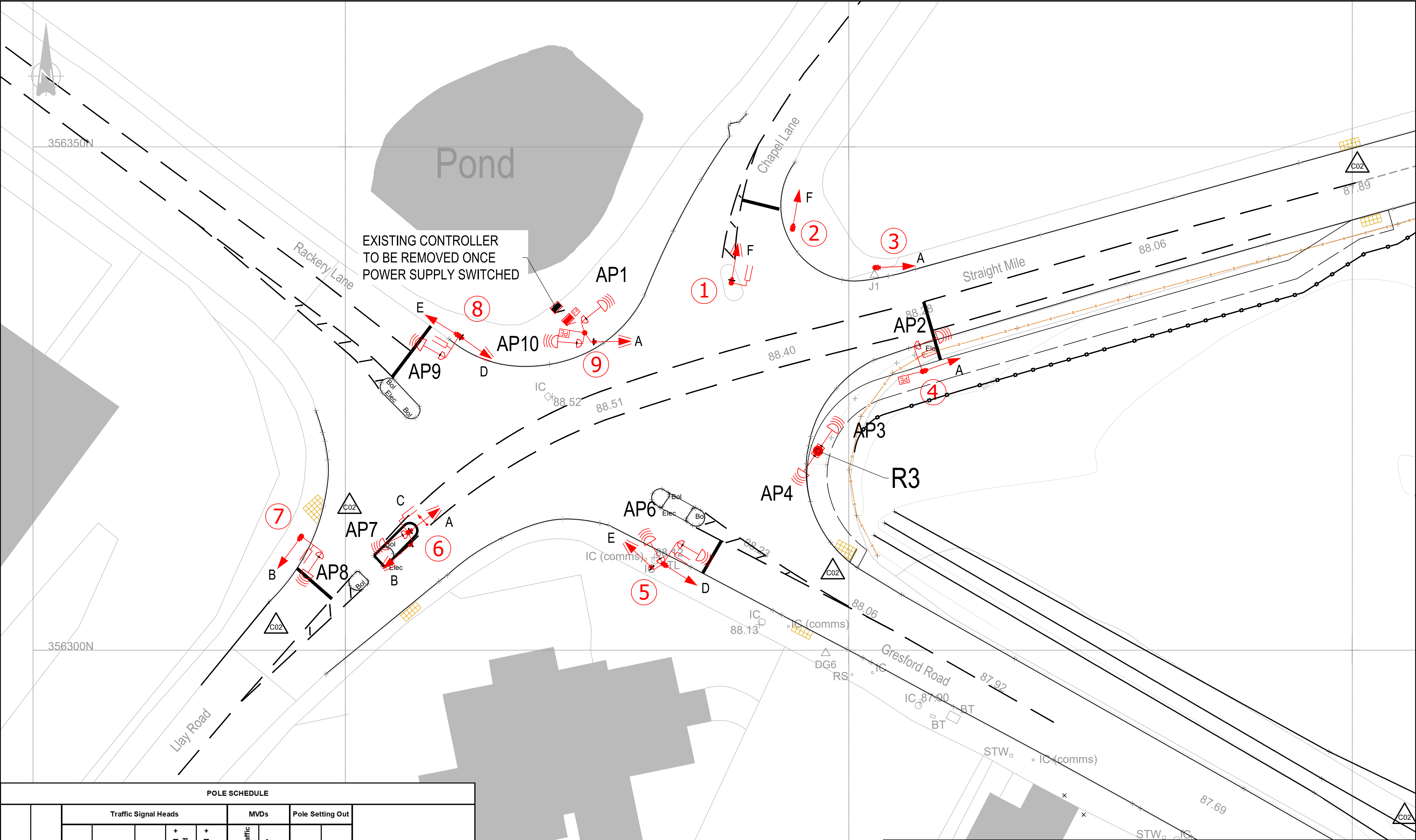
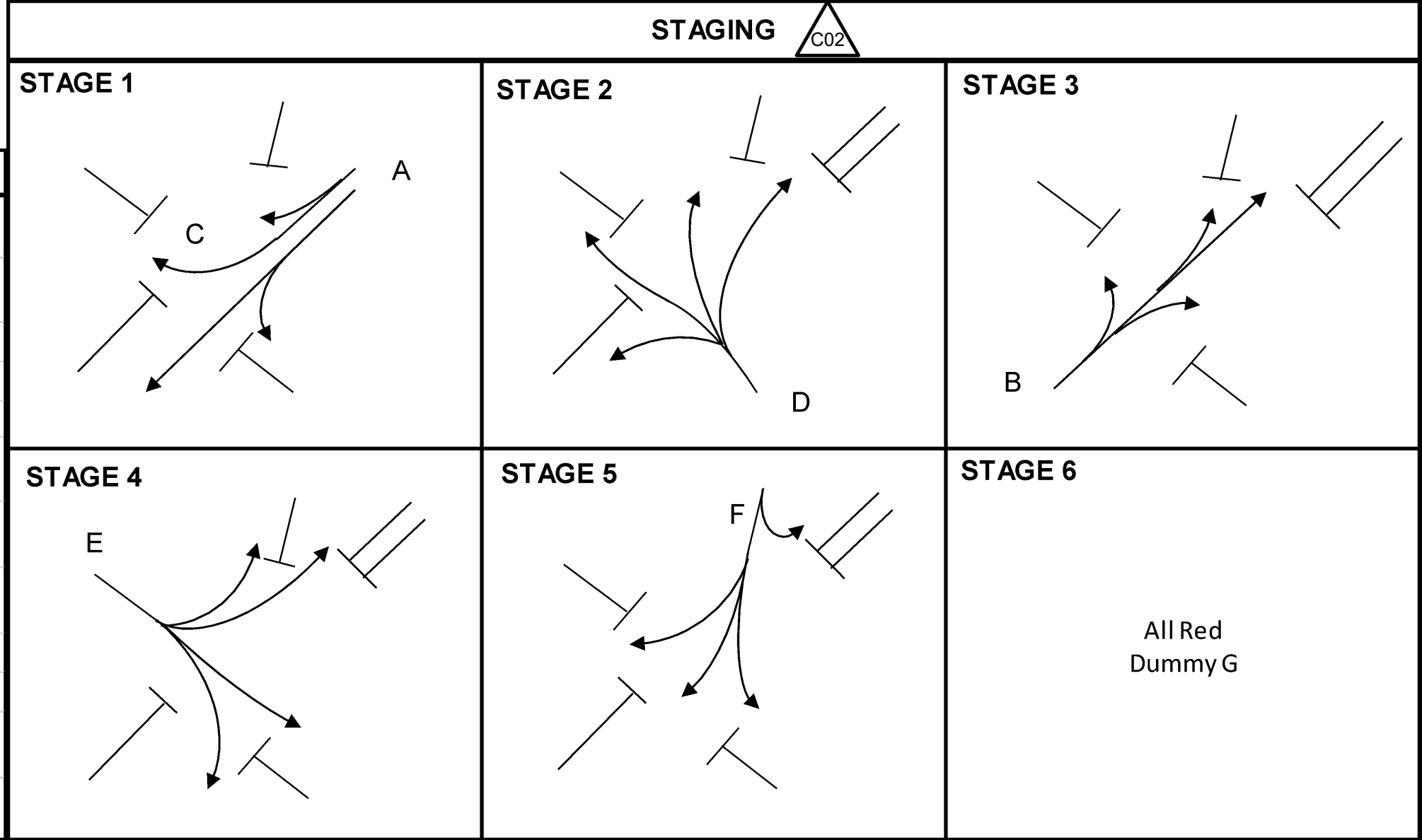




