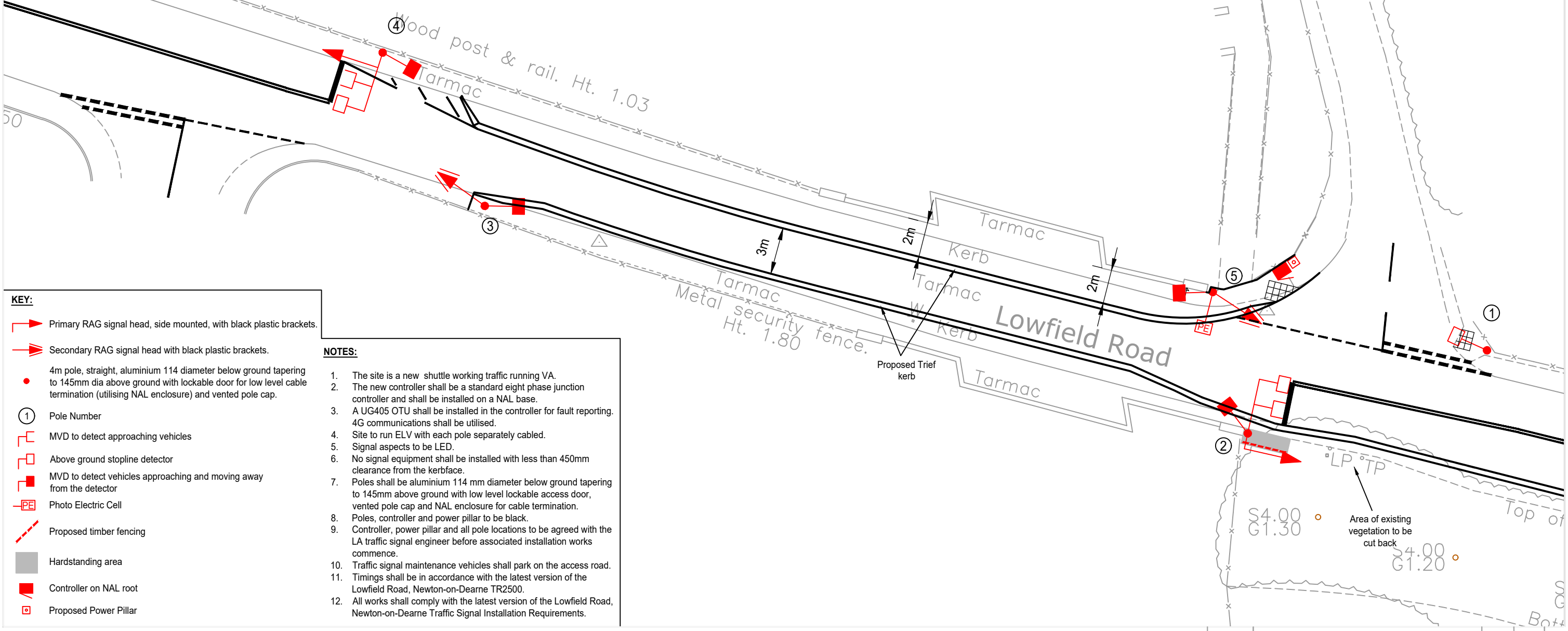
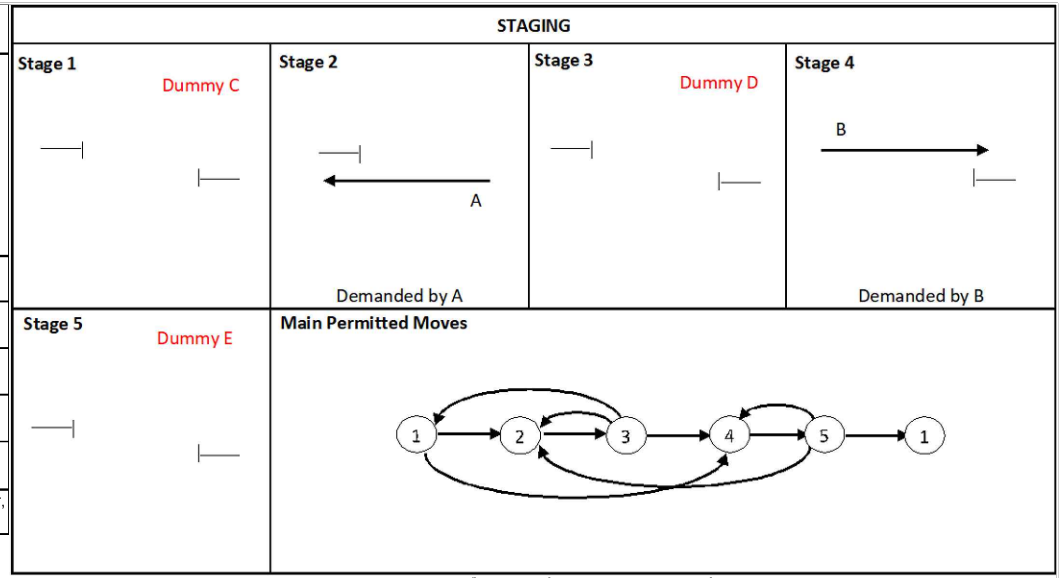


