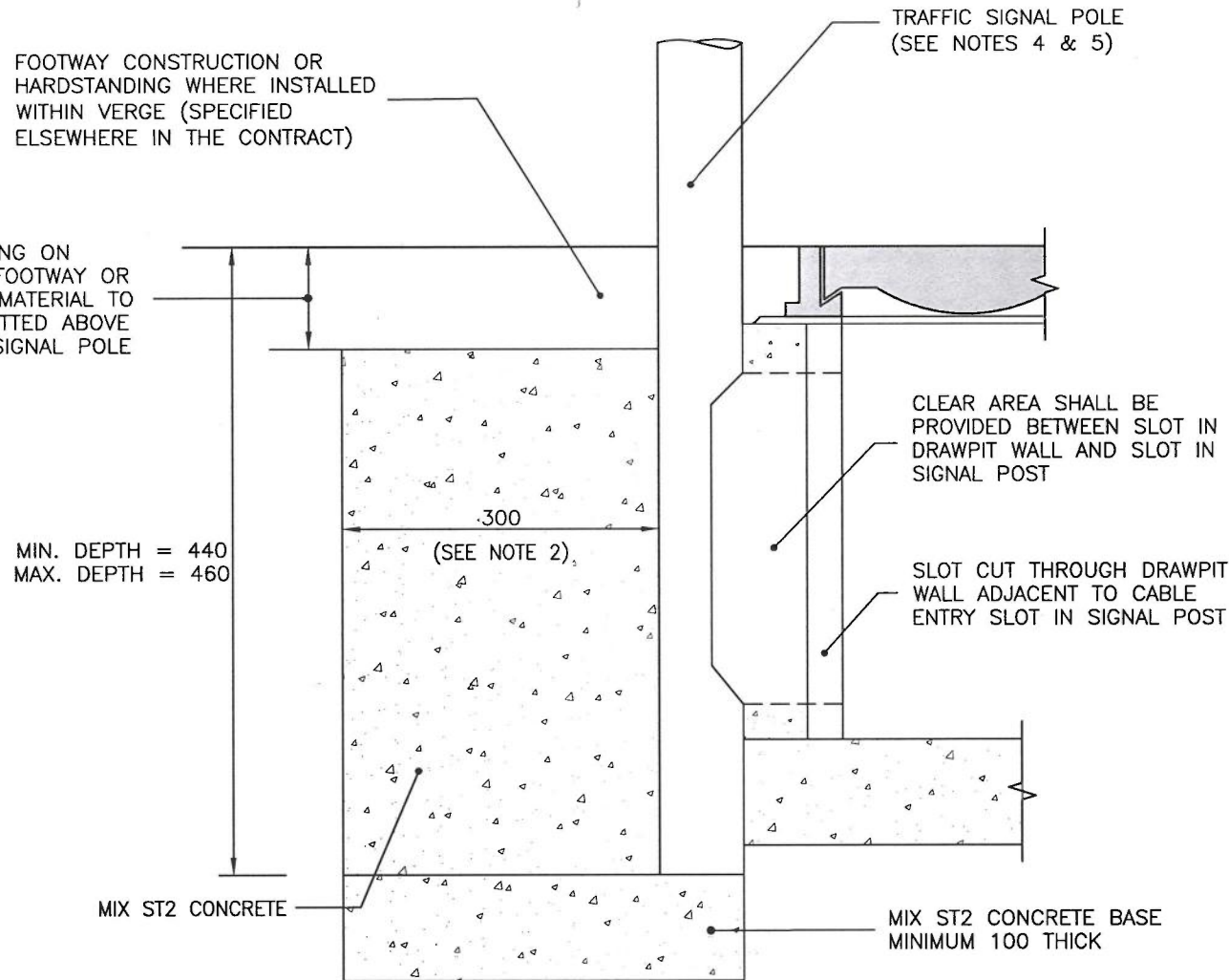
