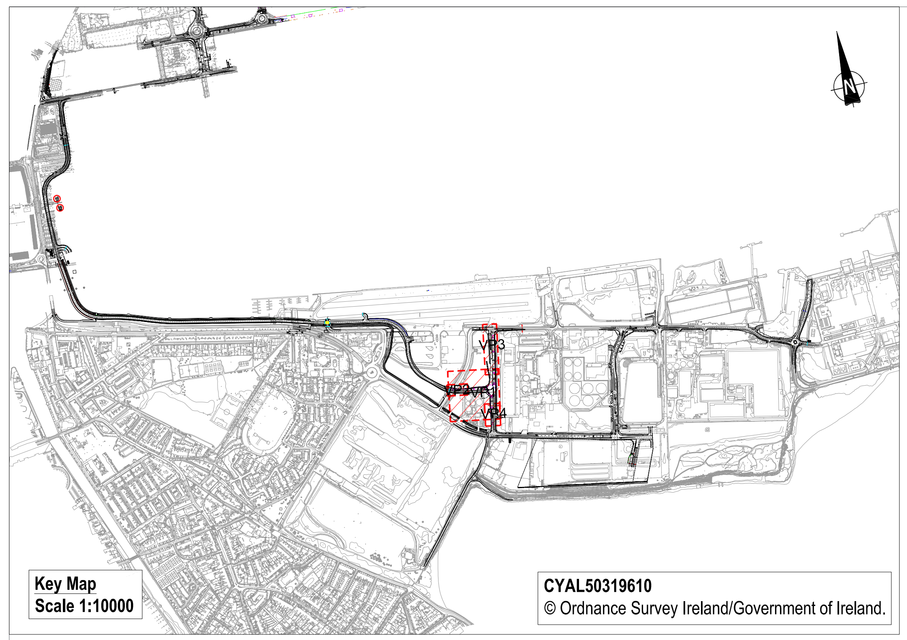

Key Map
Scale 1:10000

CYAL50319610
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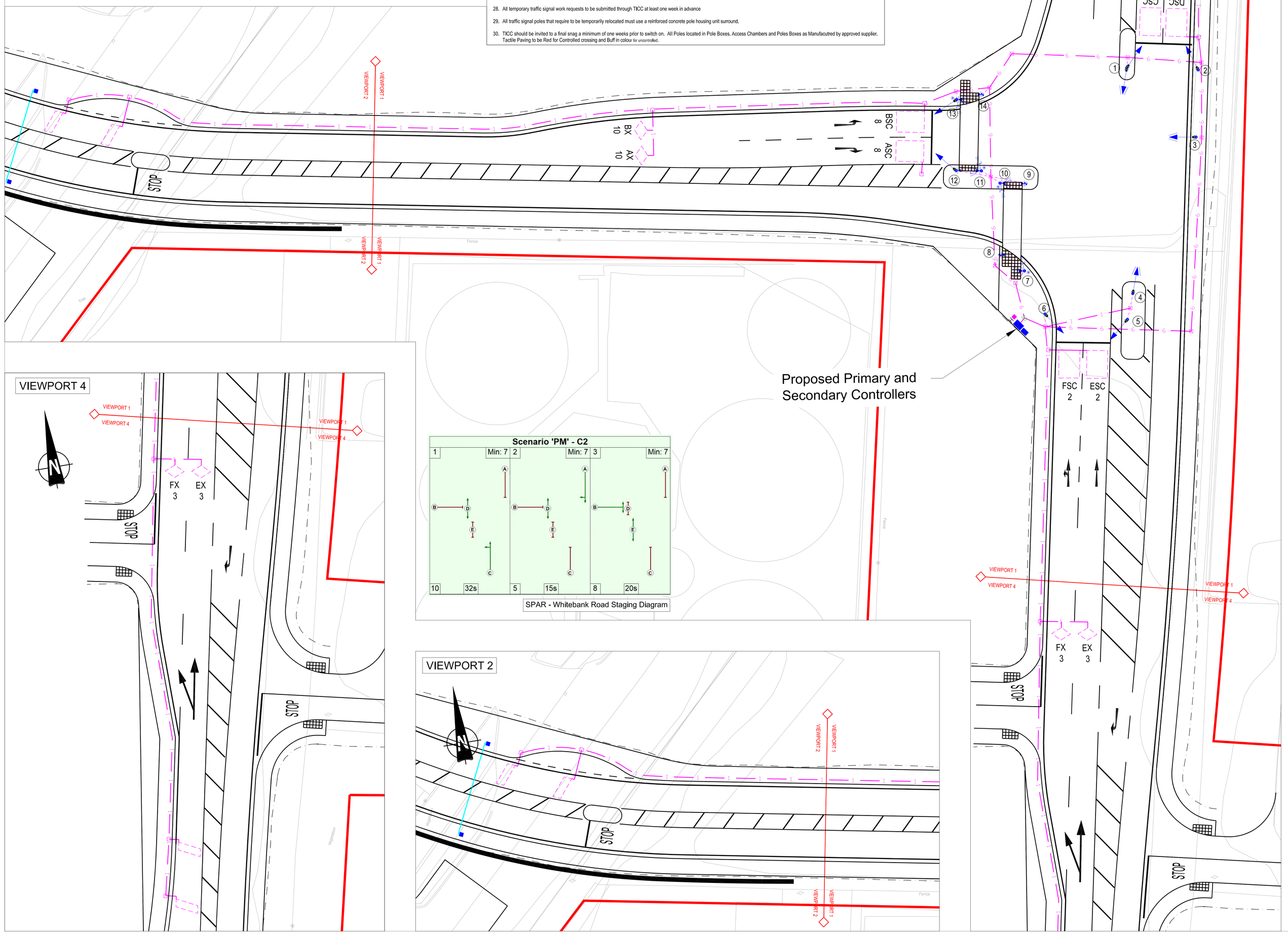
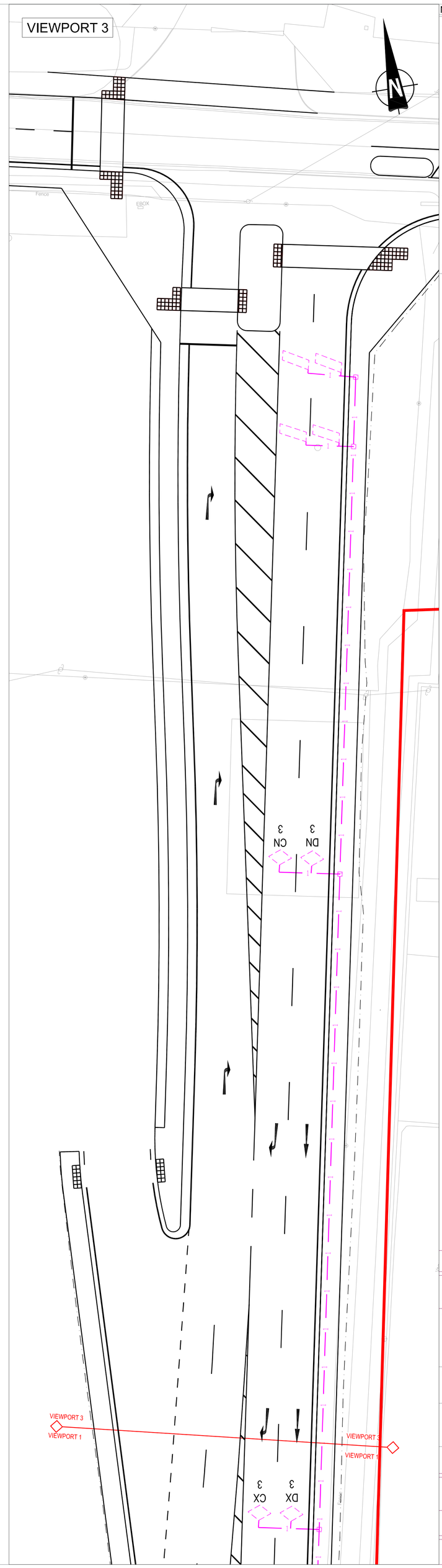
NOTES CONTINUED

