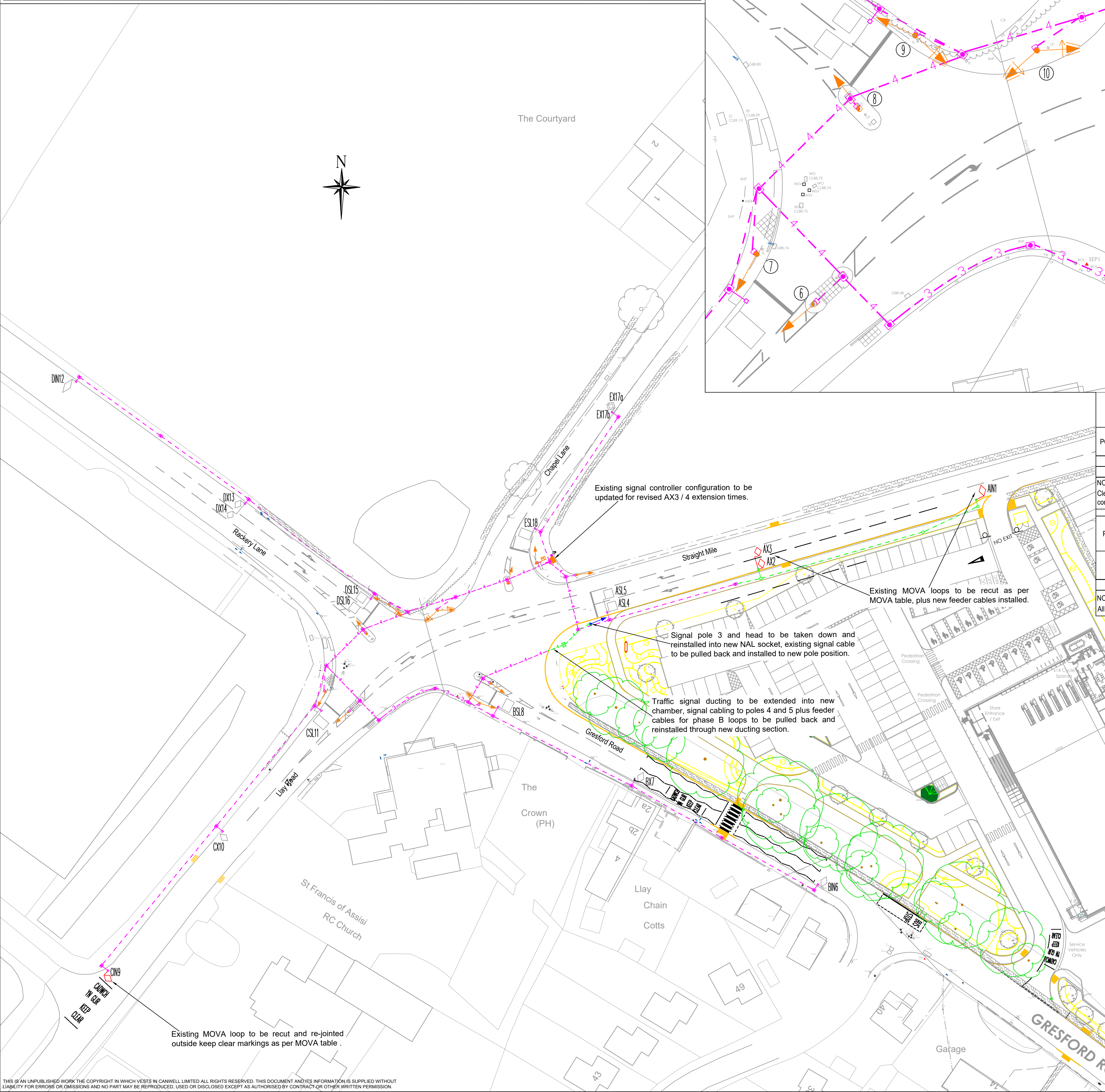
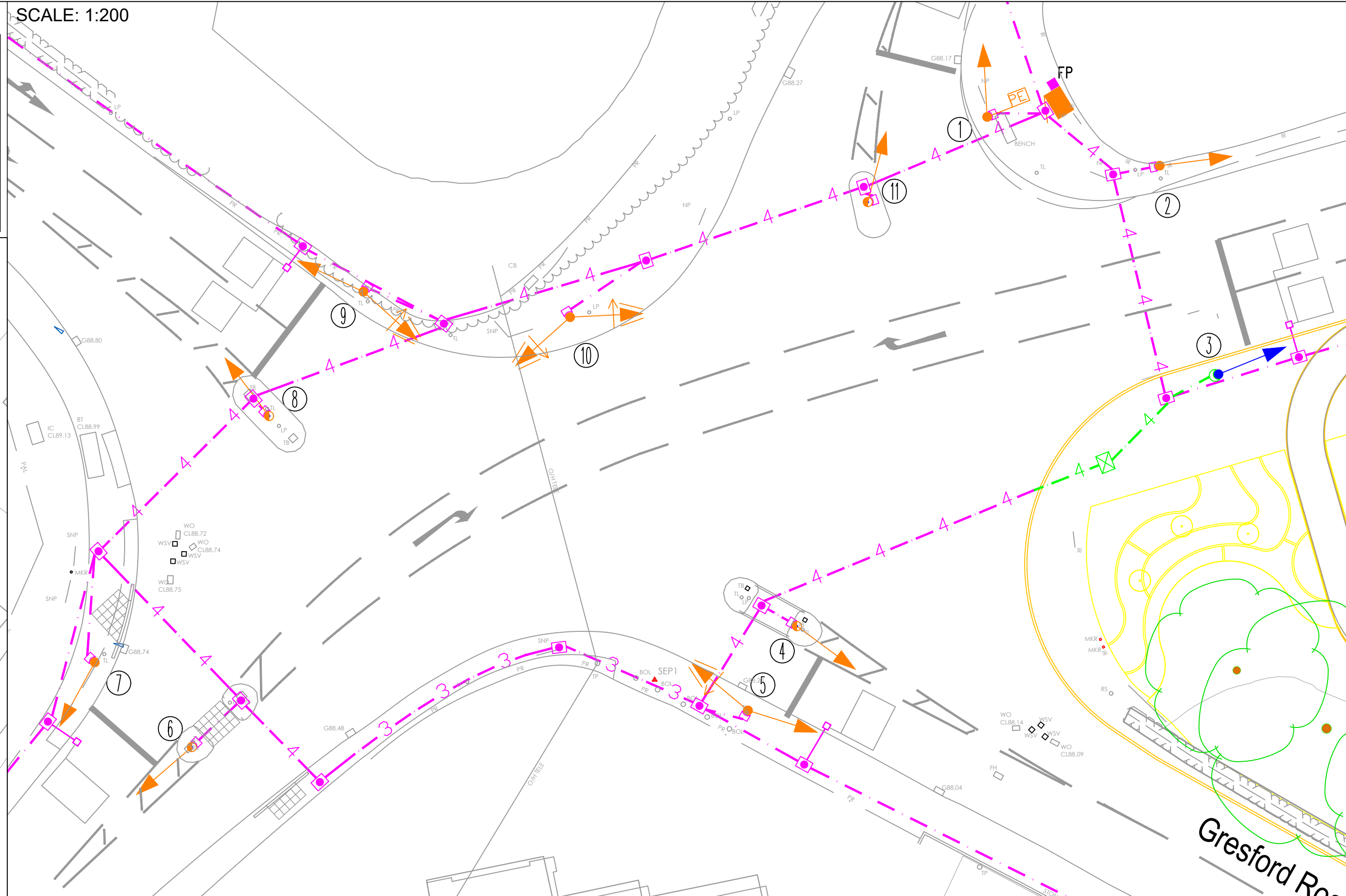
