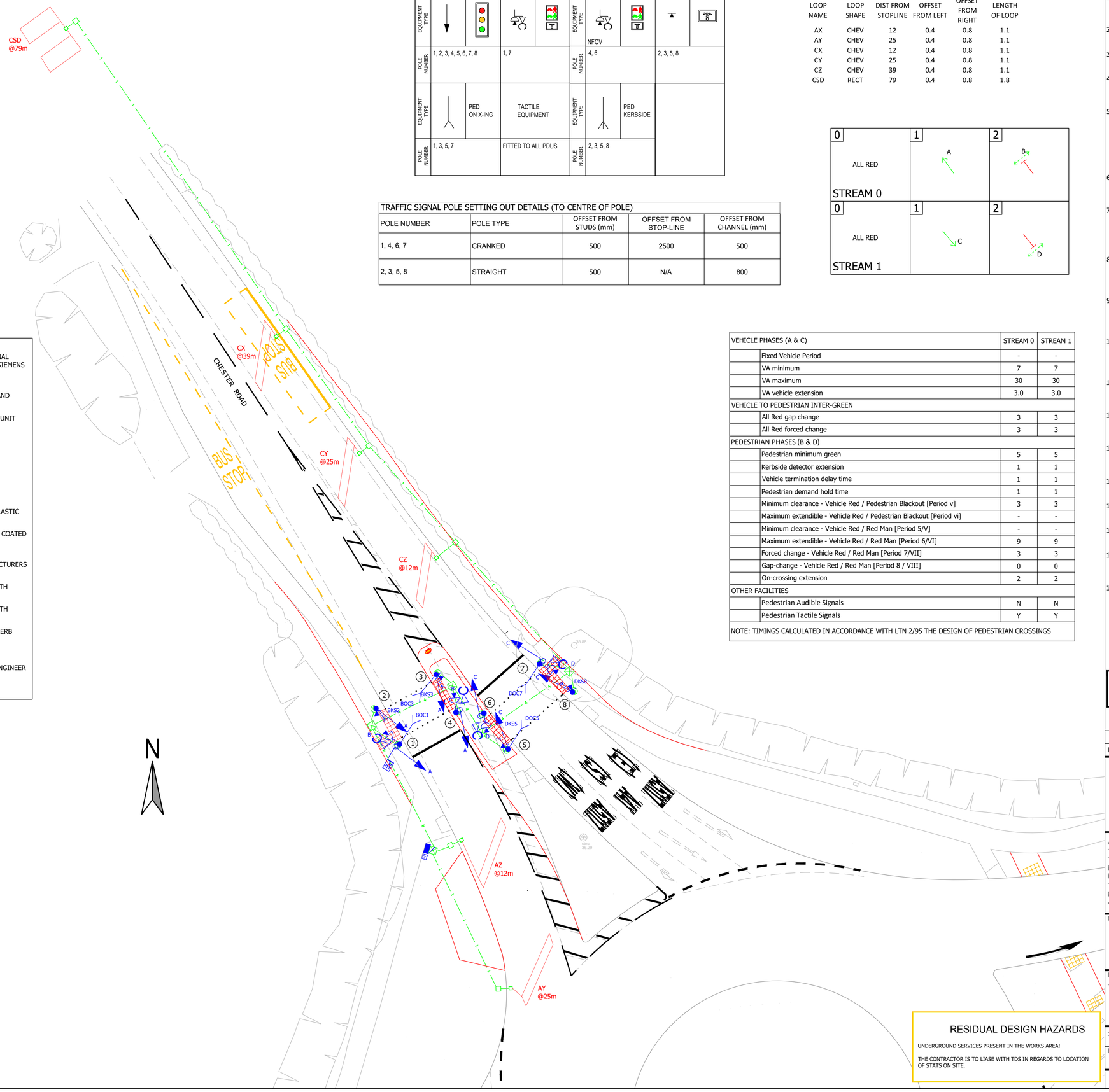

SIGNAL EQUIPMENT SCHEDULE

EQUIPMENT TYPE					EQUIPMENT TYPE	NFOV		
POLE NUMBER	1, 2, 3, 4, 5, 6, 7, 8		1, 7		POLE NUMBER	4, 6		2, 3, 5, 8
EQUIPMENT TYPE		PED ON X-ING	TACTILE EQUIPMENT		EQUIPMENT TYPE		PED KERBSIDE	
POLE NUMBER	1, 3, 5, 7		FITTED TO ALL PDUS		POLE NUMBER	2, 3, 5, 8		

