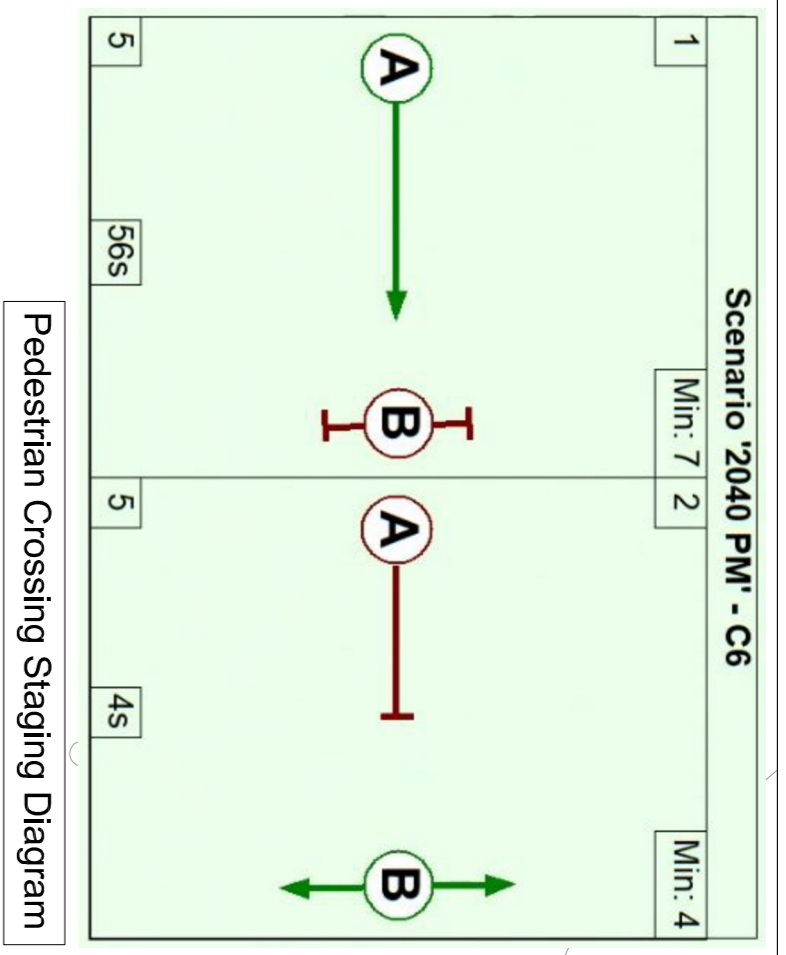
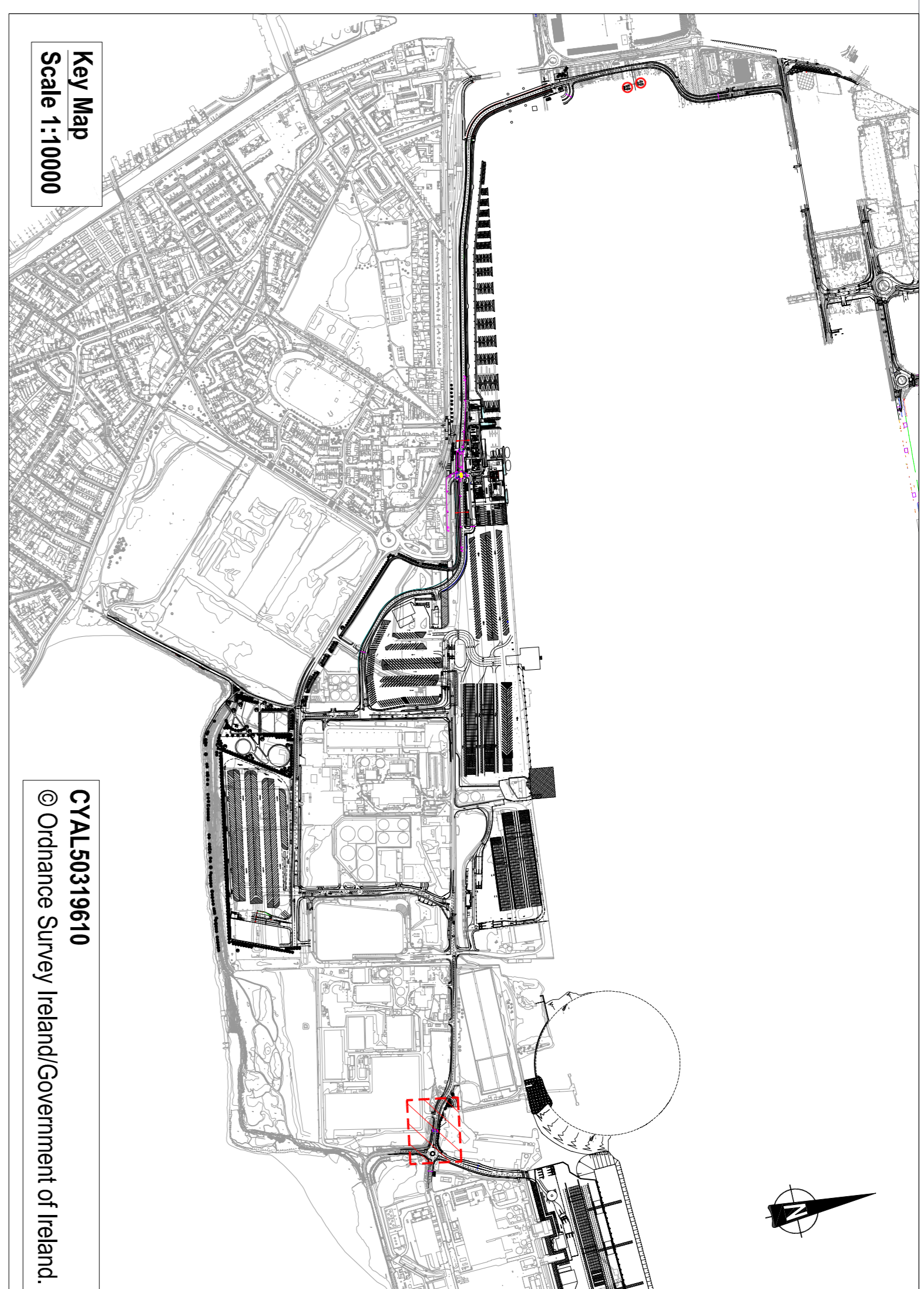
