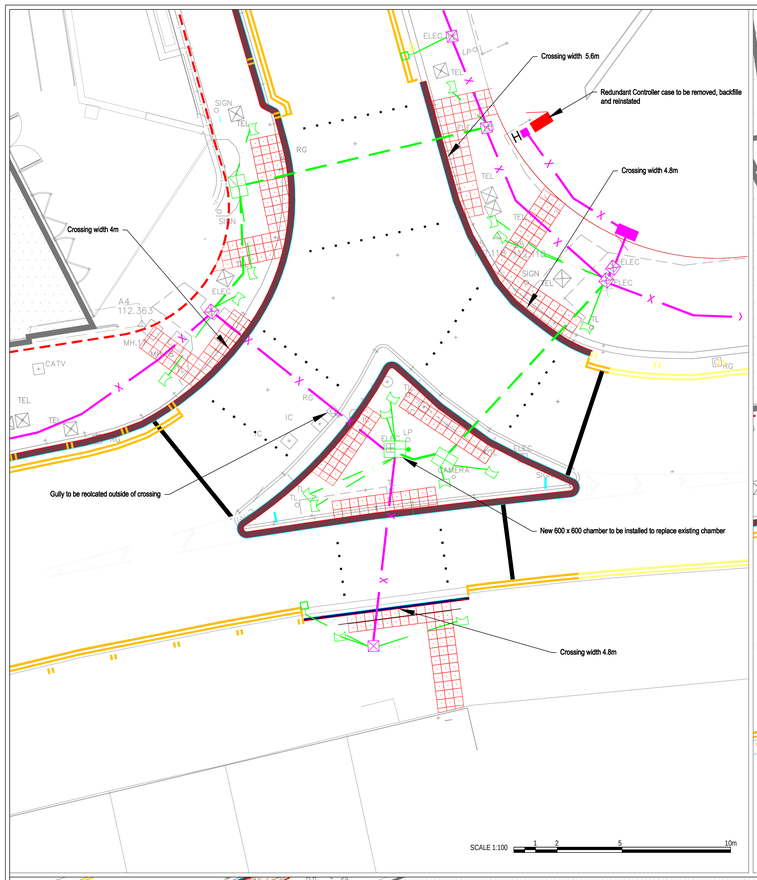
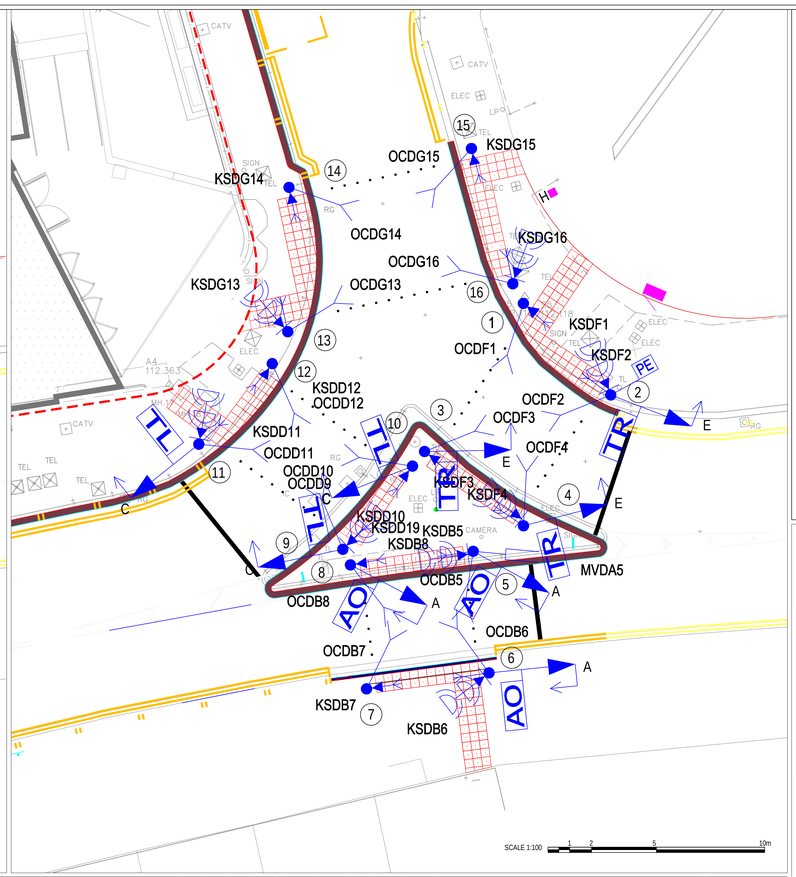
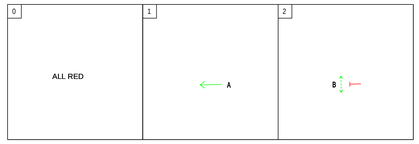




