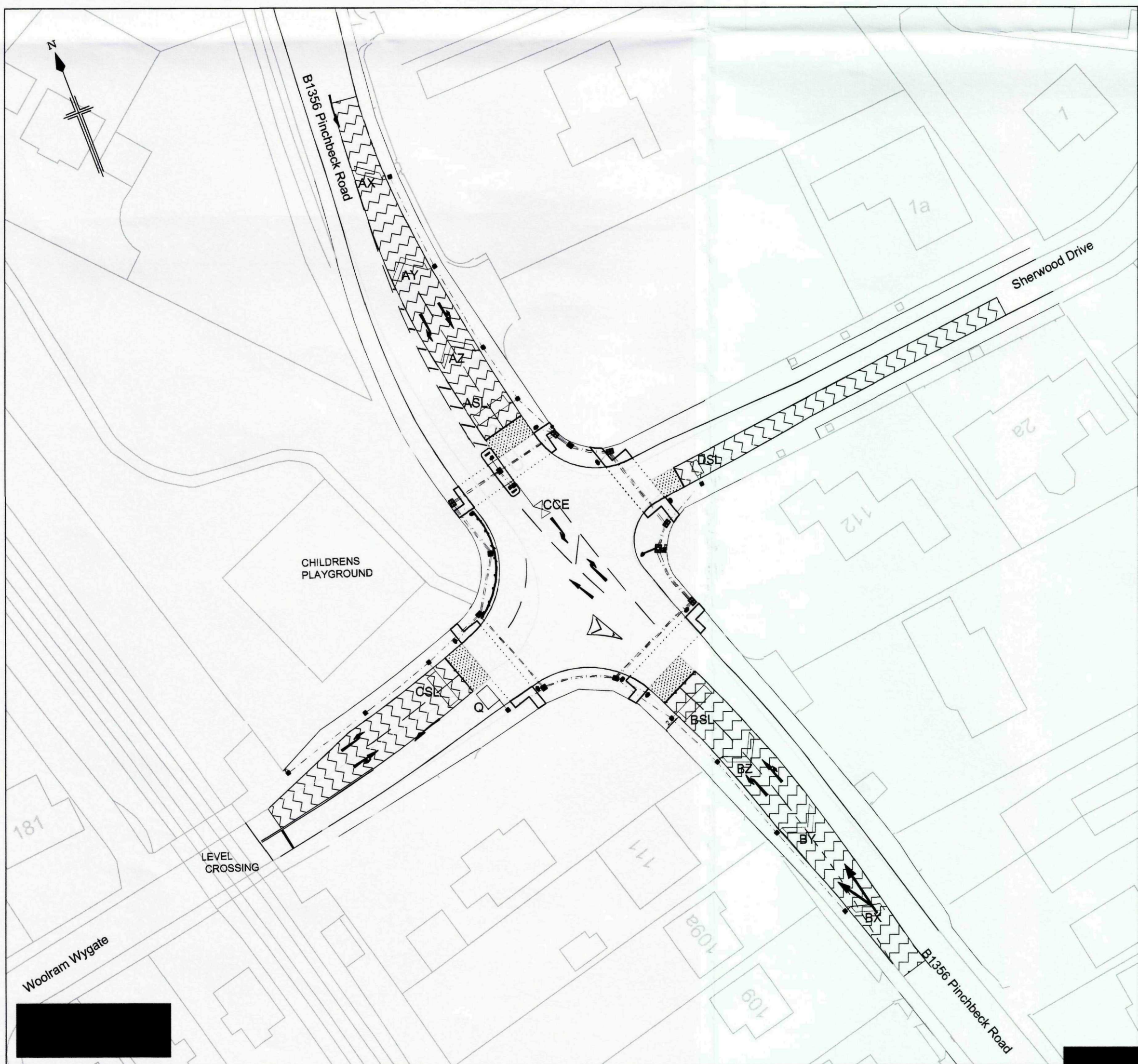
