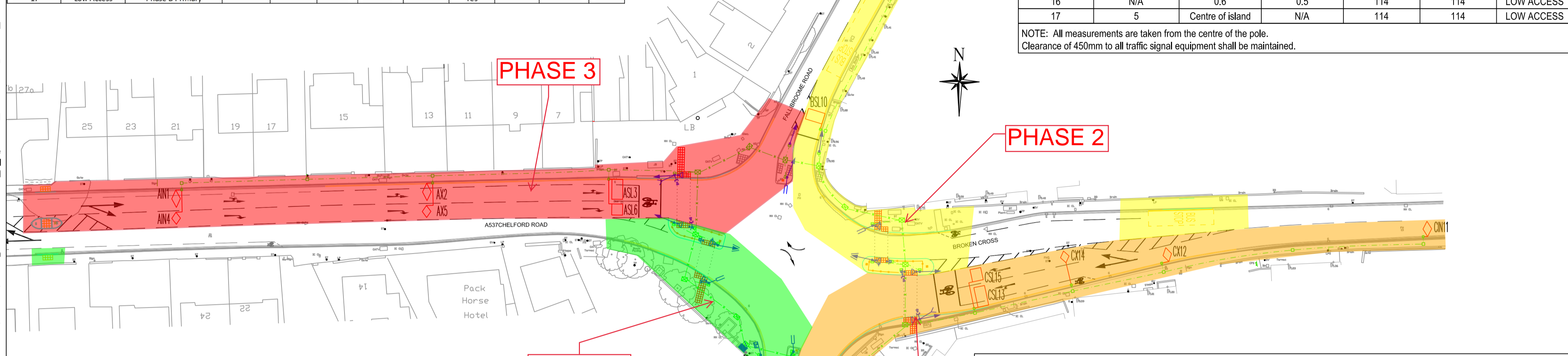
Traffic Signal Equipment Schedule, Broken Cross / Chelford Road, Macclesfield

POLE NUMBER	POLE TYPE	Red Amber Green Head	Combined Puffin	Push Button Unit	AUDIBLE DEVICE	ROTATING TACTILE CONE	CYCLE STOP LINE DETECTOR	ALL RED DETECTOR	KERBSIDE DETECTOR	ONCROSSING DETECTOR	SOLAR CELL
1	Low Access	Phase D Primary									Yes
2	Low Access	Phase D Primary	Yes		Yes	Yes		Yes	Yes		
3	Low Access	Phase C Secondary	Yes		Yes	Yes		Yes	Yes		
4	Stub			Yes		Yes					
5	Low Access			Yes		Yes				Yes	
6	Low Access	Phase A Primary	Yes		Yes	Yes					
7	Low Access	Phase A Primary	Yes		Yes	Yes				Yes	
8	Low Access	Phase B Primary					Yes				
9	Low Access	Phase B Primary						Yes			
10	Low Access	Phase B Primary							Yes		
11	Low Access		Yes		Yes	Yes		Yes	Yes		
12	Low Access	Phase A Secondary	Yes		Yes	Yes					
13	Stub			Yes		Yes					
14	Low Access			Yes		Yes				Yes	
15	Low Access	Phase C Primary	Yes		Yes	Yes					
16	Low Access	Phase C Primary	Yes		Yes	Yes	Yes			Yes	
17	Low Access	Phase D Primary						Yes			