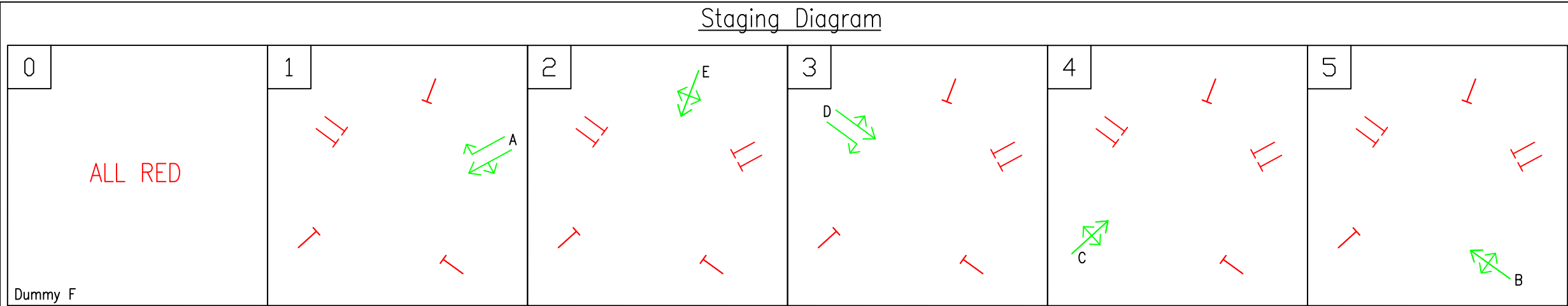