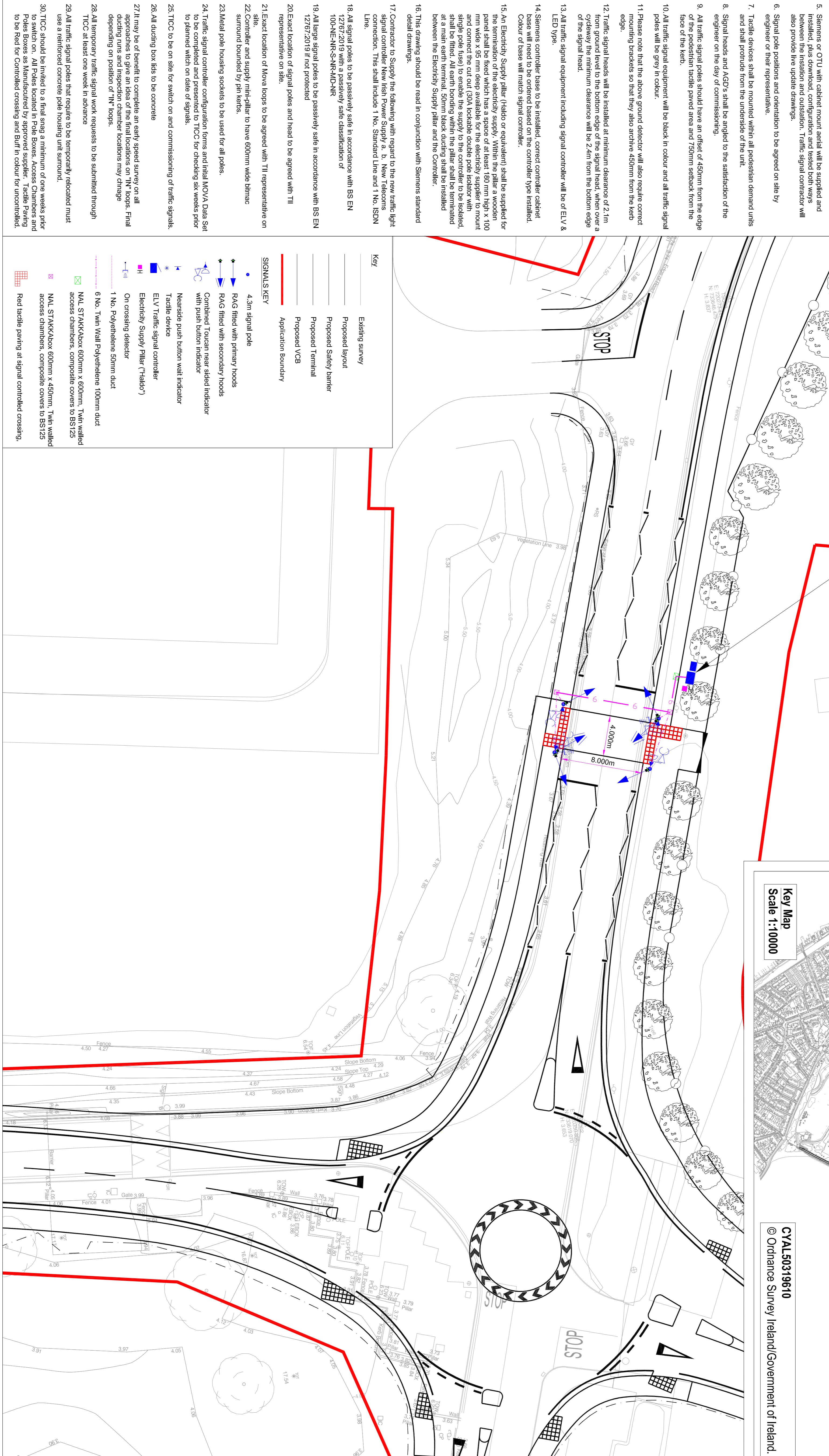


