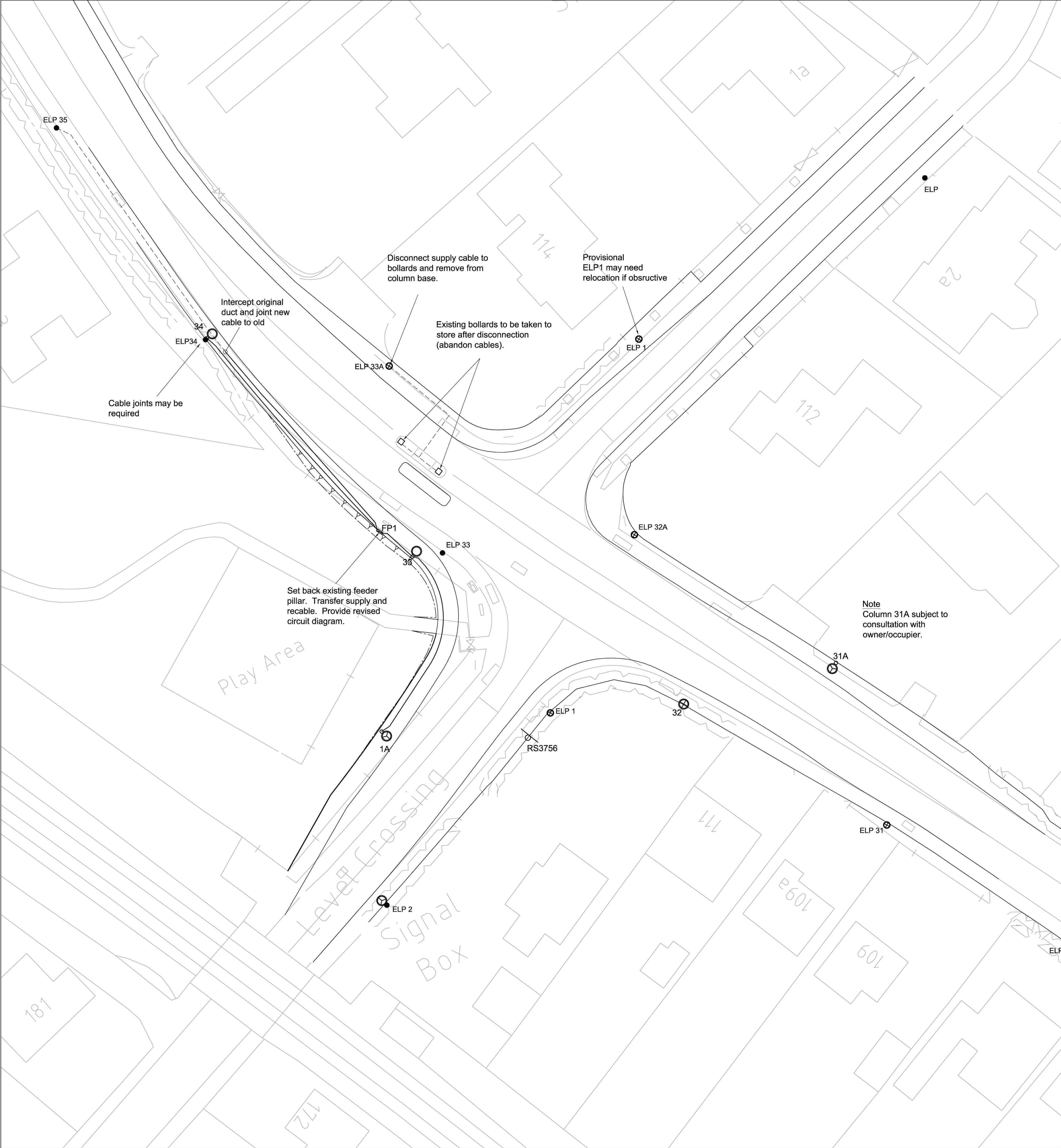
