

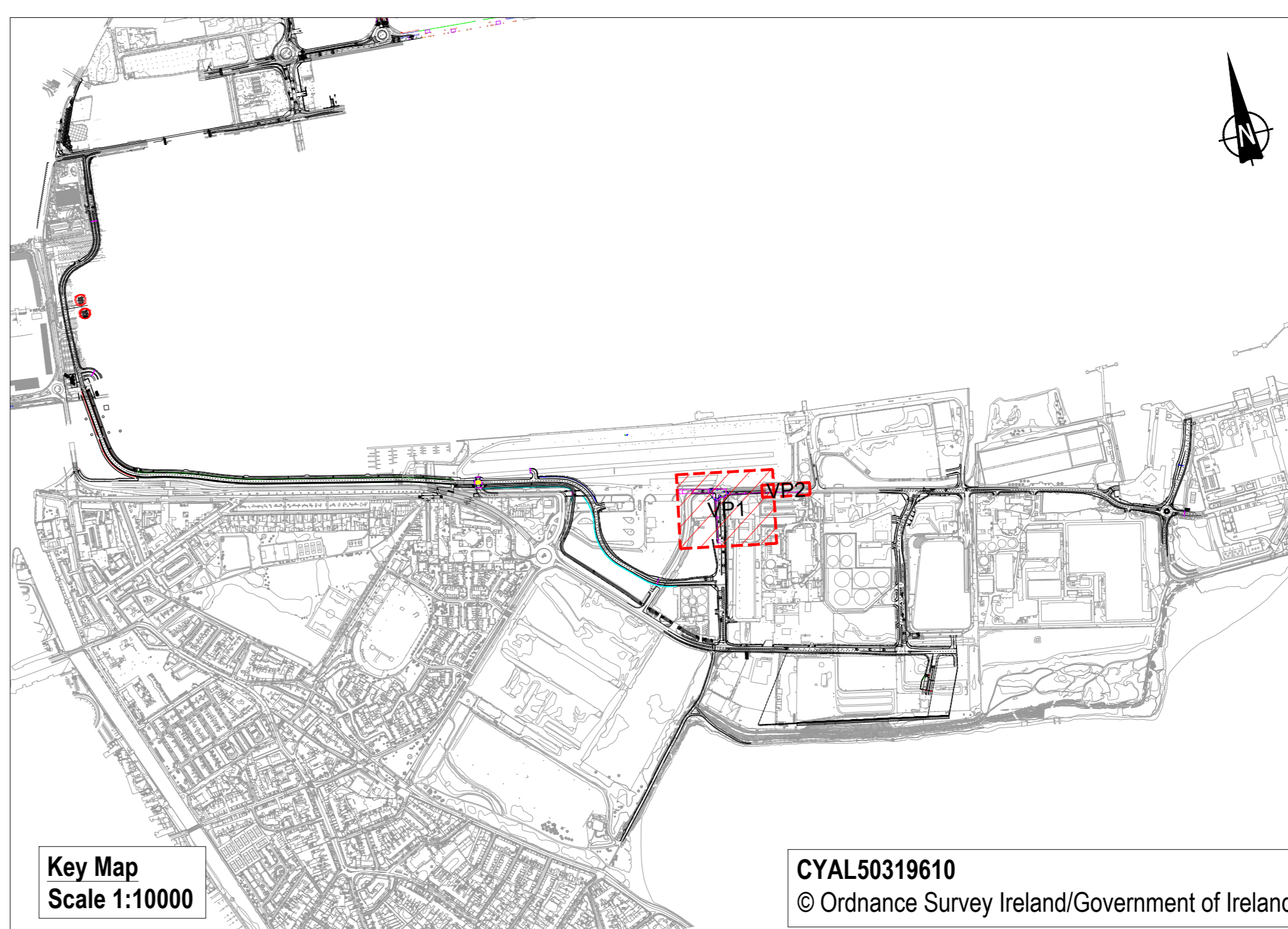
- NOTES**
- Verifying Dimensions. The contractor shall verify dimensions against other drawings or site conditions as pertain to the part of the work.
  - Existing Services. Any information concerning the location of existing services indicated on this drawing is intended for general guidance only. It 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.
  - Issue of Drawings. Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg, etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipient's own risk. RPS will not accept any responsibility for any errors arising from the use of these files, either by human error by the recipient, arising of un-dimensioned measurements, compatibility issues with the recipient's software, and any errors arising when these files are used to add to the recipient's drawing production, or setting out on site.
  - OS Map Sheet No. 3198-13, 3198-14, 3198-15, 3198-16, 3198-17, 3198-18, 3198-19, 3198-20, 3198-21, 3198-22, 3198-23, 3198-24, 3198-25, 3264-03, 3264-04, 3264-05, 3264-06, 3264-07, 3264-08, 3264-09, 3264-10, 3264-11, 3264-12, 3264-13, 3264-14, 3264-15, 3264-16, 3264-17, 3264-18, 3264-19, 3264-20, 3199-11, 3199-12, 3199-13, 3199-14, 3199-15, 3199-16, 3199-17, 3199-18, 3199-19, 3199-20, 3199-21, 3199-22, 3199-23, 3199-24, 3265-01, 3265-02, 3265-03, 3265-04, 3265-05, 3265-06, 3265-07, 3265-08, 3265-09, 3265-10, 3265-11, 3265-12, 3265-13
  - Datum: ITM