POLE SETTING OUT DETAILS - STRAIGHT MILE / LLAY ROAD / RACKERY LANE / GRESFORD ROAD, WREXHAM

POLE NUMBER	DISTANCE FROM STOP LINE (M)	DISTANCE FROM CARRIAGEWAY (M)	DISTANCE FROM TACTILE (M)	POLE WIDTH (MM)	POLE TYPE
3	2.0	0.9	N/A	114	4m STRAIGHT

NOTE: all measurements are taken from the center of the pole
Clearance of 450mm to all traffic signal equipment shall be maintained, signal heads shall be side mounted to achieved correct clearance where required.

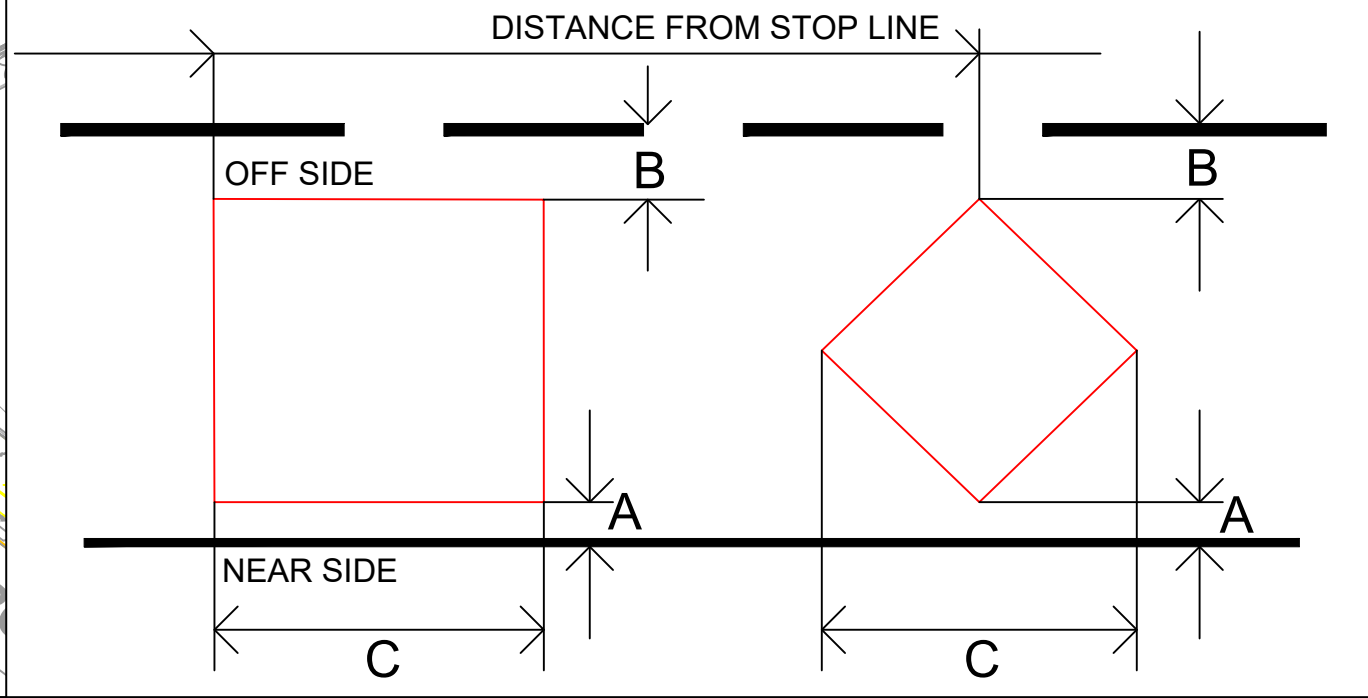
POLE RETENTION SOCKET FOUNDATION DIMENSIONS - STRAIGHT MILE / LLAY RD / RACKERY LN / GRESFORD RD, WREXHAM

POLE NUMBER	RETENTION SOCKET SIZE	TYPE OF GROUND	RETENTION SOCKET DEPTH	FOUNDATION WIDTH (MM)	POLE TYPE
3	RS115	LOOSE	750	1100 x 1100	4m STRAIGHT

NOTE: NAL sockets to be installed to manufacture guidelines.
All NAL sockets installed in loose ground type shall be installed with 2 layers of A393 mesh as per manufacture installation guidelines.