STAGING DIAGRAM - STREAM 0



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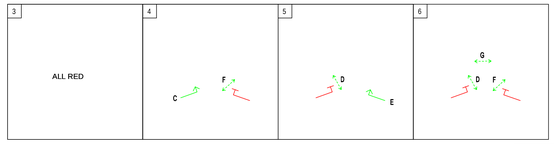

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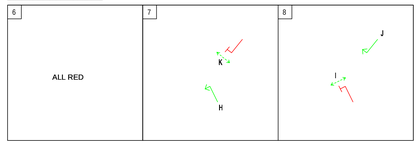
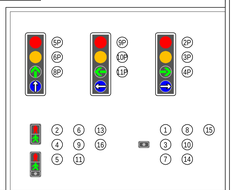
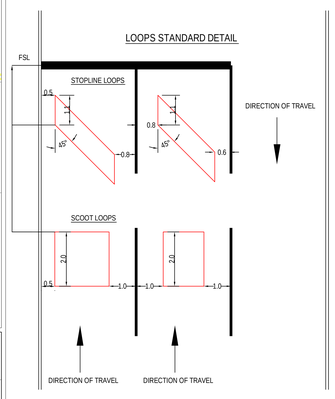
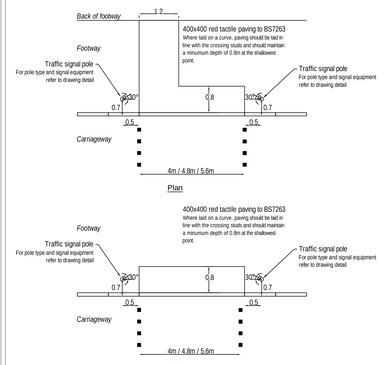
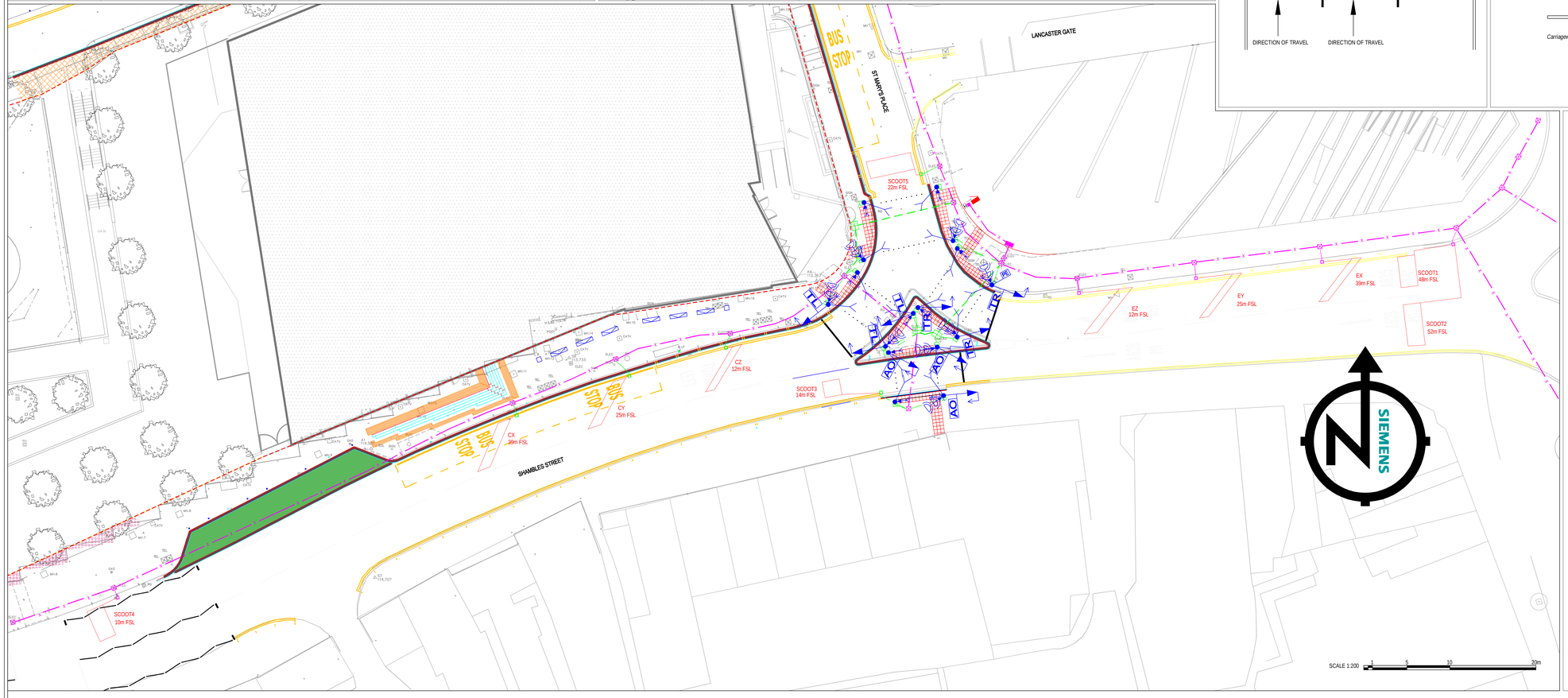