GENERAL NOTES:	
1.	THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2.	DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
3.	ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
4.	FOR GENERAL NOTES REFER TO DRAWING.
KEY	
	Primary RAG signal head
	Primary RAG signal head - side mounted
	Primary RAG signal head - side mounted with pole rotated 45 degrees
	Secondary RAG signal head - side mounted
	Secondary RAG signal head - side mounted with pole rotated 45 degrees
	Secondary RAG + G/A (right) signal head
A	Phase letter
	3.87m pole, aluminium powder coated grey, straight and 114mm dia above and below 168mm dia low level access
R1	Repeater pole (114mm dia, 3.87m pole, aluminium powder coated grey, straight) and reference
1	Pole numbering
	MVD
AP1	Magnetometer Access Point and reference
PE	Photoelectric cell
	Existing controller to be removed (after power supply transferred to the new power pillar)
	Controller on NAL base
	Power pillar

POLE SCHEDULE										
Pole Ref	Pole Type	Traffic Signal Heads					MVDs		Pole Setting Out	
		Head Reference	Head Type	Primary Head + Primary Hood	Secondary Head + Secondary Hood	Secondary Head Primary Hood	Detects Approaching Traffic	Detects 'leaving' traffic	Clearance from stopline	Clearance from kerb face
1	Str	1	RAG	-	-	Yes#	Yes	-	-	-
2	Str	1	RAG	Yes	-	-	-	-	2.40m	0.75m
3	Str	1	RAG	Yes	-	-	-	-	2.40m	0.75m
4	Str	1	RAG	Yes	-	-	Yes	Yes	2.40m	0.75m
5	Str	1	RAG	Yes	-	-	Yes	-	2.40m	0.50m
		2	RAG	-	Yes	-				
6	Str	1	RAG	-	-	Yes#	Yes	-	-	-
		2	RAG + G/A (right)	-	Yes	-				
7	Str	1	RAG	Yes	-	-	Yes	-	2.40m	0.50m
8	Str	1	RAG	Yes	-	-	Yes	-	2.40m	0.75m
		2	RAG	-	Yes	-				
9	Str	1	RAG	-	Yes	-	-	-	-	-
a) Str = 3.87m straight pole with low level access; b) R = reduced height pole for PDU or TDU; and c) # = closely associated head										

Traffic Signal Notes	
1	This is a complete refurbishment of an existing traffic signal installation. All existing poles, equipment, controller, cabling etc shall be replaced.
2	Site shall run MOVA with fallback to vehicle actuated (VA). MVDs are provided to detect cyclists and facilitate VA fallback.
3	Site to run ELV with each pole separately cabled from the controller.
4	MOVA shall be implemented using magnetometers.
5	No signal equipment shall be installed with less than 450mm clearance from the kerf face.
6	The new controller shall be installed on a NAL base and has been moved forward 2.0m away from the fence to the pond.
7	The power supply shall be transferred from the existing controller into a new power pillar and the redundant controller removed.
8	Poles shall be installed in NAL ducksfoot sockets and shall not have slots and also shall not be predrilled for PDUs/pushbuttons.
9	Poles, controller cabinet and power pillar to be finished grey.
10	Traffic signal equipment removed from the site shall be disposed of off site or taken to a designated
11	Controller, power pillar and all pole locations to be agreed with the local authority traffic signal engineer before associated installation works commence.
12	All works shall comply with the latest version of the Gresford Road, Llay, Traffic Signal Installation Requirements.



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Status: **ISSUED FOR CONSTRUCTION APPROVAL**

Project: **GRESFORD ROAD LLAY**

Orig Title: **CROWN CROSSROADS MOVA SIGNAL DESIGN**

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	17/01/2019	RM	IRC	RM
Scale:	1:200			
Project No:	Originator:	Zone:	Level:	Type:
065665	- CUR - ZZ	- XX	- DR	- D -
9562	-C02			