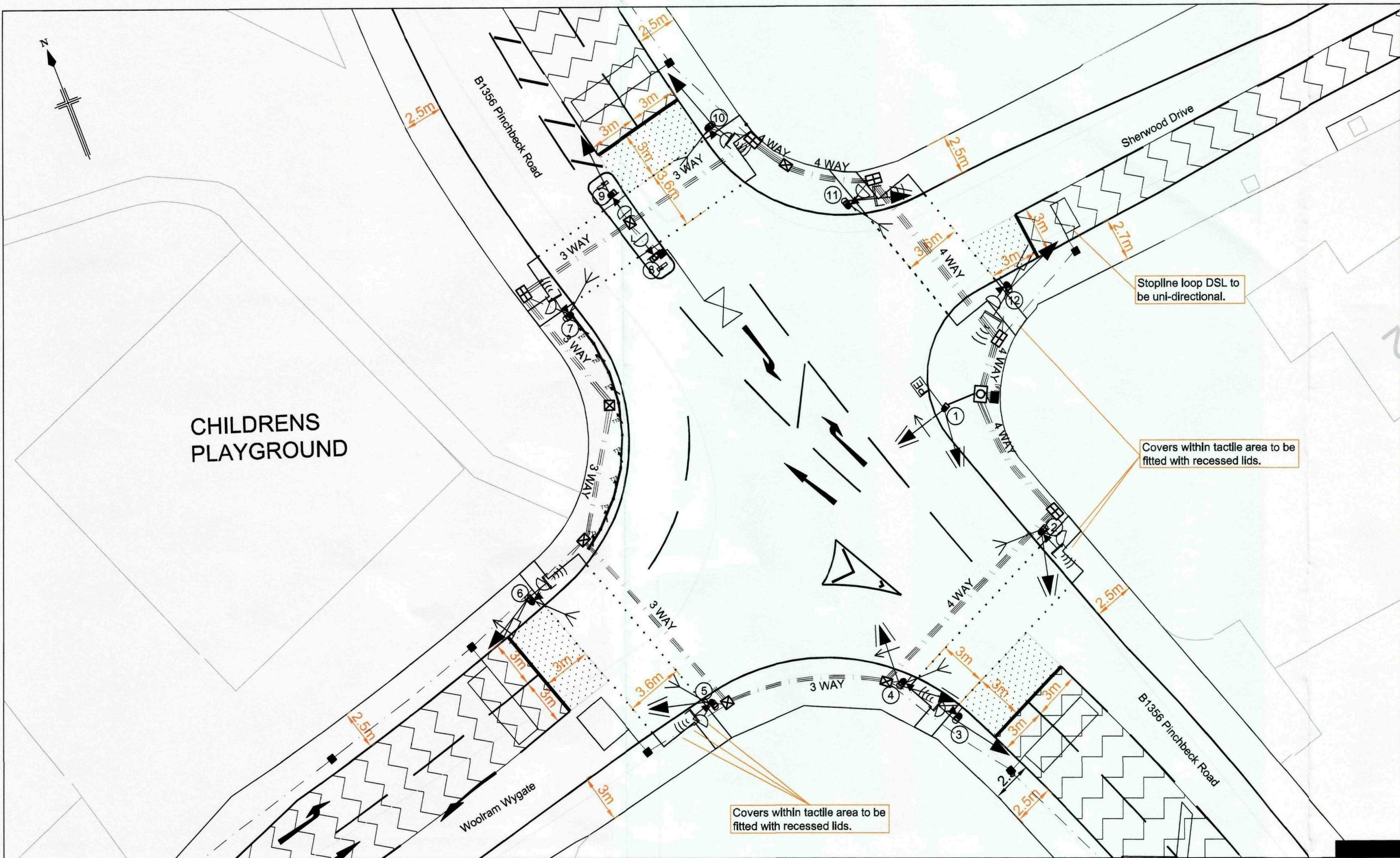