MOVA LOOP DIMENSIONS STRAIGHT MILE / LLAY ROAD / RACKERY LANE / GRESFORD ROAD, WREXHAM

LOOP NAME	DISTANCE FROM STOP LINE (M)	DISTANCE FROM NEAR SIDE (M)	DISTANCE FROM OFF SIDE (M)	LOOP WIDTH (M)	NOTES
AIN1	94	0.4	0.8	1.8	Proposed Diamond
AX2	40	0.4	0.8	1.8	Proposed Diamond
AX3	40	0.8	0.8	1.8	Proposed Diamond
ASL4	N/A	N/A	N/A	N/A	Existing MOVA loop to be reused
ASL5	N/A	N/A	N/A	N/A	Existing MOVA loop to be reused
BIN6	N/A	N/A	N/A	N/A	Existing MOVA loop to be reused
BX7	N/A	N/A	N/A	N/A	Existing MOVA loop to be reused
BSL8	N/A	N/A	N/A	N/A	Existing MOVA loop to be reused
CIN9	82	0.8	0.8	1.8	Proposed Diamond
CX10	N/A	N/A	N/A	N/A	Existing MOVA loop to be reused
CSL11	N/A	N/A	N/A	N/A	Existing MOVA loop to be reused
DIN12	N/A	N/A	N/A	N/A	Existing MOVA loop to be reused
DX13	N/A	N/A	N/A	N/A	Existing MOVA loop to be reused
DX14	N/A	N/A	N/A	N/A	Existing MOVA loop to be reused
DSL15	N/A	N/A	N/A	N/A	Existing MOVA loop to be reused
DSL16	N/A	N/A	N/A	N/A	Existing MOVA loop to be reused
EX17	N/A	N/A	N/A	N/A	Existing MOVA loop to be reused
DSL18	N/A	N/A	N/A	N/A	Existing MOVA loop to be reused



DRAWING N° C/1743/100

ISSUE 1

KEY:-

- Existing signal pole relocated as shown
- Existing straight signal pole
- Existing signal pole with low level access door
- VEHICLE SIGNAL HEADS
- Relocated as shown RAG signal head
- Existing RAG fitted with primary hoods
- Existing RAG fitted with secondary hoods
- Existing RAG Fitted with right arrow
- Existing ELV signal controller
- Existing Electricity Feeder Pillar
- DETECTION
- MOVA loop detector recut as shown
- Existing MOVA loop detector
- Existing Stop line detector
- Existing solar cell
- DUCTING AND CHAMBERS
- Proposed 1 No. Polyethelene 50mm duct
- Proposed 1 No. Polyethelene 100mm duct
- Proposed 4 No. Polyethelene 100mm duct
- Proposed pole and RS115 NAL retention socket installed as per setting out table
- Proposed NAL STAKKAbox 600mm x 450mm, Twin walled access chambers, composite covers to B125
- Proposed NAL STAKKAbox 450mm x 450mm, Twin walled access chambers, composite covers to B125
- Proposed NAL carriageway loop chamber, ductile iron D400 to BS2789
- Existing Pole and RS115 NAL retention socket
- Existing carriageway loop chamber
- Existing duct chamber to be reused
- Existing ducting route to be reused

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.
- All signal equipment is of ELV LED type.
- Existing Feeder Pillar to be reused.
- New Ducting chambers in grassed areas to have a 150mm concrete ring cast around the cover and frame.
- New traffic signal ducting should be orange in colour, high density polyethylene solid wall ducting of 100mm diameter with traffic signals marked on it every 1m. Draw ropes should be provided in the duct runs for the use of pulling cable. All new ducting to be 100mmø except under kerb ducting which is to be 50mmø. All ducting will be orange in colour.
- New 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.
- Traffic signal equipment including hoods will require at least 0.45m clearance from carriageway to the leading edge.
- All new detector loops must have a minimum clearance to any existing or proposed metalwork of at least 0.5m.
- Road markings shown are indicative and for illustration purposes only. For details of all road marking refer to Tier Consult road marking design drawings.

DO NOT SCALE

ISSUE	DESCRIPTION	DRN	CHK	DATE

Canwell Consulting services

CLIENT CAMERON ROSE ASSOCIATES

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

DATE: 23/03/21	DRN: JPS	CHKD: LC	SCALE: 1:500 @ A1
Canwell Ltd Faraday Wharf Hall Street Birmingham Science Park Birmingham, B7 4BB T: 0121 250 5725 E: enquiries@canwell.co.uk			STATUS: DETAIL DESIGN

DRAWING N°: C/1743/100