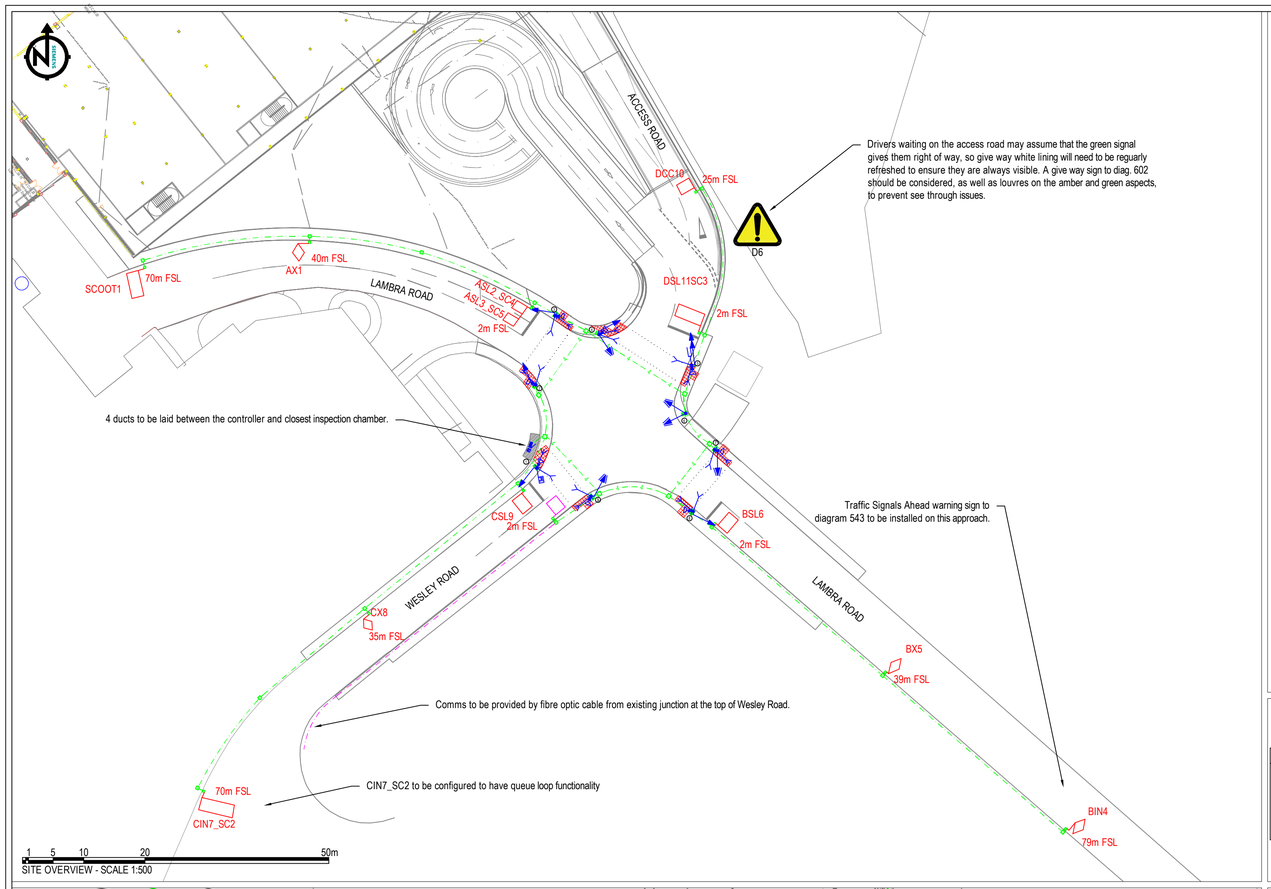
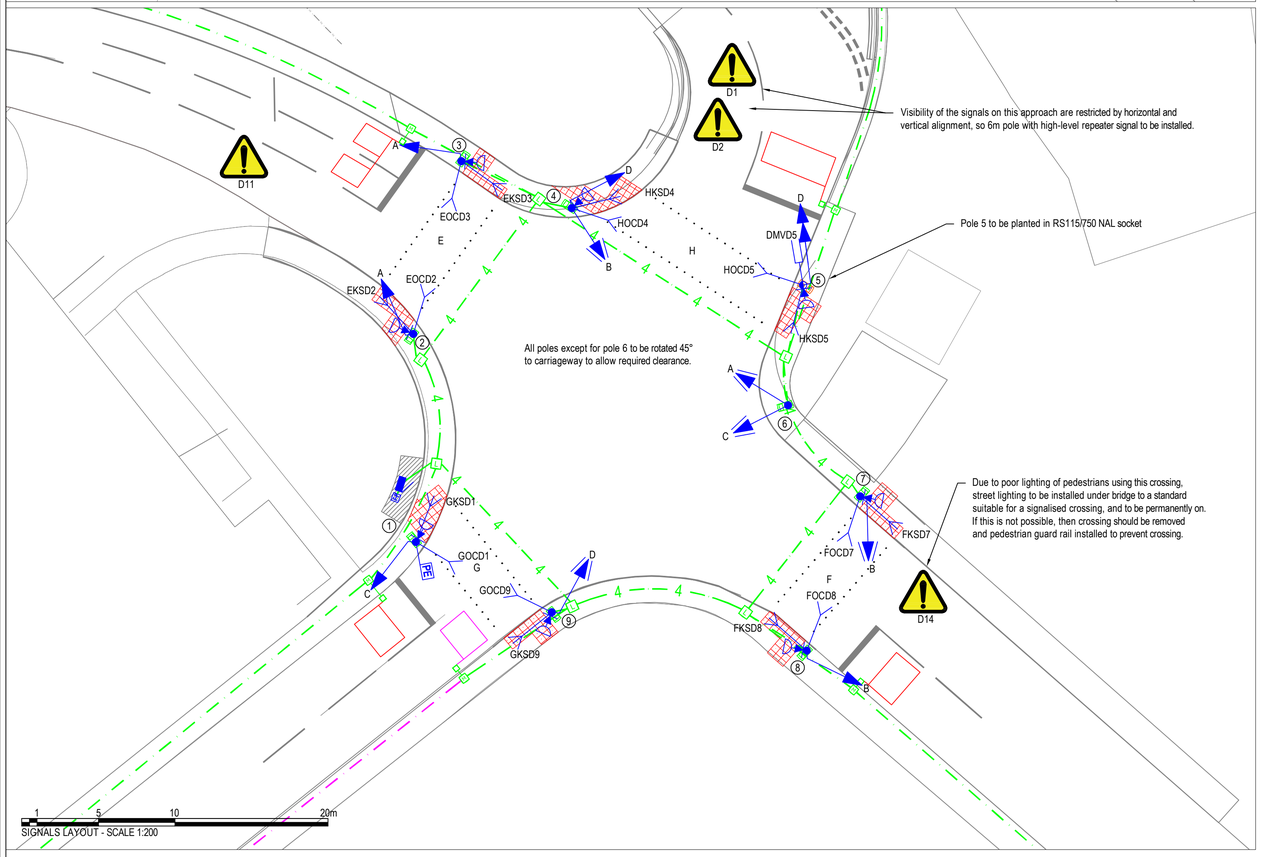
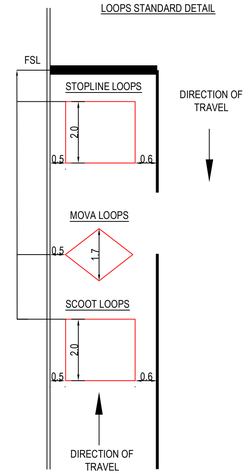