- KEY**
- Traffic Signal Pole, black in colour, 2.5m stub (refer to notes 6, 7 & 8).
 - Traffic Signal Pole, black in colour, 4.09m straight (refer to notes 6, 7 & 8).
 - Traffic Signal Pole, black in colour, 4.09m cranked (refer to notes 6, 7 & 8).
 - Primary RAG signal head (refer to note 8).
 - Secondary RAG signal head (refer to note 8).
 - Secondary RAG/GA (right turn Indicative green arrow aspect) signal head (refer to note 8).
 - Primary RAG/GA (left turn filter green arrow aspect) signal head (refer to note 8).
 - Secondary RAG/GA (left turn filter green arrow aspect) signal head (refer to note 8).
 - On-Crossing detector (refer to note 8).
 - Kerbside Video detector (refer to note 8).
 - 'Slimline' Puffin near-side red/green man signal unit. L indicates that narrow field of view optics are required on unit. (refer to note 8).
 - 'Slimline' Pedestrian push button unit with tactile cone and audible unit. (refer to note 8).
 - Photoelectric cell (refer to note 8).
 - ELV Signal controller, black in colour with anti graffiti coating (refer to notes 6 & 8).
 - Electrical supply feeder pillar, black in colour with anti graffiti coating (refer to notes 6 & 8).
 - Pole number.
 - Diag 1001 - Continuous stopline. 300mm wide. (Refer to notes 15 & 17)
 - Diag 1055.1 - Pedestrian crossing studs at 500mm centres.
 - Proposed 100mm duct run, showing 1 duct run unless otherwise stated (refer to notes 1-3 & 5).
 - NAL Pole Retention Socket, including wedges (refer to note 4).
 - 600mm x 600mm Pavement Box (refer to note 4).
 - 600mm x 450mm Pavement Box (refer to note 4).
 - 450mm x 450mm Pavement Box (refer to note 4).
 - 254mm x 254mm Pavement Box (refer to note 4).