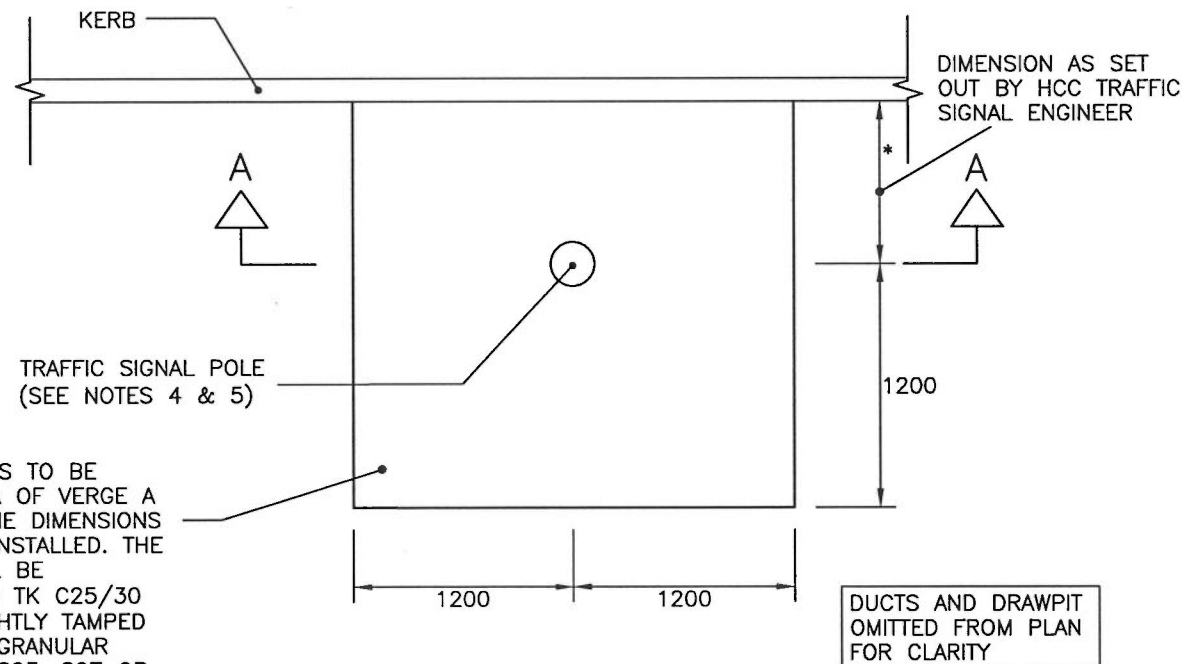