SITE OVERVIEW - SCALE 1:500

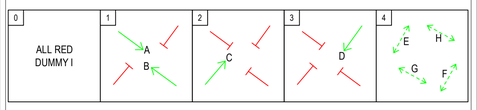


SIGNALS LAYOUT - SCALE 1:200

LOOPS STANDARD DETAIL



STAGING DIAGRAM



NOTES

GENERAL

1. This site should be installed in accordance with this drawing, associated technical note (857494982-SIE-00-XX-TN-Y-0001) and local authority specification. Any deviation should be discussed and agreed with the designer/local authority representative prior to commencing works.
2. A partial electrical design has been completed to inform ducting and cable core requirements. It is the responsibility of the traffic signal contractor to complete a full electrical design in accordance with BS7671.
3. Drawing to be reproduced in colour.

CIVILS

4. Traffic signal ducting should be orange in colour, high density polyethylene with 'Traffic Signals' marked at 1m intervals. Draw ropes should be provided in the duct runs for the use of pulling cable. Any bends in duct runs should be kept to a minimum.
5. Ducts in the carriageway to have a minimum of 750mm cover and ducts in the footway/verge to have a minimum of 450mm cover.
6. 4 ducts to be laid between the controller and nearest duct box.
7. 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

8. All new road markings to be laid in accordance with the 'Traffic Signs Regulations and General Directions 2016'.
9. Road markings have been designed and supplied by others.
10. Traffic signals ahead warning sign to diag. 543 to be installed on the Lambra Road Northbound approach. Sign requirements to be designed by others.