- System D loops, located at 12m, 25m & 39m (unless otherwise stated) from associated stop line (refer to notes 9 & 10).**
- Call/Cancel Loops (refer to note 10).**
- Stop line loop, located 2m back from associated stop line (refer to note 9 & 10). Note: DSL to be uni-directional**
- Queue loop (refer to note 10).**
- Blister tactile paving - 400x400mm slabs, red in colour (refer to note 11).**
- Intervisibility Type 12/13 Pedestrian Guard Rail, arrow indicated direction of view. (refer to note 20).**
- High Friction Surfacing, buff in colour (refer to note 18).**
- High Friction Surfacing, black in colour (refer to note 19).**
- Retro reflective non illuminated bollard with 'KEEP LEFT' sign face to Diag. 610.**
- Retro reflective non illuminated bollard.**

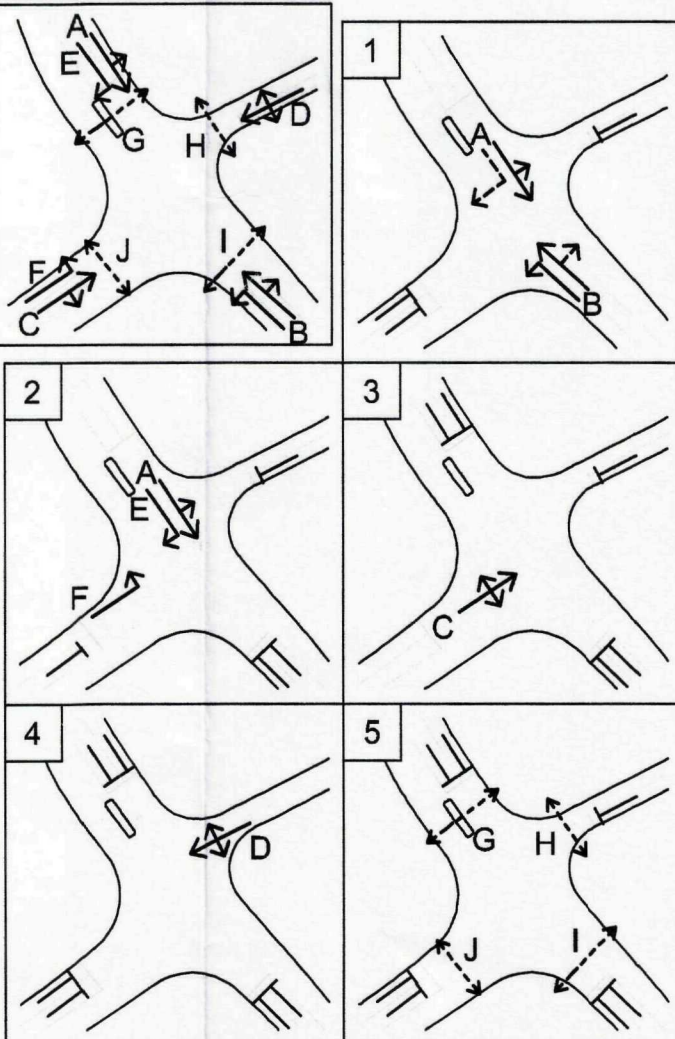
Pole Schedule

Pole No	Type
1	4.09m Straight
2	4.09m Cranked
3	4.09m Cranked
4	4.09m Cranked
5	4.09m Cranked
6	4.09m Cranked
7	4.09m Cranked
8	2.5m Stub
9	4.09m Straight
10	4.09m Cranked
11	4.09m Cranked
12	4.09m Cranked

Pole Works Schedule.

- Pole 1.**
- 4.09m Straight traffic signal pole to be erected 0.7m from from kerb face in location shown.
 - New secondary RAG signal head to be mounted on new signal pole.
- Pole 2.**
- 4.09m Cranked traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
 - Slimline puffin red/green man Indicator unit and a Slimline push button unit with tactile cone and audible unit to be mounted on new signal pole.
- Pole 3.**
- 4.09m Cranked traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
 - New primary RAG signal head, Slimline puffin red/green man Indicator unit and a Slimline push button unit with tactile cone and audible unit and kerbside detector to be mounted on new signal pole.
- Pole 4.**
- 4.09m Cranked traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
 - New primary RAG signal head, Slimline puffin red/green man Indicator unit and a Slimline push button unit with tactile cone and audible unit and kerbside detector to be mounted on new signal pole.
- Pole 5.**
- 4.09m Cranked traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
 - New secondary RAG signal head, new secondary RAG/GA signal head with right turn Indicative green arrow aspect, on crossing detector, Slimline push button unit with tactile cone and audible unit to be mounted on new signal pole.
- Pole 6.**
- 4.09m Cranked traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
 - Slimline puffin red/green man Indicator unit and a Slimline push button unit with tactile cone and audible unit to be mounted on new signal pole.
- Pole 7.**
- 4.09m Cranked traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
 - New primary RAG signal head, Slimline push button unit with tactile cone and audible unit, on crossing and kerbside detectors to be mounted on new signal pole.
- Pole 8.**
- 2.5m Stub traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
 - New primary RAG/GA signal head with left turn Indicative green arrow aspect, Slimline puffin red/green man Indicator unit and a Slimline push button unit with tactile cone and audible unit, MVD, on crossing and kerbside detectors to be mounted on new signal pole.
- Pole 9.**
- 4.09m Straight traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
 - Slimline push button unit with tactile cone and audible unit to be mounted on new signal pole.
- Pole 10.**
- 4.09m Cranked traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
 - Slimline puffin red/green man Indicator unit and a Slimline push button unit with tactile cone and audible unit, on crossing and kerbside detectors to be mounted on new signal pole.
- Pole 11.**
- 4.09m Cranked traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
 - Slimline push button unit with tactile cone and audible unit to be mounted on new signal pole.
- Pole 12.**
- 4.09m Cranked traffic signal pole to be installed centrally on refuge & 0.5m from crossing extent.
 - Slimline puffin red/green man Indicator unit with narrow field of view 'louvered' aspect and a Slimline push button unit with tactile cone and audible unit to be mounted on new signal pole.

