



KCC/ITS/2016/Drawing No.1

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Key - Proposed

- Traffic signal and pole
- Duct FW/1 100 mm dia
- Duct CW/3 100 mm dia
- Junction pit 900 mm depth (no under kerb ducts)
- Junction pit 900 mm depth (with under kerb ducts)
- Junction box 550 mm depth (with under kerb ducts)
- Vehicle detector loop and identify
- Traffic bollard (keep left)
- Proposed kerb line
- Existing kerbline to be removed
- Proposed carriageway markings
- Layout of blister tactile surface modules (red)
- Layout of blister tactile surface modules (buff)
- Guardrail type PG/1 - HV (staggered infra bars)
- HFS (All HFS is to be coloured dark grey or black)
- Proposed signs

Notes

This drawing is based on Ordnance Survey digital data supplemented by additional base detail measured on site.

This drawing shall be read in conjunction with the following KCC Standard Details:

- KCC/050/020 / 25 - Junction Pits & Ducting
- KCC/1100/007 - Typical Layout of Controlled Pedestrian Crossing Points
- KCC/1200/007 & 008 - Cabinet & Feeder Pillar Installation
- KCC/1200/009 - Traffic Signal Pole Retention Socket

High Friction Surfacing (HFS) shall be provided on all approaches and will extend 50m from the stopline, in addition the HFS shall also extend to the first row of pedestrian studs beyond the stopline and all HFS is to be coloured dark grey or black.

Tactile indicators are required on all traffic signal poles, with the exception of pole numbers 7, 8, 11, 12, 21 and 22. The photo electric cell is to be installed on pole number 22.

Ducting shall be adjusted locally to avoid existing Statutory Undertakers Plant. The controller root shall be galvanised. All traffic signal posts shall be installed in NAL Retention Sockets.

All traffic signal control equipment shall comply with the KCC Traffic Systems General Specification Issue 5.0. The Traffic Signal Controller shall be ELV operation. LED signal aspects and PBUs shall be provided. The controller shall be capable of monitoring all LED equipment for lamp faults.

Supply, installation and commissioning of an Outstation Monitoring and Control Unit (OMCU) to KCC Specification capable of monitoring all detectors and the illumination of all signal aspects and push button "WAIT" panels (including LED equipment). The unit shall be a Siemens Gemini and will use GSM. The SIM card will be supplied by KCC.

New lining and signing details are to be implemented in accordance with the TSRGD (latest revision) and all proposed lining details are to be in with the existing, please refer to 1200 series drawings for full details of all new carriageway markings.

The details of any existing services shown on this drawing are based upon information supplied by the statutory bodies and other authorities concerned. The accuracy of this information cannot be guaranteed and the presence of other apparatus, in particular service connections to individual properties, should be expected.

Proposed Direction Sign (TSRGD Diag No. 877)

C	05/02/16	Yellow Box Details Added	PT	CB	AW
B	05/10/15	Lining Details Amended	PT	CB	AW
A	13/07/15	Pink Way East Amended	PT	CB	AW
O	04/02/15	Final Issue	PT	CB	AW
Rev	Revision Date	Proposed by	Drawn	Checked	Approved

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Project: **A229 Loose Road / Armstrong Road Maidstone**

Drawing title: **Proposed Improvement Options Loose Road / Armstrong Road Junction (Site Ref No. 11-0412)**

Drawing stage: **Preliminary, For Discussion**

Scale: **As Shown at A0 Do not scale**

Drawing number: **KCC/ITS/2016/Drawing No.1**

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