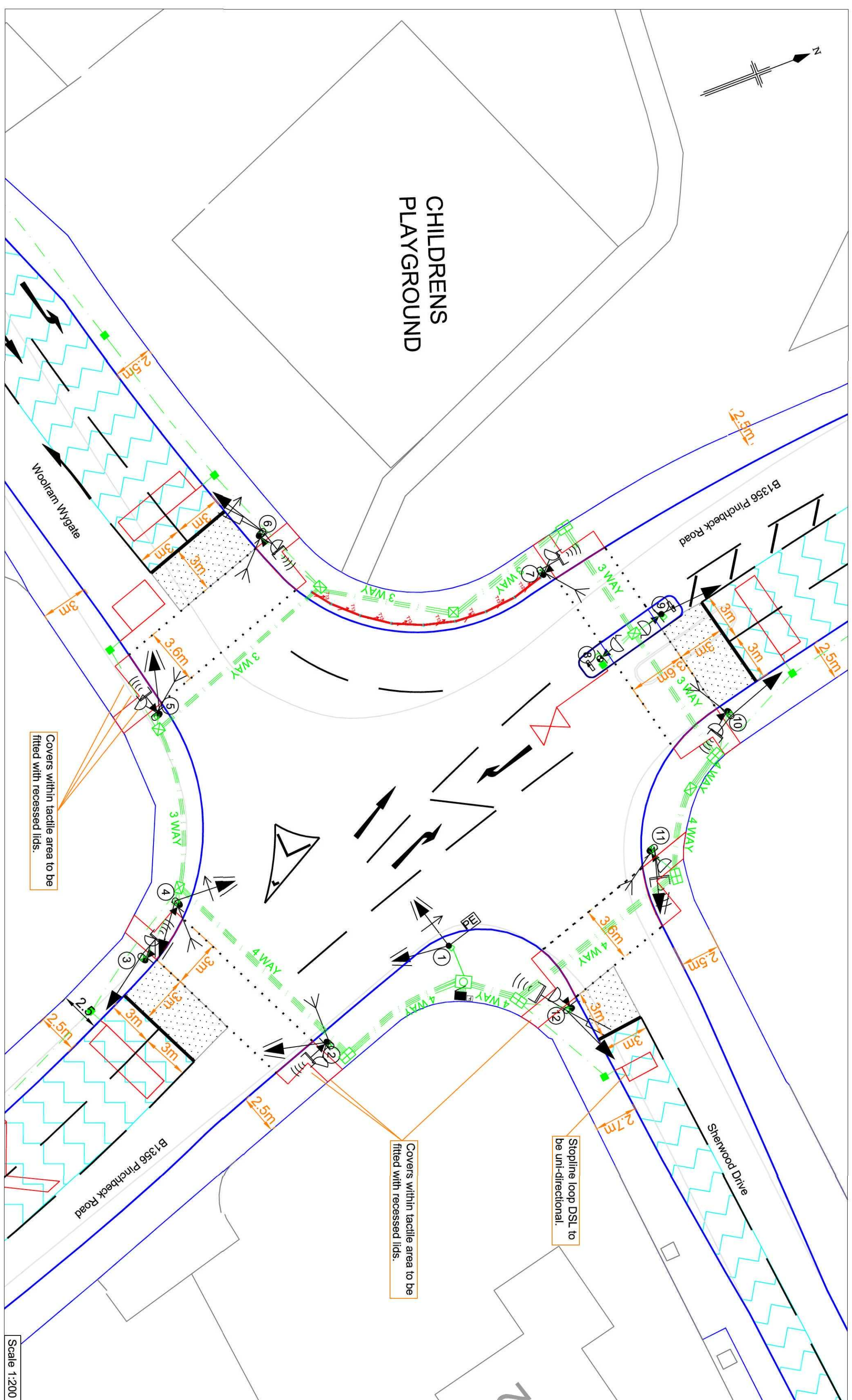