POLE SCHEDULE										
Pole Ref	Pole Type	Detection							Pole clearance from stopline	Comments
		Head Type	Primary Head + Primary Hood	Secondary head + Secondary hood	MVD (Detects approaching traffic)	MVD (Detects approaching and departing traffic)	Above ground stopline detector			
1	4m	-	-	-	-	-	-	Yes	-	Pole at back of footway at end of fence.
2	4m	RAG	Yes	-	Yes	Yes	Yes	2.40m		Pole adjacent to and in line with stone pillar. Head side mounted.
3	4m	RAG	-	Yes	-	Yes	-	-		Pole adjacent to fence.
4	4m	RAG	Yes	-	Yes	Yes	Yes	2.40m		Pole at back of footway. Head side mounted.
5	4m	RAG	-	Yes	-	Yes	-	-		Pole at back of footway to east side of stone pillar and abutting barrier rail. Photoelectric cell on this pole.

a) 4m = 4m straight pole (aluminium 114 mm diameter below ground tapering to 145mm above ground with low level lockable access door, vented pole cap and NAL enclosure for cable termination)



- KEY:**
- Primary RAG signal head, side mounted, with black plastic brackets.
  - Secondary RAG signal head with black plastic brackets.
  - 4m pole, straight, aluminium 114 diameter below ground tapering to 145mm dia above ground with lockable door for low level cable termination (utilising NAL enclosure) and vented pole cap.
  - Pole Number
  - MVD to detect approaching vehicles
  - Above ground stopline detector
  - MVD to detect vehicles approaching and moving away from the detector
  - Photo Electric Cell
  - Proposed timber fencing
  - Hardstanding area
  - Controller on NAL root
  - Proposed Power Pillar

- NOTES:**
1. The site is a new shuttle working traffic running VA.
  2. The new controller shall be a standard eight phase junction controller and shall be installed on a NAL base.
  3. A UG405 OTU shall be installed in the controller for fault reporting. 4G communications shall be utilised.
  4. Site to run ELV with each pole separately cabled.
  5. Signal aspects to be LED.
  6. No signal equipment shall be installed with less than 450mm clearance from the kerfbase.
  7. Poles shall be aluminium 114 mm diameter below ground tapering to 145mm above ground with low level lockable access door, vented pole cap and NAL enclosure for cable termination.
  8. Poles, controller and power pillar to be black.
  9. Controller, power pillar and all pole locations to be agreed with the LA traffic signal engineer before associated installation works commence.
  10. Traffic signal maintenance vehicles shall park on the access road.
  11. Timings shall be in accordance with the latest version of the Lowfield Road, Newton-on-Dearne TR2500.
  12. All works shall comply with the latest version of the Lowfield Road, Newton-on-Dearne Traffic Signal Installation Requirements.

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Title: TRAFFIC SIGNAL SIGNALS LAYOUT

Status: FOR APPROVAL

Scale: 1:250  
Size: A3 - 420 x 297

Drawn: MM      Chkd: IR      Appvd: IR

C	04/01/22	Proposed layout following council comments	JJ	MC
Rev:	Date:	Amendment:	DRN	CHK
Client:		GLEESON REGENERATION AND HOMES		
Project:		LOWFIELD ROAD BOLTON ON DEARNE		
Drawing No:	20/237/DE/1300/001	Revision:	C	
Job No:	20-237	Date:	09/06/2020	