- LEGEND**
- Existing survey
  - Proposed layout
  - Proposed Safety barrier
  - Proposed Terminal
  - Proposed VCB
  - Application Boundary

- SIGNALS KEY**
- 4.3m signal pole
  - 2.0m stub pole with welded top cap
  - VEHICLE SIGNAL HEADS
    - RAG fitted with primary hoods
    - RAG fitted with secondary hoods
  - Combined Puffin near sided indicator with push button indicator and NFOV
  - Combined Toucan near sided indicator with push button indicator
  - Nearside push button wait indicator
  - Tactile device
  - ELV Traffic signal controller
  - Electricity Supply Pillar ("Haldos")
  - MOVA detection
  - Stop line detection
  - Speed assessment loop
  - On crossing detector
  - 1 No. Polyethylene 50mm duct
  - 1 No. Twin Wall Polyethylene 100mm 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
  - NAL STAKKAbox 450mm x 450mm, Twin walled access chambers, composite covers to BS125
  - NAL STAKKAbox 300mm x 300mm, Twin walled access chambers, composite covers to BS125
  - Red tactile paving at signal controlled crossing.

**NOTES CONTAINED**

- Siemens or OTJ with cabinet mount aerial will be supplied and installed, plus cabling, configuration and tested both ways between the station and oxidation. Traffic signal contractor will also provide live update drawings.
- Signal pole positions and orientation to be agreed on site by engineer or their representative.
- Tactile devices shall be mounted within all pedestrian demand units and shall protrude from the underside of the unit.
- Signal heads and AGZ's shall be angled to the satisfaction of the engineer on the day of commissioning.
- All traffic signal poles shall have an offset of 450mm from the edge of the pedestrian tactile paved area and 750mm setback from the face of the kerb.
- All traffic signal equipment will be black in colour and all traffic signal poles will be grey in colour.
- Please note that the above ground detector will also require correct mounting brackets so that they also show 600mm from the kerb edge.
- 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.
- All traffic signal equipment including signal controller will be of ELV & LED type.
- Siemens controller base to be installed, correct controller cabinet base will need to be ordered based on the controller types installed. Colour of base will match signal controller.
- An Electricity Supply pillar (Haldos) or equivalent shall be supplied for the termination of the electricity supply. Within the pillar a weather panel shall be fixed which has a space of at least 100mm high x 100mm wide x 95mm deep available for the electricity supplier to mount and connect the cut out (CO) Appliance double pole isolator with single pole fuse to enable the supply to the controller to be isolated, shall be fixed. All earth bonding within the pillar shall be terminated at a main earth terminal. Green black ducting shall be installed between the Electricity Supply pillar and the Controller.
- This drawing should be read in conjunction with Siemens standard detail drawings.
- Contractor to supply the following with regard to the new traffic light signal controller New Ireland Power Supply's 3. New Telecom connection. The shall include 1 No. Standard Line and 1 No. ISDN Line.
- All signal poles to be passively safe in accordance with BS EN 12287:2015 with a passively safe classification of '10' NAL-HAL-MAR-MAR.
- All large signal poles to be passively safe in accordance with BS EN 12017:2019 not protected.
- Exact location of signal poles and head to be agreed with T1 representative on site.
- Exact location of Mosa loops to be agreed with T1 representative on site.
- Controller and supply main pillar to have 600mm wide bitmac surround bounded by pin nails.
- Metal pole housing sockets to be used for all poles.
- Traffic signal controller configuration forms and Intel MOVA Data Set to be completed and presented to TCC for checking six weeks prior to planned work on date of signals.
- TCC to be on site for switch on and commissioning of traffic signals.
- All ducting box lids to be concrete.
- It may be of benefit to complete an early survey on all approaches to give an idea of the traffic locations as 'T' loops. Final ducting and inspection chamber locations may change depending on position of 'T' loops.
- All temporary traffic signal work requests to be submitted through TCC at least one week in advance.
- All traffic signal poles that require to be temporarily relocated must use a reinforced concrete pole housing and surround.
- TCC should be invited to a final snag a minimum of one week prior to switch on. All Poles located in Pole Boxes, Access Chambers and Pole Boxes as Manufactured by approved supplier. Tactile Paving to be fixed for Commissioning and Buff in colour for uncorrected.



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**DUBLIN PORT COMPANY**

**Project**  
**3FMProject**

Title  
**Roads & Footways (Southern & SPAR) - Proposed signal junction - (Whitebank - Pigeon House road)**

Project Number	Sheet Size	Drawing Scale
IBH0796	A0	1:200

Drawing Number  
CP1901\_3FM-RPM\_S26-HML-SJ2-DR-HE-1200-0001

Drawn By	Status	Revision
DMI	S4	P01

Checked By	Approved By	Date
PN	CDO	June 23