Pole Schedule	
Pole No	Type
1	4.09m Straight
2	4.09m Cranked
3	4.09m Cranked
4	4.09m Cranked
5	4.09m Cranked
6	4.09m Cranked
7	4.09m Cranked
8	2.5m SUD
9	4.09m Straight
10	4.09m Cranked
11	4.09m Cranked
12	4.09m Cranked

- ### Pole Works Schedule.
- Pole 1.
 - 4.0m Straight traffic signal pole to be erected 0.7m from kerb face in location shown.
 - New secondary RAG signal head to be mounted on new signal pole.
 - Pole 2.
 - 4.0m Cranked traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
 - 4.0m Primary RAG signal head, a Slinime push button unit with tactile core and audible unit to be mounted on new signal pole.
 - Pole 3.
 - 4.0m Cranked traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
 - New primary RAG signal head, Slinime push button unit with tactile core and audible unit, on crossing and kerbside detectors to be mounted on new signal pole.
 - Pole 4.
 - 4.0m Cranked traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
 - New primary RAG signal head, Slinime push button unit with tactile core and audible unit and a kerbside detector to be mounted on new signal pole.
 - Pole 5.
 - 4.0m 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 signal head with left turn indicative green arrow aspect, on crossing detector, Slinime push button unit with tactile core and audible unit to be mounted on new signal pole.
 - Pole 6.
 - 4.0m Cranked traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
 - Pole 7.
 - 4.0m Cranked traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
 - New primary RAG signal head, Slinime push button unit with tactile core and audible unit, on crossing and kerbside detectors to be mounted on new signal pole.
 - Pole 8.
 - 4.0m Cranked traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
 - New primary RAG signal head with left turn indicative green arrow aspect, Slinime push button unit with tactile core and audible unit and a Slinime push button unit with tactile core and audible unit, on crossing and kerbside detectors to be mounted on new signal pole.
 - Pole 9.
 - 4.0m Straight traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
 - Slinime push button unit with tactile core and audible unit to be mounted on new signal pole.
 - Pole 10.
 - 4.0m Cranked traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
 - Slinime push button unit with tactile core and audible unit and a Slinime push button unit with tactile core and audible unit, on crossing and kerbside detectors to be mounted on new signal pole.
 - Pole 11.
 - 4.0m Cranked traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
 - Slinime push button unit with tactile core and audible unit to be mounted on new signal pole.
 - Pole 12.
 - 4.0m Cranked traffic signal pole to be installed centrally on refuge & 0.5m from crossing extent.
 - Slinime push button unit with narrow field of view, lowered aspect and a Slinime push button unit with tactile core and audible unit to be mounted on new signal pole.

- NOTES**

Ducting

 - Ducts for traffic signals shall be laid at a minimum depth of 750mm across carriageway/side/footpath and be of a straight length (nick weld) High Density polyethylene ducting with a smooth bore, varieg in colour, printed TGA/FIC SIGNAL CABLES at intervals of not more than 1m in white from high reflecting 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 SD/7/45/PA1. 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 Wallated STARKABOX as supplied by NAL and installed in accordance with LCC standard detail drawing No SD/7/42/11 & SD/7/42/14H in accordance with LCC standard detail drawing No SD/7/40/10 in accordance with manufactures guidelines and LCC standard drawing No SD/7/12/22A, SD/7/12/2B and SD/7/12/2D.
 - Backfilling / reinstatement of ducting excavation is to be in accordance with LCC standard detail drawing NoSD/45/PA1. Trenches / footways should be backfilled with excavated material and reinforced to match existing material. Trenches in verges should be backfilled with imported material and grass seeded.

