

- KEY:-
- 4.0m straight signal pole
 - 4.0m Signal pole with low level access door and fitted with vented top cap.
 - VEHICLE SIGNAL HEADS
 - RAG fitted with primary hoods
 - RAG fitted with secondary hoods
 - RAG fitted with right arrow
 - ELV signal controller with integral MOVA controller mounted on large NAL base.
 - Electricity Feeder Pillar
 - DETECTION
 - MOVA loop detection
 - Stop line detector
 - Photo cell
 - DUCTING AND CHAMBERS
 - 1 No. Polyethylene 50mm duct
 - 1 No. Polyethylene 100mm duct
 - X No. Polyethylene 100mm duct
 - NAL STAKKAbOX 600mm x 450mm, Twin walled access chambers, composite covers to B125
 - NAL STAKKAbOX 600mm x 450mm, Twin walled access chambers, composite covers to B125
 - NAL STAKKAbOX 450mm x 450mm, Twin walled access chambers, composite covers to B125
 - NAL carriageway loop chamber, ductile iron D400 to BS2789

NOTES

- Carriageway markings to be laid in accordance with 'The Traffic Signs Regulations and General Directions 2016'.
- The controller and poles should be grey in colour and labelled as per Wrexham County Borough Council requirements.

- New Siemens OMU unit, router and aerial to WCBC specification to be installed within new controller and tested prior to commissioning to the satisfaction of the signal Engineer using 4G communications to connect to WCBC RMS system, live update drawing and RMS configuration files also required to be provided by the traffic signal contractor. SIM card will be provided by WCBC.
- All signal equipment to be of ELV/LED type.

- Electricity service to Feeder Pillar is to be ordered by the civils contractor, which should accommodate a double pole switch.
- Ducting chambers in grassed areas to have a 150mm concrete ring cast around the cover and frame.

- All new ducting to be 100mm except between feeder pillar to controller which is to be 50mm. All ducting will be orange in colour except between feeder pillar and controller which will be black.

- All signal poles will be installed as per setting out table and marked out on site by WCBC engineer.
- Traffic signal heads will be installed at minimum clearance of 2.1m from ground level to the bottom edge of signal head.
- All traffic signal equipment including hoods will require at least 0.45m clearance from carriageway to the leading edge.
- All detector loops must have a minimum clearance to any existing or proposed metatwork of at least 0.5m.
- NAL controller cabinet base to be installed, correct cabinet base will need to be ordered based on controller type installed. Colour of base will need to match traffic signal controller.
- Road markings shown are indicative and for illustration purposes only. For details of all road marking refer to Curmans road marking design drawings.

DO NOT SCALE

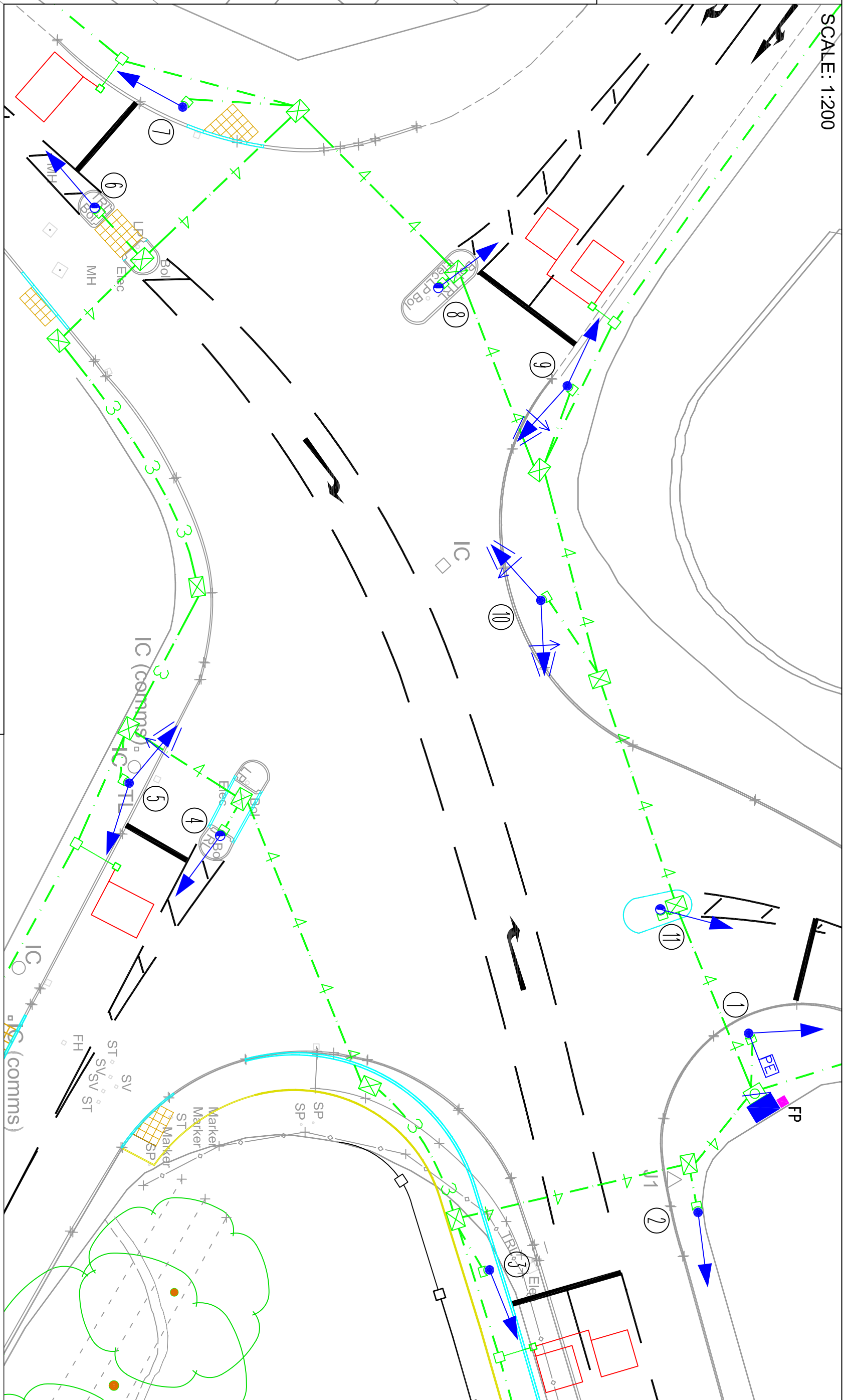
ISSUE	DESCRIPTION	DRN	CHK	DATE



CLIENT ANWYL GROUP / BELLWAY HOMES

SCHEME TITLE PROPOSED TRAFFIC SIGNAL JUNCTION MODIFICATION
STRAIGHT MILE / LLAY ROAD / GRESFORD ROAD / RACKERY LANE
LLAY WREXHAM

DATE: 08/09/20	DRN: JPS	CHK: LC	SCALE: 1:300 @ A1
Canwell Ltd Birmingham Science Park Birmingham B37 4BB T: 0121 254 9720 E: info@canwell.co.uk	STATUS: DETAIL DESIGN		DRAWING N°: C/1702/100



SCALE: 1:200

