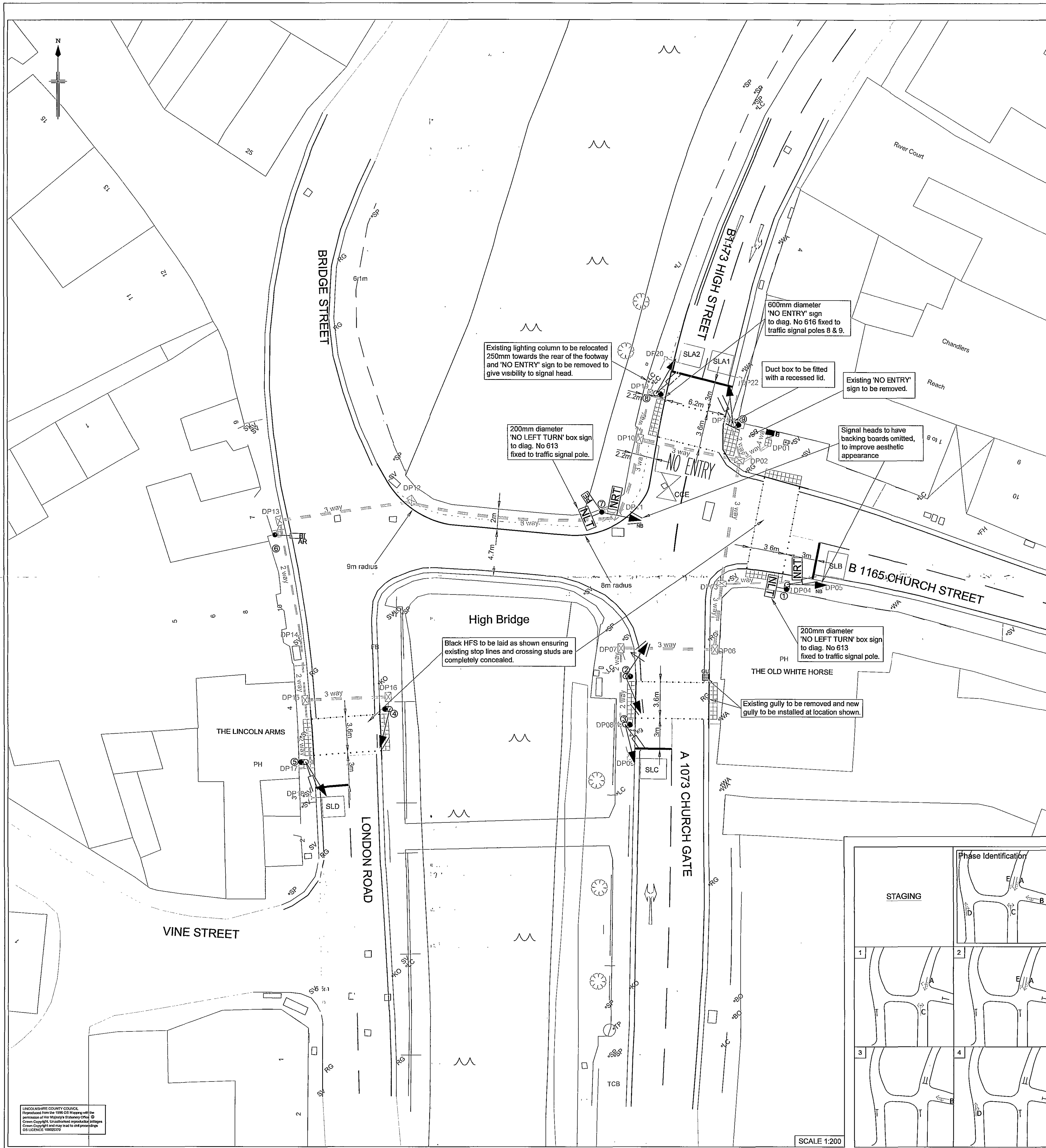




- KEY**
- Traffic Signal Pole black in colour, 4.3m cranked (refer to notes 6, 7 & 8).
 - Traffic Signal Pole black in colour, 4.3m straight (refer to notes 6, 7 & 8).
 - Primary RAG signal head (refer to note 8).
 - Secondary RAG signal head (refer to note 8).
 - Secondary RAG/GA signal head (refer to note 8).
 - Primary RAG signal head without a backing board, with inline 'NO RIGHT TURN' box sign (refer to note 8).
 - Secondary RAG signal head without a backing board, with inline 'NO RIGHT TURN' box sign (refer to note 8).
 - 'NO LEFT TURN' box sign, 200mm diameter aspect to diag. 613 (refer to note 8).
 - 'NO ENTRY' box sign, 200mm diameter aspect to diag. 616 (refer to note 8).
 - Microwave vehicle detector (refer to note 8).
 - All red bidirectional microwave vehicle detector (refer to note 8).
 - Photoelectric cell (refer to note 8).
 - Proposed signal controller, black in colour (refer to note 6 & 8).
 - Electrical supply feeder pillar, black in colour (refer to note 6 & 8).
 - Pole number.
 - Proposed 100mm duct run, showing 1 duct run unless otherwise stated (refer to notes 1-3 & 5).
 - NAL Pole retention socket, type 'RS115 x 740 DF' (refer to note 4 & 7).
 - New kerbline.
 - Existing Kerbline to be removed.
 - 254mm x 254mm Loop Box (refer to note 4).
 - 450mm x 450mm Pavement Box (refer to note 4).
 - 600mm x 600mm Pavement Box (refer to note 4).
 - 600mm x 450mm Pavement Box (refer to note 4).
 - Stoeline loop (refer to notes 8, 13 & 14).
 - Call cancel loop (refer to notes 8, 13 & 14).
 - New Trapped road gully.
 - Diag. 1001 - Continuous stop line. 200mm wide. (refer to notes 10 & 12).
 - Diag. 1055.1 - Pedestrian crossing 100 mm studs at 500mm centres (refer to notes 11 & 12).
 - Tactile paving, 400 x 400mm slab, buff in colour (refer to note 15).
 - High Friction Surfacing, black in colour (refer to note 19).
 - 'NO ENTRY' 'NO ENTRY' text, 1.6m high (refer to note 12).
 - SINGLE Yellow Line 100mm wide to Diag. 1017 to tie into existing yellow line system (refer to note 12).
 - DOUBLE Yellow Lines 100mm wide to Diag. 1018.1 to tie into existing yellow line system (refer to note 12).