LOOPS STANDARD DETAIL







General

1. This site should be installed in accordance with this drawing, associated technical note 855671087TN/001 and BMBC Standard Details (Traffic Signal Scheme) and Specifications. Any deviation should be discussed and agreed with the designer/local authority representative prior to commencing works. For standard details please refer to BMBC detail pack.
2. A street lighting assessment to be completed by a competent street lighting engineer to ensure compliance with current regulations.
3. Please see Design Risk Assesment contained with associated technical note 855671087TN/001 for any residual hazards.
4. Drawing to be reproduced in colour.
5. Works to be completed in accordance with the Local Authority specification.

CIVILS

6. New Traffic signal ducting should be orange in colour, high density polyethylene of 100mm dia with 'Traffic Signals' marked at 1m intervals. Draw ropes should be provided in the duct runs for the use of pulling cable. The maximum bend in ducting runs should not exceed 45 degrees radius.
7. Ducts in the carriageway to have a minimum of 750mm cover, ducts in the footway/verge to have a minimum of 450mm cover.
8. Orange 50mm dia under kerb duct to be laid between each carriageway loop box and adjacent chambers.
9. All poles to be installed in NAL RS115x600 with duck foot pole retention sockets.
10. Location of existing duct network shown is indicative only. Duct survey to be carried out prior to installation works to ensure existing duct network is usable.
11. All redundant traffic signal chambers to be removed, backfilled and reinstated.
12. New road surface with 68 PSV to be laid in each approach to the junction and extend through pedestrian areas. Please refer to surfacing drwing for details.
13. All poles to be positioned to allow a minimum of 450mm clearance from the edge of any equipment to the edge of the carriageway. Final position to be agreed with the Local Authority representative prior to installation.

SIGNING AND LINING

14. All road markings to be laid in accordance with the Traffic Signs Regulations and General Directions 2002'. Please refer to road marking drawing for details.
15. Temporary 'Traffic Signal Priorities Changed' sign to diag 7014 to be installed on each approach, on the nearest lamp column or other suitable post at a distance of 50m. Signs to be taken down after a period of not longer than 3 months.