Equipment

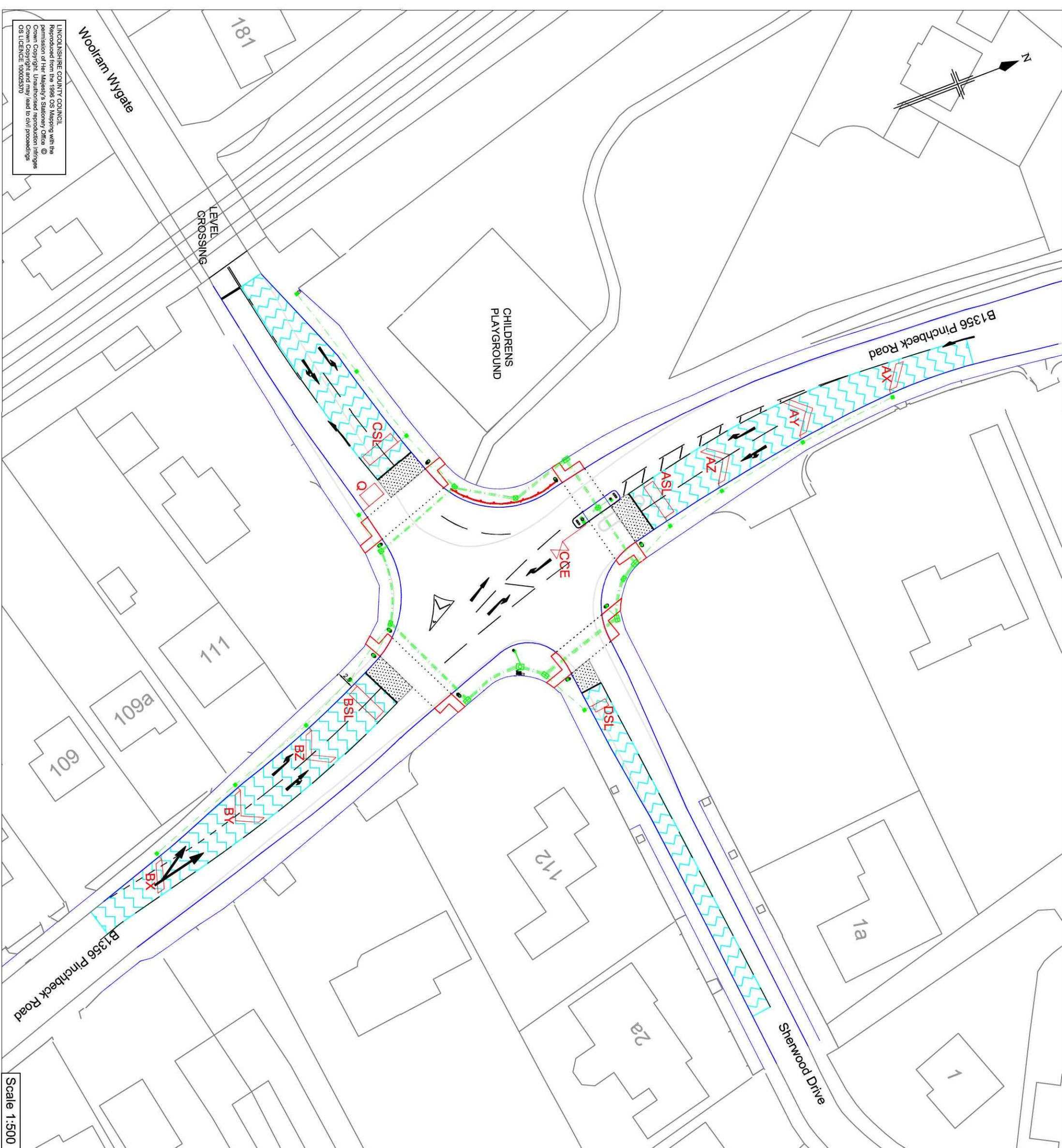
 - The exact location of traffic signal equipment (i.e. poles, chambers, controller) is to be agreed with Traffic Signals Engineer/Representative prior to erection.
 7. All signal poles should be black 4.09m straight / 4.09m curved / 2.5m stub in accordance with schedule and LCC standard detail drawing Nos. SD/12/21/1 and SD/12/22/1A. Pole retention sockets are to be installed in accordance with manufactures guidelines. Poles to be installed 700mm from carriageway edge (to face of) on main road approaches / crossing 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-lid area (ALST) be cut after the anti-lid surfacing and new markings have been laid. The exact location of all loops must be agreed on site with the Traffic Signal Engineer.