TRAFFIC SIGNAL POLE SETTING OUT DETAILS (TO CENTRE OF POLE)

POLE NUMBER	POLE TYPE	OFFSET FROM STUDS (mm)	OFFSET FROM STOP-LINE	OFFSET FROM CHANNEL (mm)
1, 4, 6, 7	CRANKED	500	2500	500
2, 3, 5, 8	STRAIGHT	500	N/A	800

DETECTOR SCHEDULE - VA / SD

LOOP NAME	LOOP SHAPE	DIST FROM STOPLINE	OFFSET FROM LEFT	OFFSET FROM RIGHT	LENGTH OF LOOP
AX	CHEV	12	0.4	0.8	1.1
AY	CHEV	25	0.4	0.8	1.1
CX	CHEV	12	0.4	0.8	1.1
CY	CHEV	25	0.4	0.8	1.1
CZ	CHEV	39	0.4	0.8	1.1
CSD	RECT	79	0.4	0.8	1.8

0 ALL RED STREAM 0	1 A	2 B	
0 ALL RED STREAM 1	1 C	2 D	

SIGNALS KEY:

- SIEMENS ST950 ELV SIGNAL CONTROLLER (LOW INRUSH) WITH NAL CONTROLLER BASE WITH SIDE ACCESS DOOR, COMPLETE WITH SIEMENS STRATOS OMU. BASE AND CABINET TO BE FINISHED IN BLACK. ELECTRICITY FEEDER PILLAR TO BE INCLUDED.
- ELV CLS LED SIGNAL HEAD WITH PRIMARY (CUT-AWAY) HOODS AND HIGH VISIBILITY RETROREFLECTIVE BACKING BOARDS
- ELV NEARSIDE TOUCAN INDICATOR (NFOV P4 & 6) AND DEMAND UNIT WITH TACTILE EQUIPMENT (TACTILE RESTART REQUIRED)
- ELV TOUCAN DEMAND UNIT & TACTILE EQUIPMENT
- PEDESTRIAN ON-CROSSING DETECTOR (SIEMENS HEIMDALL)
- PEDESTRIAN KERBSIDE DETECTOR (SIEMENS HEIMDALL)
- 1 — 1x100mm ORANGE UPVC SIGNALS DUCT
- 4 — 4x100mm ORANGE UPVC SIGNALS DUCT
- SLOTLESS SWAN NECK CRANKED 114mm OD GALVANISED AND PLASTIC COATED SIGNAL POLE - COLOUR BLACK
- SLOTLESS STRAIGHT 4.0M 114mm OD GALVANISED AND PLASTIC COATED SIGNAL POLE - COLOUR BLACK
- NAL RS115DF POLE RETENTION FOUNDATION ALLOWING POLE INSTALLATION TO 450mm BELOW GROUND LEVEL - SEE MANUFACTURERS FOUNDATION GUIDANCE
- 600x600mm NAL STAKKABOX SIGNALS INSPECTION CHAMBER WITH COMPOSITE FRAMES AND COVERS TO BSEN124 CLASS C250
- 450x450mm NAL STAKKABOX SIGNALS INSPECTION CHAMBER WITH COMPOSITE FRAMES AND COVERS TO BSEN124 CLASS C250
- NAL CLASS D400 CARRIAGEWAY LOOP BOX WITH 50mm UNDER-KERB DUCT
- PROPOSED DETECTOR LOOPS
- PE — PHOTO ELECTRIC CELL - TO BE POSITIONED BY INSTALLATION ENGINEER
- (1) — POLE NUMBER

VEHICLE PHASES (A & C)		STREAM 0	STREAM 1
	Fixed Vehicle Period	-	-
	VA minimum	7	7
	VA maximum	30	30
	VA vehicle extension	3.0	3.0
VEHICLE TO PEDESTRIAN INTER-GREEN			
	All Red gap change	3	3
	All Red forced change	3	3
PEDESTRIAN PHASES (B & D)			
	Pedestrian minimum green	5	5
	Kerbside detector extension	1	1
	Vehicle termination delay time	1	1
	Pedestrian demand hold time	1	1
	Minimum clearance - Vehicle Red / Pedestrian Blackout [Period v]	3	3
	Maximum extendible - Vehicle Red / Pedestrian Blackout [Period vi]	-	-
	Minimum clearance - Vehicle Red / Red Man [Period 5/V]	-	-
	Maximum extendible - Vehicle Red / Red Man [Period 6/VI]	9	9
	Forced change - Vehicle Red / Red Man [Period 7/VII]	3	3
	Gap-change - Vehicle Red / Red Man [Period 8 / VIII]	0	0
	On-crossing extension	2	2
OTHER FACILITIES			
	Pedestrian Audible Signals	N	N
	Pedestrian Tactile Signals	Y	Y