Staging Schedule Phase Identification



NOTES

Ducting

- Ducts for traffic signals shall be laid at a minimum depth of 750mm across carriageway/vehicle access and be of a straight length thick walled High Density polyethylene ducting with a smooth bore, orange in colour, printed "TRAFFIC SIGNAL CABLES" at intervals of not more than 1m in white 9mm high lettering throughout its length.
- Ducts shall be impervious to water, capable of being laid at temperatures down to -10 degrees Celsius, and sufficiently flexible to follow undulations in the trench bottom and minor earth movements. Where ducts need to be joined only the correct type of sleeves and connectors should be used to ensure the continuous smooth bore of the duct. The sleeve and connectors to be of type approved by the duct manufacturer.
- Ducts to be laid in accordance with LCC standard detail drawing No SD7A/5/9A1. Ducts should be laid at a depth of 750mm to top of duct for carriageway reinstatement and 500mm deep to top of duct for footway and verge reinstatement.

- Duct boxes shall be Twin Walled STAKKAbOX as supplied by NAL and installed in accordance with LCC standard detail drawing No SD7A/12/11 & SD7A/12/14A1. Pole retention sockets type RS115x740 DF are to be installed on all traffic signals in accordance with manufactures guidelines AND LCC standard drawing No SD7A/12/22A, SD7A/12/22B and SD7A/12/22D.

- Backfilling & reinstatement of ducting excavation is to be in accordance with LCC standard detail drawing No SD7A/5/9A1. Trenches in footways should be backfilled with excavated material and resurfaced to match existing material. Trenches in verges should be backfilled with imported material and grass seeded.

Equipment

- The exact location of Traffic Signal equipment (i.e. poles, controllers, controller) is to be agreed with Traffic Signals Engineer/Representative prior to erection.
- All signal poles should be black 4.09m straight / 4.09m cranked / 2.5m stub in accordance with schedule and LCC standard detail drawing Nos. SD7A/12/21A1 and SD7A/12/22A1. Pole retention sockets are to be installed in accordance with manufactures guidelines. Poles to be installed 700mm from carriageway edge (to face of pole) on main road approaches / crossings due to speed of road.
- All signal equipment to be installed in accordance with the LCC traffic signals specification. ELV equipment to be used.

Loops

- System detection loops shall be provided in accordance with the LCC traffic signals specification.
- All loops located within the anti-skid area MUST be cut after the anti-skid surfacing and lane markings have been laid. The exact location of all loops must be agreed on site with the Traffic Signal Engineer.

Crossing Point

- Tactile paving shown is illustrative only. Paving should be laid in accordance with the DETR publication 'Guidance on the Use of Tactile Paving' 1999 and LCC standard detail drawing Nos SD7A/11/6 & SD7A/11/23A1.
- Crossing point kerbing to be laid in accordance with LCC standard detail drawing Nos SD7A/11/2A1 & SD7A/11/5.

- All dropped kerbs must be laid flush. Dropped kerbs must be square faced. This is a requirement of BV165. Failure to comply with this will result in the traffic installation not being commissioned.

- PUFFIN type crossings to be 3m & 3.6m wide as shown.

Signing/Lining

- Stop lines to be 300mm wide and laid at a distance of 3m from pedestrian studs.
- Cored crossing studs are to be 100mm dia and installed at 500mm centres.
- All lining has been designed in accordance with the TSRGD 2002.

Surfacing

- Buff coloured high friction surfacing to be laid 50m from the stopline or as shown on the drawing.
- Black coloured high friction surfacing to be laid between crossing studs and stopline.

Guard Rail

- All guardrail applied on radii are to be type T13. The direction of the viewing gap is to be for oncoming traffic travelling in the nearside lane. To be laid in accordance with SD7A/3/5A.



