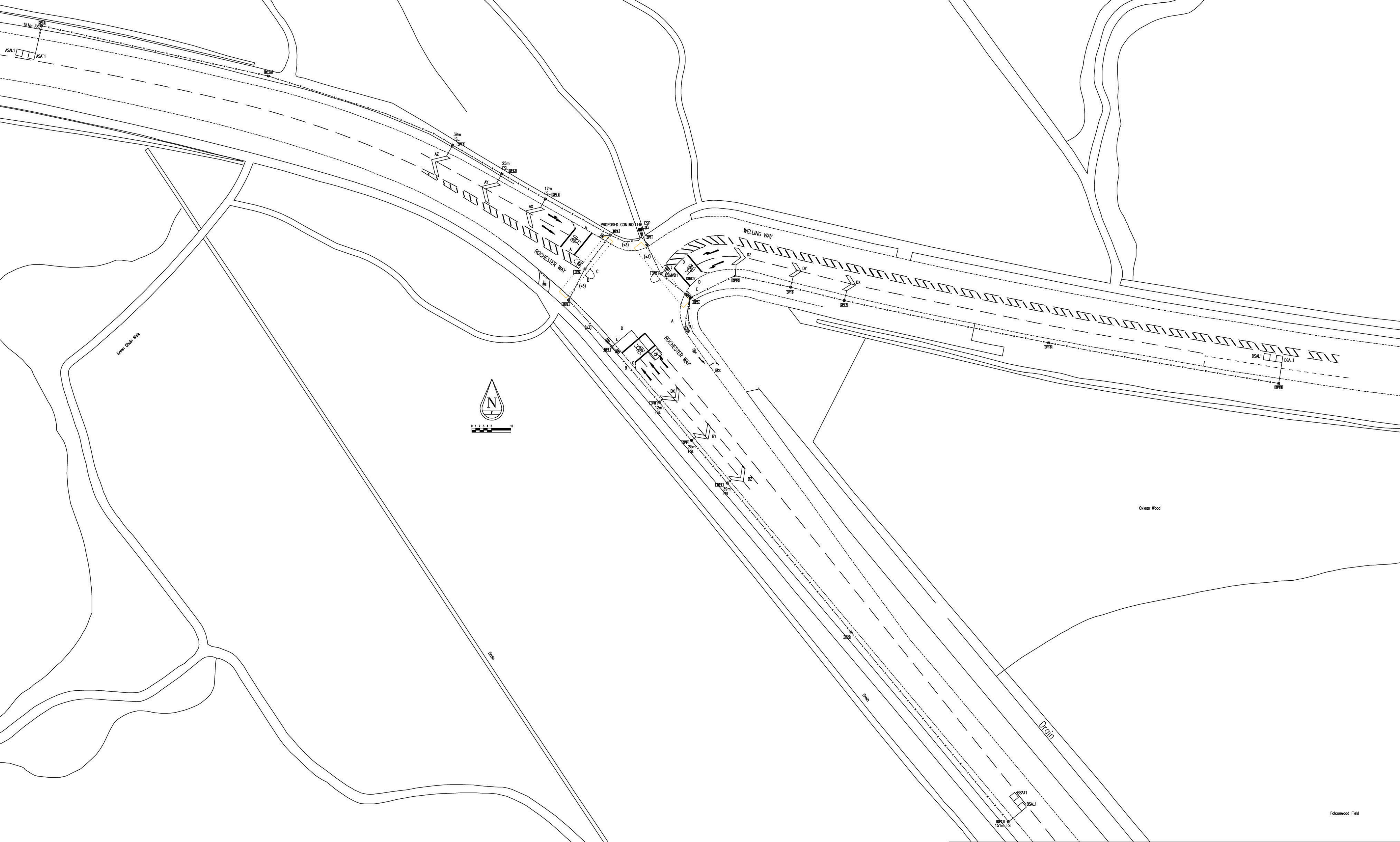


- NOTES
1. ALL WORKS TO BE CARRIED OUT TO THE RELEVANT TIL SPECIFICATION
  2. ALL LOOPS ARE SHOWN IN OPTIMUM POSITION, BUT ARE SUBJECT TO SITE CONDITIONS
  3. EXISTING DUCT, CONDITION UNKNOWN
  4. EXISTING DRAWPIT
  5. EXISTING 50mm Ø DUCTS MARKED "TRAFFIC SIGNALS"
  6. PROPOSED 100mm Ø DUCTS MARKED "TRAFFIC SIGNALS"
  7. DUCT LAYOUT IS INDICATIVE ONLY & SUBJECT TO SITE CONDITIONS
  8. 50mm DUCT FROM CONTROLLER TO ESP
  9. 50mm DUCT UNDER KERB TO LOOP FEEDERS
  10. ALL TRAFFIC SIGNAL APPARATUS MUST BE POSITIONED TO PROVIDE A MINIMUM OF 450mm CLEARANCE FROM THE KERB. PLEASE NOTE, THIS IS NOT SIMPLY THE POSITION OF THE POLE FROM THE KERB. IF FURTHER CLARIFICATION IS REQUIRED PLEASE CONTACT TIL
  11. ANTI-SKID SURFACING, TACTILE PAVING, GUARDRAILING & ROAD MARKINGS DESIGNED AND INSTALLED BY THIRD PARTY; INDICATIVE WHERE SHOWN
  12. SOCKET SYSTEM UNITS TO BE INSTALLED AT ALL POLES
  13. POLES 4 & 6 TO HAVE DOUBLE MOUNTED SIGNAL HEADS INSTALLED GIVING 450MM CLEARANCE FROM KERB
  14. 4-IN-LINE SIGNAL LAYOUT TO BE USED ON POLES 2 & 5
  15. POLES ARE BLACK IN COLOUR
  16. SOCKET SYSTEM UNITS TO BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS' INSTRUCTIONS
  17. BLIND SPOT MIRRORS TO BE FITTED TO POLES 2 & 7



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