NOTES

1. Verifying Dimensions: The contractor shall verify dimensions against such other drawings or site conditions as pertain to this part of the work.
2. Existing Services: Any information concerning the location of existing services indicated on this drawing is intended for general guidance only. It shall be the responsibility of the contractor to determine and verify the exact horizontal and vertical alignment of all cables, pipes, etc. (both underground and overhead) before work commences.
3. Issue of Drawings: Hard copies, DWG and PDF will form a controlled issue of the drawing. All other formats (JPG, DWF etc.) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipient's own risk. No file shall be altered by the recipient. Listing of un-dimensioned measurements, compatibility issues with the recipient's software, and any errors arising when these files are used to aid the recipient's drawing production, or setting out on site.
4. OS Map Sheet No
 3198-13, 3198-14, 3198-15, 3198-18, 3198-19, 3198-20, 3198-23, 3198-24, 3198-25, 3264-03, 3264-04, 3264-05, 3264-06, 3264-09, 3264-10, 3264-12, 3264-14, 3264-15, 3264-18, 3264-19, 3264-20, 3199-11, 3199-12, 3199-13, 3199-14, 3199-15, 3199-16, 3199-17, 3199-18, 3199-19, 3199-21, 3199-22, 3199-23, 3199-24, 3265-01, 3265-02, 3265-03, 3265-04, 3265-05, 3265-07, 3265-08, 3265-09, 3265-10, 3265-11, 3265-12, 3265-16
5. Datum: T.M