Rev.	Date	Description	Approved by
F	7.10.10	Drawing amended to current standards	LTS
E	6.10.08	Junction lining amended. Slimline equipment added.	JCH
D	12.05.08	Notes amended, junction lining amended. Note added to SL loop on Sherwood indicating that it is a unidirectional loop	JCH
C	12.03.08	Notes amended, junction lining amended.	JCH
B	25.02.08	CCE loop relocated. P1 changed to 4.3m straight. Push buttons realigned. Revised road markings and kerbline added.	JCH
A	30.01.08	Signals equipment changed due to amendments to kerbline and LCC comments from 28/01/08	
-	11.01.08	Original	JCH

Rev. Date: Description: Approved by:



TECHNICAL SERVICES PARTNERSHIP
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Drawing No.	B/ B0509200/ITS/01/F
Structure No.	
Rd No.	B1356 Parish : Spalding
Scheme:	S278 B1356 Pinchbeck Road / Woolram Wygate junction works
Description:	Detailed Design
Scale:	As Shown
@A1	Drafted by: JCH
TB	Approved by: JCH
30.01.08	Approval Date:
Sheet Number: -	

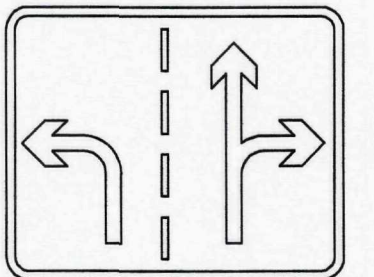
FOR THIRD PARTY USE: THIS DRAWING SHALL BE DEEMED TO BE CURRENT ONLY ON THE DATE OF APPROVAL. PLEASE CHECK FOR AMENDMENTS BEFORE USE.

X-Refs & Blocks used in this Draw
x-general layc
x-osba
x-surv
x-desl

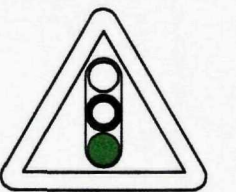
NOTES:



1 RS



2 RS



RS R1

ROAD MARKING SCHEDULE

REF.	DIAG. No.	LENGTH	GAP	WIDTH	REMARKS
CM1	1004	4000	2000	100	Warning line
CM2	1014	4500	-	-	Deflection arrow
CM3	1038	4000	-	-	Manoeuvre arrow.
CM4	1039	8000	-	-	Bi-furcation arrow.
CM5	1040	4000	2000	100	Centre carriageway tapered ladder marking warning line, ancillary cross hatching 150 wide line @ 3m c/c's
CM6	1055.1				Crossing markings
CM7	1001	-	-	300	Traffic signal stop line.
CM8	1013.1	Cont/1000	-/5000	150	Solid/broken double white line.
CM9	1010	1000	1000	100	Lane line.
CM10	1041	4000	2000	100	Centre carriageway tapered marking warning line with ancillary hatching 150mm wide @ 3000mm c/c's

NOTES

- All road markings to be applied in accordance with the 'Traffic signs regulations and general directions' 2002. All markings to be white, unless otherwise stated.

Lincolnshire Highway Alliance drawing created using base information supplied by external party - detailed below.
Base Information Provided By: JACOBS
Client Provided Drawing Number: B0508200/5006

APPROVED FOR GENERAL ISSU

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SHDC
Planning & Development
5 OCT 2010
Ref: 0233-10

Revision: Description: Drawn By: CAD By: Approved By: Date:

Drawing 1st Approval
1st Approval by: JJ Date: 17/09/10
Drawn/Designed by: PS CAD Drawing Creation Date: 09/08/10
Created By: DS

Scale: 1:250 (Do not scale from this drawing)
(@A1)

Lincolnshire
COUNTY COUNCIL
Highways Alliance

TECHNICAL SERVICES PARTNERSHIP
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LINCOLN LS1 1JH
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B/HCDMU1001 /01/4000 Rev.
Paper Size Scheme Reference ID Number Drawing Scale No. Revision:

Parish: SPALDING
Road No: Structure No:

Description:
WOOLRAM WYGATE/PINCHBECK ROAD
JUNCTION IMPROVEMENT
CARRIAGEWAY MARKINGS &
TRAFFIC SIGNS

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