POLE SETTING OUT DETAILS - BROKEN CROSS / CHELFORD ROAD / FALLIBROOME ROAD, MACCLESFIELD

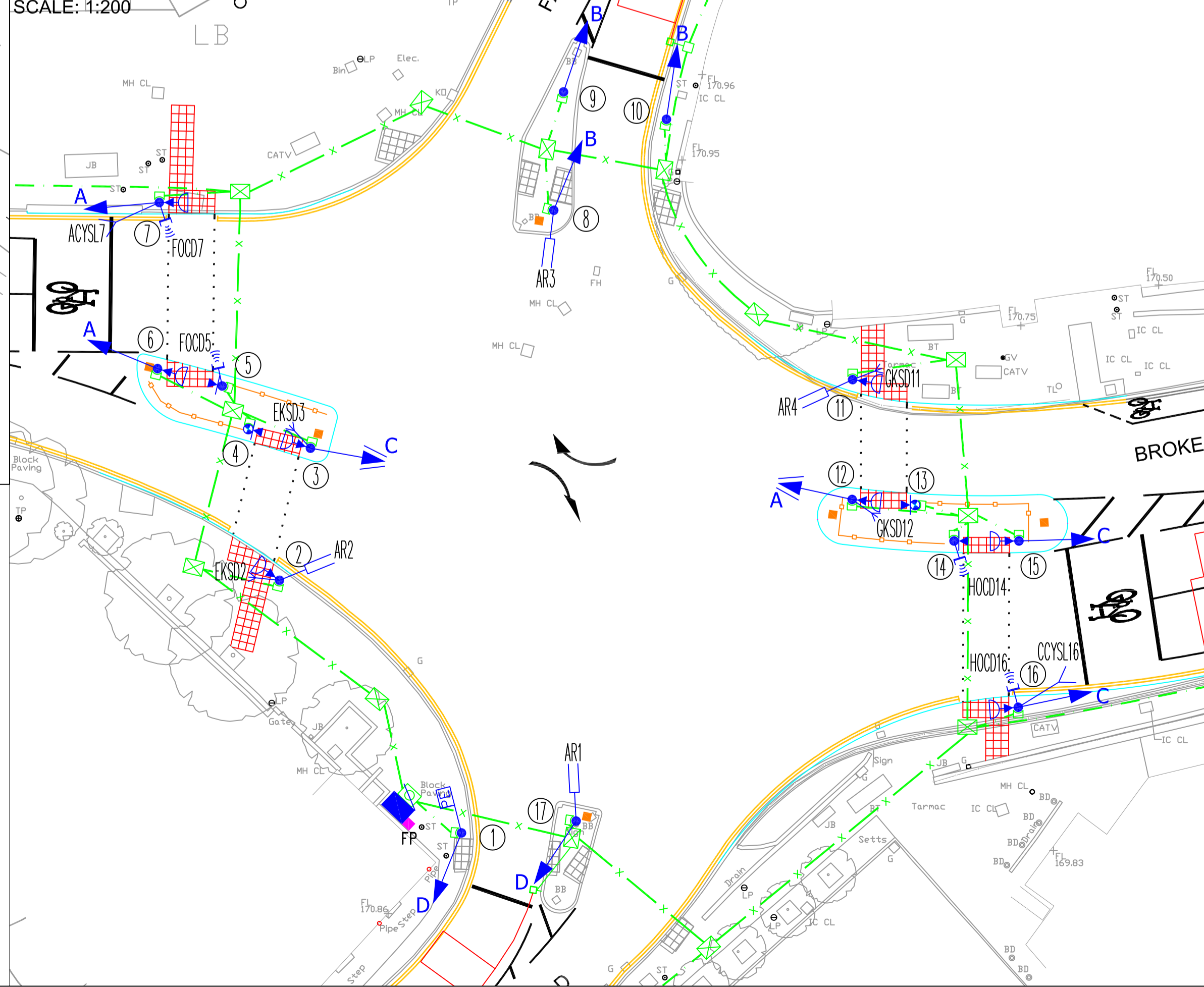
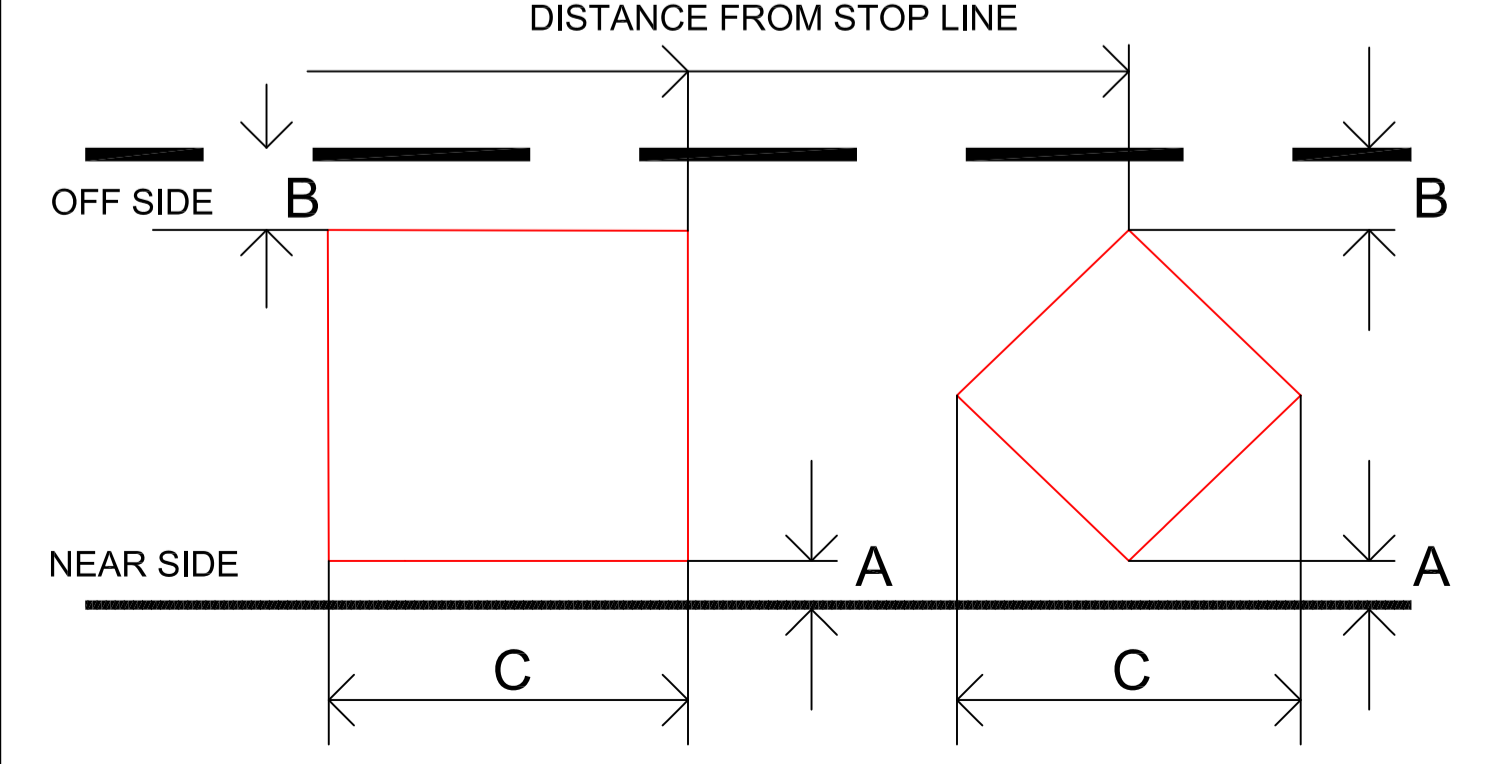
POLE NUMBER	DISTANCE FROM STOP LINE (M)	DISTANCE FROM CARRIAGEWAY (M)	DISTANCE FROM TACTILE PAVING	POLE LOWER WIDTH (MM)	POLE MID WIDTH (MM)	POLE TYPE
1	2.5	0.6	N/A	114	114	LOW ACCESS
2	N/A	0.6	0.5	114	114	LOW ACCESS
3	N/A	0.6	0.5	114	114	LOW ACCESS
4	N/A	0.6	0.5	114	114	LOW ACCESS
5	N/A	0.6	0.5	114	114	LOW ACCESS
6	N/A	0.6	0.5	114	114	LOW ACCESS
7	N/A	0.6	0.5	114	114	LOW ACCESS
8	6.2	1.0	N/A	114	114	LOW ACCESS
9	2.0	Centre of island	N/A	114	114	LOW ACCESS
10	2.0	0.6	N/A	114	114	LOW ACCESS
11	N/A	0.6	0.5	114	114	LOW ACCESS
12	N/A	0.6	0.5	114	114	LOW ACCESS
13	N/A	0.6	0.5	114	114	STUB
14	N/A	0.6	0.5	114	114	LOW ACCESS
15	N/A	0.6	0.5	114	114	LOW ACCESS
16	N/A	0.6	0.5	114	114	LOW ACCESS
17	5	Centre of island	N/A	114	114	LOW ACCESS