Pole No	Type	5	4.3m Cranked
1	4.3m Cranked	6	4.3m Straight
2	4.3m Cranked	7	4.3m Straight
3	4.3m Cranked	8	4.3m Cranked
4	4.3m Cranked	9	4.3m Cranked

Pole Works Schedule

- Pole 1**
- 4.3m cranked signal pole to be installed in location shown.
 - Primary RAG signal head without a backing board, with an inline 'NO RIGHT TURN' box sign, individual 'NO LEFT TURN' box sign and an MVD to be mounted on new pole.
- Pole 2**
- 4.3m cranked signal pole to be installed 0.5m from tactile paving and 0.5m from kerb face.
 - Secondary RAG and a secondary RAG/GA (right turn indicative green arrow aspect) signal head to be mounted on new pole.
- Pole 3**
- 4.3m cranked signal pole to be installed 0.5m from tactile paving and 0.5m from kerb face.
 - Primary RAG signal head and an MVD to be mounted on new pole.
- Pole 4**
- 4.3m cranked signal pole to be installed 0.5m from tactile paving and 0.5m from kerb face.
 - Secondary RAG signal head to be mounted on new pole.
- Pole 5**
- 4.3m cranked signal pole to be installed in location shown.
 - Primary RAG signal head and an MVD to be mounted on new pole.
- Pole 6**
- 4.3m straight signal pole to be installed in location shown.
 - Bi-directional MVD to be mounted on new pole.
- Pole 7**
- 4.3m straight signal pole to be installed in location shown.
 - Secondary RAG signal head without a backing board, with an inline 'NO RIGHT TURN' box sign, individual 'NO LEFT TURN' box sign and a photoelectric cell to be mounted on new pole.
- Pole 8**
- 4.3m cranked signal pole to be installed in location shown.
 - Primary RAG signal head, MVD and 600mm dia 'NO ENTRY' sign to be mounted on new pole.
- Pole 9**
- 4.3m cranked signal pole to be installed in location shown.
 - Primary RAG signal head, MVD and 600mm dia 'NO ENTRY' sign to be mounted on new pole.

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 SD7/5/09.
- Duct boxes to be installed in accordance with LCC standard detail drawing No SD7/12/11, SD7/12/14 & SD7/14/8. NAL pole retention sockets are to be installed in accordance with manufactures guidelines.

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.
- All signal poles should be in accordance with schedule and LCC standard detail drawing Nos. SD7/12/21 and SD7/12/22. 'RS115 x 740mm DF' NAL pole retention sockets are to be installed in accordance with manufactures guidelines.
- All signal equipment to be installed in accordance with the LCC traffic signals specification.

Signing/Lining

- Temporary 'TRAFFIC SIGNALS PHASING ALTERED' signs to diag. No 7014 to be mounted on each approach to the junction, at a distance of 45m from each stoeline, for a period of no less than 3 months.
- Stop lines to be 200mm wide and laid at a distance of 3m from pedestrian studs.
- Cored crossing studs are to be installed by East Midlands Diamond Drilling, EMDD.
- All new lines are to be laid in accordance with 'The Traffic Signs Regulations & General Directions 2002'.

Loops

- System detection loops shall be provided in accordance with the LCC Traffic Signal Specification chapter 6.4.
- The exact location of all loops must be agreed on site with the Traffic Signals 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 SD7/11/6 & SD7/11/23.
- Crossing point kerbing to be laid in accordance with LCC standard detail drawing Nos SD7/11/2 & SD7/11/5.
- 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.
- Uncontrolled crossings to be 3.6m wide as shown.

Surfacing

- Black coloured high friction surfacing to be laid on area between the crossing studs and adjacent stoeline of the crossings as shown ensuring all existing crossing markings are concealed.

General

- Existing signal equipment to be removed.

D	18/07/07	'NO ENTRY' box signs on poles 8 & 9 replaced with 600mm dia signs. Pole 8 to be relocated to front of the footway.	JCH
C	14/08/07	West footway of the A151 to be widened.	JCH
B	30/05/07	Stoelines reduced to 200mm, backing boards removed from poles 1 & 7.	JCH
A	16/04/07	Additional stoeline loop added to High St approach	JCH
Rev.	Date	Description	Approved by:
AMENDMENT DETAILS			



TECHNICAL SERVICES PARTNERSHIP
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Head of Design and Construction : Y.H.Kong, B.Sc., C.Eng., M.I.C.E., M.I.H.T.

Drawing No. **B0489400/06**
Structure No.

Rd No. **A1073** Parish: **Spalding**
Scheme: **High bridge**
Description: **Junction Refurbishment / Proposed layout**
Detail Design

Scale:	Draughted by:	Approved by:	Approval Date:	Sheet
As shown @ A1	SW	JH	11.04.07	Number:

FOR THIS PARTY USE, THIS DRAWING SHALL BE DELETED TO BE CURRENT ONLY ON THE DATE OF APPROVAL. IT IS THE RESPONSIBILITY OF THE USER TO CHECK FOR AMENDMENTS BEFORE USE.