DIMENSION VARIES DEPENDING ON CONSTRUCTION DEPTH OF FOOTWAY OR HARD STANDING. SUBBASE MATERIAL TO HARD STANDING TO BE OMITTED ABOVE CONCRETE SURROUND TO SIGNAL POLE



SECTION A-A



PLAN

WHERE SIGNAL POLE IS TO BE INSTALLED IN AN AREA OF VERGE A HARD STANDING TO THE DIMENSIONS INDICATED SHALL BE INSTALLED. THE HARD STANDING SHALL BE CONSTRUCTED OF 150 TK C25/30 CONCRETE WITH A LIGHTLY TAMPED FINISH OVER 150 TK GRANULAR SUBBASE TO CLAUSE 803, 807 OR 894R. THE HARD STANDING SHALL HAVE A FALL OF 1 IN 40 TOWARDS THE CARRIAGEWAY OR AS AGREED WITH HCC'S TRAFFIC SIGNAL ENGINEER (SEE NOTE ON SECTION A-A, ABOVE FOR FURTHER INFORMATIO.

NOTES: (CONT)

7. WHERE SIGNAL POLE TO BE INSTALLED IN VERGE A HARDSTANDING SHALL BE CONSTRUCTED AROUND THE POLE AS SHOWN ON PLAN ABOVE

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. WHERE A TALL (6m) TRAFFIC SIGNAL POLE IS SPECIFIED, THE EXTENT OF CONCRETE SURROUND SHALL BE INCREASED TO 450.
3. AS AN ALTERNATIVE TO THE PRECAST CONCRETE UNITS ILLUSTRATED THE CONTRACTOR MAY CONSTRUCT THE TRAFFIC SIGNAL POLE CONNECTION USING A PLASTIC UNIT, ALL AS DESCRIBED IN NOTE.
4. FOR ROADS WITH A SPEED LIMIT OF 50 MPH OR GREATER, ALL APPLICABLE TRAFFIC SIGNAL POLES SHOULD BE CONSIDERED INDIVIDUALLY AS TO THEIR SUITABILITY TO BE MADE PASSIVELY SAFE AND THE DECISIONS TAKEN SHALL BE OUTLINED IN THE TRAFFIC SIGNAL HAZARD ASSESSMENT TA 89/05 (USE OF PASSIVELY SAFE SIGNPOSTS, LIGHTING COLUMNS AND TRAFFIC SIGNAL POLES TO BS EN 12767).
5. WHERE SPECIFIED, THE INSTALLATION OF PASSIVELY SAFE TRAFFIC SIGNAL POLES SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS INSTRUCTIONS.
6. IN ORDER TO HIGHLIGHT THEIR PRESENCE TO VISUALLY IMPAIRED PEDESTRIANS (SEE DfT INCLUSIVE MOBILITY PARA. 3.9) TRAFFIC SIGNAL POLES, EXCEPT THOSE ON WHICH PUSH BUTTONS ARE MOUNTED, WHICH ARE TO BE ERECTED IN FOOTWAY AREAS OR WITHIN 0.5m OF A FOOTWAY OR CYCLEWAY, SHALL HAVE A 150 DEEP SELF ADHESIVE BAND APPLIED AT BETWEEN 1.5m AND 1.6m TO THE BOTTOM EDGE ABOVE GROUND LEVEL. THE BAND SHALL BE IN A RETROREFLECTIVE MATERIAL TO BS 873 CLASS 1 OR 2. THE ENDS OF THE TAPE SHALL BE SECURED TO RESIST REMOVAL.

PLASTIC UNIT ALTERNATIVE:

AS AN ALTERNATIVE TO THE PRECAST CONCRETE UNITS ILLUSTRATED THE CONTRACTOR MAY CONSTRUCT THE TRAFFIC SIGNAL POLE CONNECTION USING COMPLETE PLASTIC UNITS MANUFACTURED FROM RECYCLED POLYOLEFIN AND BEDDED ON AND SURROUNDED BY A MINIMUM 150 OF MIX ST4 CONCRETE. SUCH CHAMBERS SHALL BE OF ONE-PIECE CONSTRUCTION AND SHALL BE CONSTRUCTED STRICTLY IN ACCORDANCE WITH THE MANUFACTURERS INSTRUCTIONS. PARTICULAR CARE SHALL BE TAKEN TO AVOID MOVEMENT OR DISTORTION OF THE PLASTIC UNIT DURING THE PLACING AND COMPACTION OF THE CONCRETE SURROUND.

SUCH CHAMBERS CONSTRUCTED WITHIN 2500 OF THE EDGE OF THE CARRIAGEWAY SHALL BE FITTED WITH COVER AND FRAME AS SPECIFIED FOR THE P.C.C. UNIT ABOVE.

ALL COVER FRAMES SHALL BE BEDDED ON A MINIMUM 10 THICK POLYESTER RESIN SUPPORTED ON THE CONCRETE SURROUND AND NOT ON THE CHAMBER UNIT. ALL COVERS SHALL HAVE INTEGRAL LOCKING FACILITY. CLEAR OPENING DIMENSIONS FOR THE COVERS SHALL BE AS SHOWN FOR P.C.C. UNITS.

Copyright Hampshire County Council. 2019

All rights, including translation, reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means (electronic, mechanical, photocopied, recorded or otherwise) without the prior written permission of Hampshire County Council. Requests should be directed to the Economy, Transport & Environment Department.

REV	AMENDMENTS	DATE	CAD	CHKD	APPD

CONSULTANT

STUART JARVIS BSc DipTP FCIBT MRTPI DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

SCHEME

STANDARD DETAILS

DRAWING TITLE

DETAILS OF TRAFFIC SIGNAL POLE CONNECTION

HCC CADplot: 25.Feb.2020 at 9:06pm					
DRAWN	CHECKED	SCALE @ A3		N.T.S	
RB	JM				
CAD	APPROVED	DATE		March 2020	
RB	AG				
DRG No.	HCC11/T/045			REVISION	