NOTE: All measurements are taken from the centre of the pole.
Clearance of 450mm to all traffic signal equipment shall be maintained.



MOVA LOOP DIMENSIONS BROKEN CROSS / CHELFORD ROAD / FALLIBROOME ROAD, MACCLESFIELD

LOOP NAME	DISTANCE FROM STOP LINE (M)	DISTANCE FROM NEAR SIDE (M)	DISTANCE FROM OFF SIDE (M)	LOOP WIDTH (M)	NOTES
AIN1	85	0.4	0.8	1.8	Diamond
AX2	39	0.4	0.8	1.8	Diamond
ASL3	3	0.4	0.8	2.0	Rectangle
AIN4	85	0.8	0.8	1.8	Diamond
AX5	39	0.8	0.8	1.8	Diamond
ASL6	3	0.8	0.4	2.0	Rectangle
ACYSL7	N/A	N/A	N/A	N/A	Above ground stop line detector, pole 7
BIN8	75	0.4	0.8	1.8	Diamond
BX9	38	0.4	0.8	1.8	Diamond
BSL10	3	0.4	0.4	2.0	Rectangle
CIN11	87	0.4	0.8	1.8	Diamond
CX12	39	0.4	0.4	1.8	Diamond
CSL13	3	0.4	0.8	2.0	Rectangle
CX14	20	0.8	0.4	1.8	Diamond
CSL15	3	0.8	0.4	2.0	Rectangle
CYSL16	N/A	N/A	N/A	N/A	Above ground stop line detector, pole 16
DX17	40	0.4	0.8	1.8	Diamond
DSL18	3	0.4	0.4	2.0	Rectangle



- KEY:-**
- 2.0m, 114mm Stub unslotted signal pole
 - 4.0m, 114mm Straight unslotted signal pole with low level access door and vented top caps
 - VEHICLE SIGNAL HEADS**
 - RAG fitted with primary hoods
 - RAG fitted with secondary hoods
 - PEDESTRIAN SIGNAL HEADS**
 - Combined Puffin near sided indicator with push button indicator fitted with NFOV
 - Puffin push button wait indicator
 - ELV Traffic signal controller fitted with NAL stool
 - Electricity Supply Pillar ("Haldo")
 - DETECTION**
 - Photo cell
 - All Red Above Ground Detector
 - Stop Line loop detection
 - MOVA detection
 - Kerb side detector
 - On crossing detector
 - Cycle stop line detector
 - DUCTING AND CHAMBERS**
 - 1 No. Polyethylene 50mm duct
 - 1 No. Polyethylene 100mm duct
 - 2 No. Polyethylene 100mm duct
 - 4 No. Polyethylene 100mm duct
 - Pole and RS115 NAL retention socket installed to a depth of 750mm x 610mm x 610mm
 - NAL STAKKAbOX 600mm x 600mm, Twin walled access chambers, composite covers to B125
 - NAL STAKKAbOX 600mm x 450mm, Twin walled access chambers, composite covers to B125
 - NAL STAKKAbOX 450mm x 450mm, Twin walled access chambers, composite covers to B125
 - NAL carriageway loop chamber, ductile iron D400 to BS2789

PHASE 1 - ISLAND REMOVAL

PHASE 7 - DEVELOPMENT ENTRANCE

PHASE 8 - CARRIAGEWAY RESURFACING

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	MAINTENANCE/CLEANING	USE	DECOMMISSIONING/DEMOLITION
Positioning of pole 10 should be undertaken with care so position does not cause obstruction with existing doorway.	Parking for maintenance vehicle could be accommodated with the large footway area near to the controller.	NONE	Existing pedestrian crossing will require decommissioning by signal contractor and signal equipment removed from site.

DO NOT SCALE

NO	DESCRIPTION	DRN	CHK	DATE
4	Equipment schedule updated.	JPS	LC	05.10.20
3	Amended to CEC comments 03.08.20.	JPS	LC	27.08.20
2	Amended to CEC comments 11.05.20.	JPS	LC	20.05.20



CLIENT: **BELLWAY HOMES LIMITED (MANCHESTER)**

SCHEME TITLE: **PROPOSED TRAFFIC SIGNAL JUNCTION A537 BROKEN CROSS / CHELFORD ROAD / FALLIBROOME ROAD BROKEN ROAD, MACCLESFIELD**

DATE: 23/01/20	DRN: JPS	CHKD: LC	SCALE: 1:500 @ A1
Canwell Ltd Faraday Wharf Wol Street Birmingham Science Park Birmingham, B7 4BB			STATUS: DETAIL DESIGN
T 0121 250 5725 E enquiries@canwell.co.uk			DRAWING N°: C/1654/100

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