TRAFFIC SIGNAL EQUIPMENT

11. All equipment to be ELV (Extra Low Voltage).
12. All traffic signal poles and controller to be black.
13. 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 2.4m.
14. All traffic signal heads to be fitted with backing boards.
15. Each pedestrian demand unit to be fitted with tactile cones and audible units, with the audibles initially set to activate between 07:00 and 22:30.
16. The contractor is responsible for the provision of a suitable 230V 50Hz electrical supply, to be terminated into the adjacent electrical supply pillar (supplied by the signals contractor). The signals contractor will connect to the main supply via as suitably rated lockable isolator.
17. Minimum of 25% or 4 spare cores to be maintained to each pole.
18. Siemens integral Stratos Outstation with MOVA License, UTC license, and fibre optic compatible router to be installed.

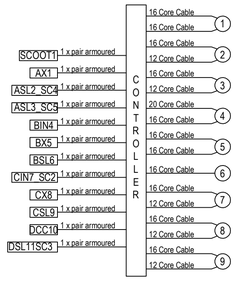
COMMUNICATIONS

19. Comms to be provided by fibre optic cable from existing junction at the top of Wesley Road.

SYSTEMS

20. Siemens ITS Consultancy Services has been commissioned to attend FAT & SAT.
21. Siemens ITS Consultancy Services has been commissioned to produce MOVA data set following completion of the FAT. MOVA validation to be carried out over a single consecutive PM and AM peak period.
22. Siemens ITS Consultancy Services has been commissioned to undertake the SCOOT database preparation and validation.

CABLE SCHEMATIC



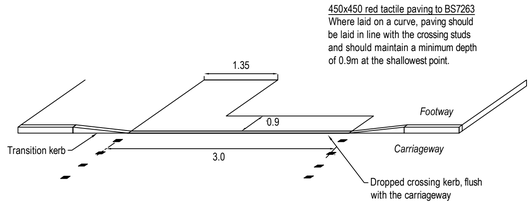
POLE SCHEDULE

Pole	Dist from kerb (m)*	Dist from tactile (m)*	Head Type
1	0.6	0.5	1,2
2	0.6	0.5	1,2
3	0.6	0.5	1,2
4	0.6	0.5	1,1,2
5	0.6	0.5	1,2
6	BoF	-	1,1
7	0.6	0.5	1,2
8	0.6	0.5	1,2
9	0.6	0.5	1,2

*distance to centre of pole

All poles except pole 6 to be rotated so that pre-drilled holes are 45° away from carriageway.

TACTILE PAVING



DRAWING N° 857494982-SIE-00-XX-DR-Y-0001 | REVISION P1

KEY:- DO NOT SCALE

TRAFFIC SIGNAL ITEMS

- 4m Straight Traffic Signal Pole
- 6m Straight Traffic Signal Pole
- 3 Aspect Primary Signal Head
- 3 Aspect Secondary Signal Head
- PE — Photoelectric Cell
- Combined Nearside Puffin Signal and Pedestrian Demand Unit with Tactile and Audible Units
- Above Ground Vehicle Detector
- Pedestrian On-Crossing Detector
- Pedestrian Kerbside Detector
- Traffic Signal Controller Installed on NAL Controller Base
- F-P — Electricity Feeder Pillar
- New Loop Detector
- Existing Loop Detector

CIVIL ENGINEERING ITEMS

- RS115/600 Pole Retention Socket
- RS115/750 Pole Retention Socket
- L — 600mm x 600mm Duct Access Chamber
- 450mm x 450mm Duct Access Chamber
- 1 x 100mm Dia. HDPE Traffic Signal Ducting
- Existing 1 x 100mm Dia. HDPE Traffic Signal Ducting
- 4 x 100mm Dia. HDPE Traffic Signal Ducting
- Carriageway Loop Chamber with 50mm Under-Kerb Duct
- Tactile Paving (450mm x 450mm Slabs)
- Hard Standing

Risk Assessment Information

In addition to the hazards and risks normally associated with the type of works detailed on this drawing, please note the following abnormal risks to Health & Safety.

Refer to Siemens project specific Design Risk Assessment (DRA).

It is assumed that all works will be carried out by a competent contractor working where appropriate to an approved method statement

REV	DESCRIPTION	DRN	CHK	APP	DATE
P1	FIRST ISSUE	BW	AM	JW	15/03/19

SIEMENS

DRAWING STATUS: S4 - ISSUED FOR CONSTRUCTION APPROVAL

CUSTOMER: HENRY BOOT CONSTRUCTION

SCHEME TITLE: LAMBRA ROAD / ACCESS ROAD BARNSLEY DETAILED TRAFFIC SIGNAL DESIGN

www.siemens.co.uk/traffic
Siemens Mobility - Intelligent Traffic Systems
Sopers Lane
Poole
Dorset
BH17 7ER
Tel: 01202 782000

SCALE AS SHOWN	DATE:15/03/2019		
PAPER SIZE: A1	DRN: BW		
	CHK: AM		
	APP: JW		
	SHEET: 1 of 1		

CHAS Approved Contractor

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