5. Siemens or OTU with cabinet mount aerial will be supplied and installed, plus download, configuration and tested both ways between the instation 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 ELV & LED type.
14. Siemens 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 (Haldo or equivalent) shall be supplied for the termination of the electricity supply. Within the pillar a wooden panel shall be fixed which has a space of at least 180 mm high x 100 mm wide x 95 mm deep available for the electricity supplier to mount and connect the cut out (30A 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 Siemens 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 12767:2019 with a passively safe classification of 100-NE-NR-S-NR-MD-NR
19. All large signal poles to be passively safe in accordance with BS EN 12767:2019 if not protected
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 bitmac surround bounded by pin kerbs.
23. Metal pole housing sockets to be used for all poles.
24. Traffic signal controller configuration forms and inital MOVA Data Set to be completed and presented to TICC for checking six weeks prior to planned witch 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 "IN" loops, Final ducting runs and inspection chamber locations may chnage depending on position of "IN" 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 located in Pole Boxes. Access Chambers and Poles Boxes as Manufacutred by approved supplier. Tactile Paving to be Red for Controlled crossing and Buff in colour for uncontrolled.





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, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg, dxf etc.) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients 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, listing of un-dimensioned measurements, compatibility issues with the recipient's software, and any errors arising when these files are used to aid the recipients 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, 3264-08, 3264-09, 3264-10, 3264-13, 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, 3265-06, 3265-07, 3265-08, 3265-09, 3265-10, 3265-11, 3265-12, 3265-16
5. Datum, ITM

Existing survey
Proposed layout
Proposed Safety barrier
Proposed Terminal
Proposed VCB
Proposed Vehicle barrier (linked with signals)
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
Nearside push button wait indicator
Tactile device
ELV Traffic signal controller
Electricity Supply Pillar ("Haldo")
MOVA detection
Stop line detection
Speed assessment loop
On crossing detector
1 No. Polyethelene 50mm duct
1 No. Twin Wall Polyethelene 100mm duct
6 No. Twin Wall Polyethelene 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.

rev	amendments	check	date
P01	Revised for planning	PN	02/10/23

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Client
COMHLACHT CHALAFORT ATHA CLIATH
DUBLIN PORT COMPANY

Project
3FMProject Bringing Dublin Port To 2040

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

Project Number	Sheet Size	Drawing Scale
IBH0796	A0	1:200

Drawing Number
CP1901_3FM-RPS_S26-HML-SJ3-DR-HE-1200-0001

Drawn By	Status	Revision
DMI	S4	P01

Checked By	Approved By	Date
PN	CDo	June 23