TRAFFIC SIGNAL EQUIPMENT

16. All equipment to be ELV (Extra Low Voltage)
17. All equipment to be black.
18. Traffic signal poles to be numbered as shown. Please note pole numbers are to change as a result of the installation of the new pedestrian crossing.
19. Traffic signal phasing is to change as a result of the installation of the new pedestrian crossing.
20. Height of all red aspects to be consistent across the site. Distance between the bottom of the signal head and finished surface level to be a minimum of 2.1m.
21. All traffic signal heads to be fitted with high visibility fit and forget backing boards
22. In general pedestrian nearside indicators are to be installed at 30 degrees to the carriageway edge. Exact orientation of nearside indicators to be agreed on site with local authority representative prior to installation to prevent see-through.
23. Combined nearside indicators/push buttons to be fitted.
24. Height of high level nearside indicator repeaters to be 1.7m, measured from the finished surface level to the bottom of the unit.
25. All push buttons to be fitted with rotating tactile cones.
26. Height of all pedestrian push buttons to be 1.1m, measured from the finished surface level to the centre of the push button.
27. All poles to be non-passive steel poles. Refer to drawing for pole type.
28. Traffic signal cable to be armoured1.5mm² in accordance with the electrical design developed by the traffic signal contractor. A cable should be installed to each pole.
29. Minimum of 25% or 4 spare cores to be maintained to each pole.
30. Loop feeder cable to be armoured.
31. All loops to be cut as per the standard detail and cut in good quality carriageway. If locations are not part of the resurfacing scheme then local patching to be underkane prior to loop installation.
32. Correct mouting brackets to be used for kerbside and on-crossing detectors to ensure signal heads do not obscure detectors.

COMMUNICATIONS

33. The existing fibre connection is to be retained.

SYSTEMS

34. Siemens Traffic Solutions Design Engineer to attend FATin conjunction with BMBC engineer, contact 01202 78200 for a quote.
35. Siemens Traffic Solutions Design Engineer to attend SAT in conjunction with BMBC engineer, contact 01202 78200 for a quote.
36. This site is to operate under VA and SCOOT control.
37. Junction node to work in co-ordination with other nodes around the gyratory under centralised UTC control and have facility to revert to local VA when the traffic levels drop to low levels. All control configuration to be discussed and approved by local authority engineer.

DRAWING N° 855671018/D/001 ISSUE 3

KEY:-

PROPOSED SIGNAL EQUIPMENT

- 4m Straight Traffic Signal Pole
- Primary 3 Aspect RA Ahead Green Arrow CLS LED ELV Traffic Signal Head Complete with Ahead Only Box Sign
- Primary 3 Aspect RA Turn Right Arrow CLS LED ELV Traffic Signal Head Complete with Turn Right Box Sign
- Primary 3 Aspect RA Left Right Arrow CLS LED ELV Traffic Signal Head Complete with Turn Left Box Sign
- Photoelectric Cell
- Single Lane Microwave Vehicle Detector (MVDn)
- Narrow Field of View ELV Puffin Nearside Indicator, Combined Push Button with Tactile Unit and High Level Repeater Unit
- ELV Push Button Demand Unit with Tactile Unit
- Kerbside Detector (KSDn) see note 30
- On-crossing Detector (OCDn) see note 30
- Pole Number
- Slot Cutting XYZ / SCOOT Loop

EXISTING SIGNAL EQUIPMENT

- Siemens ST900 ELV Traffic Signal Controller
- Empty Siemens Traffic Signal Controller Case
- Electricity Supply Pillar

PROPOSED CIVILS EQUIPMENT

- 1 x 100mm Dia Orange High Density Polyethylene Traffic Signal Duct
- 4 x 100mm Dia Orange High Density Polyethylene Traffic Signal Duct
- 600mm x 600mm NAL Stakka Duct Box
- 450mm x 450mm NAL Stakka Duct Box
- NAL RS115 Pole Retention Socket with Duct Foot
- Carriageway Loop Chamber with 50mm Dia Under Kerb Duct
- Red Tactile Paving (400mm x 400mm Slabs)

EXISTING CIVILS EQUIPMENT

- Traffic Signal Duct
- Traffic Signal Chamber
- Carriageway Loop Chamber with 50mm Dia Under Kerb Duct

DO NOT SCALE

ISSUE	DESCRIPTION	DRN	CHK	DATE
3	Drawing amended to incorporate BMBC comments.	NR	GB	06/10/15
2	Drawing amended to incorporate BMBC comments.	NR	GB	01/10/15

SIEMENS

DRAWING STATUS

FOR APPROVAL

CUSTOMER

BAM CONSTRUCTION

SCHEME TITLE

BARNSLEY 6TH FORM COLLEGE
DETAILED TRAFFIC SIGNAL DESIGN DRAWING

DATE: 6.10.15	SCALE: A/S	DRN: NR	CHKD: GB	APP:
	SHEET NO: 1 of 1	PAPER SIZE: A0		
	DRAWING N°: 855671018/D/001			

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Fax: 01202 782787
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Accredited Contractor
www.chas.co.uk

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