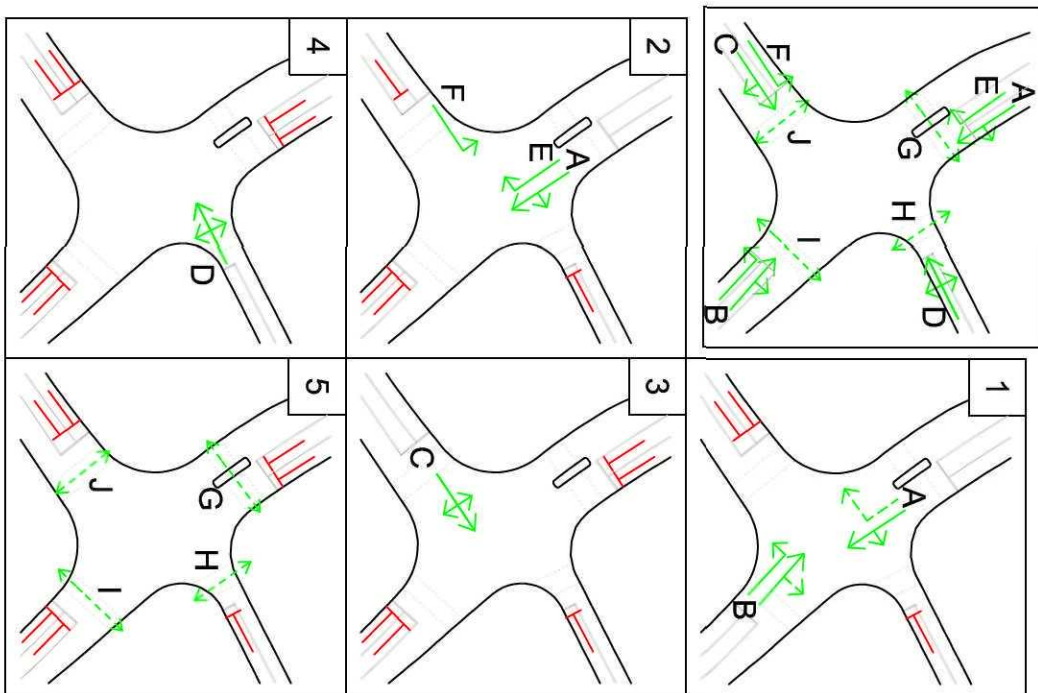
Crossing Point

 - Twice stating down is illustrative only. Paving should be laid in accordance with the DfT requirements. Guidance on the use of traffic Pavement 1989 and LCC standard detail drawing Nos SD/1/1/16 & SD/1/12/2A.1.
 - Crossing point kerbing to be laid in accordance with LCC standard detail drawing Nos SD/1/12/21 & SD/1/1/16.



- | | |
|---|---|
|  | 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 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 5 & 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). |
|  | NML 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). |

- | | | |
|---|--|---|
|  | XSL | Stop line loop, located 2m back from associated stop line (refer to note 9 & 10). |
|  | DLS | Note: DLS to be unidirectional. |
|  | Queue line | (refer to note 10). |
|  | Blister tactile paving, -600x400mm slabs, red in colour | (refer to note 11). |
|  | Invertibility Type 12/13 - Pedestrian Guard Rail, arrow indicated direction of view. | (refer to note 20). |
|  | High Friction Surfacing, buff in colour | (refer to note 19). |
|  | 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. | |



Review Date	Description	Approved by
G	18.12.10	ATP
F	7.10.10	LTS
E	6.10.08	JCH
D	12.05.08	JCH
C	12.03.08	JCH
B	25.02.08	JCH
A	30.01.08	JCH
-	11.01.08	JCH

Description:	
	
Structure No.	LINCOLNSHINE PARTNERSHIP WITHAM PARK HOUSE, WITHAM PARK, WATERSIDE SOUTH LINCOLN LN5 2JN Customer Service Centre: 0(01522) 782070 Head of Technical Services: Y.H.Kong, B.Sc., C.Eng., F.I.C.E., M.I.H.T., D.M.S.
	Drawing No. B/ B0509200/ITS/01/F
Schematic	Rd No. B/1356 Parish: Spalding Scheme: S278 B/1356 Pinchbeck Road / Woollian Wygate Junction works
	Detailed Design