Proposed Primary and Secondary Controllers



- NOTES CONTINUED**
5. Stenems or OTU with cabinet mount aerial will be supplied and installed, plus download, configuration and tested both ways between the installation and outstation. Traffic signal contractor will also provide live update drawings.
 6. Signal pole positions and orientation to be agreed on site by engineer or their representative.
 7. Tactile devices shall be mounted within all pedestrian demand units and shall protrude from the underside of the unit.
 8. Signal heads and AGD's shall be angled to the satisfaction of the engineer on the day of commissioning.
 9. All traffic signal poles should have an offset of 450mm from the edge of the pedestrian tactile paved area and 750mm setback from the face of the kerb.
 10. All traffic signal equipment will be black in colour and all traffic signal poles will be grey in colour.
 11. Please note that the above ground detector will also require correct mounting brackets so that they also archive 450mm from the kerb edge.
 12. Traffic signal heads will be installed at minimum clearance of 2.1m from ground level to the bottom edge of the signal head, when over a cycleway the minimum clearance will be 2.4m from the bottom edge of the signal head.
 13. All traffic signal equipment including signal controller will be of ELY & LED type.
 14. Stenems controller base to be installed, correct controller cabinet base will need to be ordered based on the controller type installed. Colour of base will match signal controller.
 15. An Electricity Supply pillar (Haldex or equivalent) shall be supplied for the termination of the electricity supply. Within the pillar a wooden partition shall be provided to separate the supply from the earth termination. The pillar shall be 95mm deep available for the electricity supplier to mount and connect the cut out (GDA lockable double pole isolator with single pole fuse) to enable the supply to the controller to be isolated, shall be fitted. All earth bonding within the pillar shall be terminated at a main earth terminal. 50mm black ducting shall be installed between the Electricity Supply pillar and the Controller.
 16. This drawing should be read in conjunction with Stenems standard detail drawings.
 17. Contractor to Supply the following with regard to the new traffic light signal controller: New Irish Power Supply a. b. New Telecoms connection. This shall include 1 No. Standard Line and 1 No. ISDN Line.
 18. All signal poles to be passively safe in accordance with BS EN 12767:2015 with a passively safe classification of 100-NE-NR-S-NR-QD-NR
 19. All large signal poles to be passively safe in accordance with BS EN 12767:2015 if not provided
 20. Exact location of signal poles and head to be agreed with TII representative on site.
 21. Exact location of Mova loops to be agreed with TII representative on site.
 22. Controller and supply mini-pillar to have 600mm wide Hincac surround bounded by pin kerbs.
 23. Metal pole housing sockets to be used for all poles.
 24. Traffic signal controller configuration forms and Initial MOVA Data Set to be completed and presented to TICC for checking six weeks prior to planned which on date of signals.
 25. TICC to be on site for switch on and commissioning of traffic signals.
 26. All ducting box lids to be concrete
 27. It may be of benefit to complete an early speed survey on all approaches to give an idea of the final locations on 'N' loops. Final ducting forms and inspection chamber locations may change depending on position of 'N' loops.
 28. All temporary traffic signal work requests to be submitted through TICC at least one week in advance
 29. All traffic signal poles that require to be temporarily relocated must use a reinforced concrete pole housing unit surround.
 30. TICC should be invited to a final snag a minimum of one weeks prior to switch on. All Poles Manufactured by approved supplier. Tactile Paving to be Red for Controlled Crossing and Buff in colour for uncontrolled.

- Key**
- Existing survey
 - Proposed layout
 - Proposed Safety barrier
 - Proposed Terminal
 - Proposed VCB
 - Application Boundary
- SIGNALS KEY**
- 4.3m signal pole
 - RAAG fitted with primary hoods
 - RAAG fitted with secondary hoods
 - Combined Toucan near sided indicator with push button indicator
 - Nearside push button wait indicator
 - Tactile device
 - ELY Traffic signal controller
 - Electricity Supply Pillar ("Haldex")
 - On crossing detector
 - 1 No. Polyethylene 50mm duct
 - 6 No. Twin Wall Polyethylene 100mm duct
 - NAL STAKKAbOX 600mm x 600mm, Twin walled access chambers, composite covers to BS125
 - NAL STAKKAbOX 600mm x 450mm, Twin walled access chambers, composite covers to BS125
 - Red tactile paving at signal controlled crossing.

<p>Project</p> <p>3FMProject <small>Engineering Solutions</small></p> <p>3FMProject <small>Engineering Solutions</small></p>		<p>Client</p> <p>COMHLAIGHT CHALAFORT</p> <p>ATHA CLAIH</p> <p>DUBLIN PORT COMPANY</p>	
<p>Title</p> <p>Roads & Footways (Southern & SPAR) - Proposed signal junction - (Roundabout pedestrian crossing)</p>		<p>Client</p> <p>COMHLAIGHT CHALAFORT</p> <p>ATHA CLAIH</p> <p>DUBLIN PORT COMPANY</p>	
<p>Project Number</p> <p>IBH0796</p>	<p>Sheet Size</p> <p>A1</p>	<p>Drawing Scale</p> <p>1:200</p>	<p>Drawing Number</p> <p>CP1901_3FM-RPS_S26-HML-P12-DR-H-1200-0001</p>
<p>Drawn By</p> <p>DM1</p>	<p>Status</p> <p>S4</p>	<p>Revision</p> <p>P01</p>	<p>Checked By</p> <p>PN</p>
<p>Approved By</p> <p>CDO</p>	<p>Date</p> <p>June 23</p>	<p>Revision</p> <p>P01</p>	<p>Date</p> <p>June 23</p>

<p>Revision</p> <p>PN</p>	<p>Date</p> <p>02/10/23</p>
<p>rev</p> <p>amendments</p>	<p>check</p> <p>date</p>

Client

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