NOTE: TIMINGS CALCULATED IN ACCORDANCE WITH LTN 2/95 THE DESIGN OF PEDESTRIAN CROSSINGS

COMMUNICATIONS INFORMATION	
COMMS TYPE AND VERSION	TBC
LOCATION OF ANTENNAE	TBC
IP ADDRESS	TBC
COMMS ZONE	TBC
UTC INFORMATION	
OTU SCN	TBC
NODE SCN	TBC
JUNCTION SCN	TBC
SCOOT REGION	TBC

DO NOT SCALE: CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ANY OMISSIONS OR ERRORS

NOTES:

1. ALL SIGNALS WORK SHALL COMPLY WITH THE TRAFFIC SIGNAL SPECIFICATION APPENDIX 12/5 FOR THIS SCHEME AND CW&C COUNCIL'S STANDARD DRAWINGS AND SPECIFICATIONS.
2. DETECTOR DISTANCES ARE MEASURED FROM STOP LINE (FSL) ALONG THE KERB AND INSTALLED ADJACENT TO EACH OTHER, AS SHOWN.
3. A REPRESENTATIVE OF THE HIGHWAY AUTHORITY MAY WISH TO INSPECT AND APPROVE THE POSITIONS OF SIGNAL POLES.
4. ALL TRAFFIC SIGNAL EQUIPMENT SHALL HAVE A MINIMUM CLEARANCE OF 450mm FROM THE CARRIAGEWAY CHANNEL, UNLESS EXPRESSLY INSTRUCTED BY THE ENGINEER.
5. FURTHER TO THE INITIAL FACTORY ACCEPTANCE TEST (MUST BE COMPLETED ON HARDWARE DESTINED FOR THIS SITE), THE DEVELOPER SHALL ALLOW FOR 3 NO. SUBSEQUENT FACTORY AND SITE ACCEPTANCE TESTS WITHIN A PERIOD OF 18 MONTHS FOLLOWING COMMISSIONING, AS REQUIRED BY THE HIGHWAY AUTHORITY. THIS TO TO ALLOW FOR POST COMMISSIONING ALTERATIONS.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ARRANGING AND COMPLETING SITE ACCEPTANCE TESTING AND HANDOVER DOCUMENTATION FOR THE LOCAL AUTHORITY.
7. ALL CABLES NECESSARY FOR THE COMPLETE WORKS SHALL BE SUPPLIED AND INSTALLED BY THE CONTRACTOR. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE CABLE DESIGN AND PROVIDE AS-INSTALLED DIAGRAMS FOR THE CONTROLLER CASE AND FOR THE AUTHORITY.
8. ALL SIGNAL POLES SHALL BE NUMBERED USING LABELS WITH A YELLOW BACKGROUND AND BLACK 50mm HIGH TEXT. LABELS SHALL FACE THE CONTROLLER LOCATION AND BE POSITIONED APPROXIMATELY 300mm BELOW THE LOWER SIGNAL HEAD.
9. THE CONTRACTOR SHALL PROVIDE 1 X NEW 230v MAINS ELECTRICITY SUPPLY (60A SUPPLY WITH 45A CUT-OUT TO BS 88) HOUSED IN A FEEDER PILLAR TO THE AUTHORITY'S SPECIFICATION - KEYS TO BE SUPPLIED.
10. ALL FEEDER CABLE SHALL BE ARMOURED. TO BE DESIGNED TO AVOID CROSS-TALK AND CHATTER. MULTIPLE FEEDERS SHALL NOT BE PASSED THROUGH A SINGLE NAL BASE GLAND - ONE PER OPENING TO BE USED.
11. ROAD MARKINGS SHOULD BE INSTALLED PRIOR TO ANY SLOT CUTTING WORK. THIS MEASURE WILL MINIMISE THE RISK OF INCORRECTLY POSITIONED DETECTORS.
12. ANY TRAFFIC OR PEDESTRIAN SIGNAL HEAD NOT IN USE SHALL BE COVERED BY A SUITABLE ORANGE BAG / SACK AND SECURED APPROPRIATELY.
13. THE CONTROLLER SHALL BE SUPPLIED WITH A NAL CONTROLLER BASE SUITABLE FOR THE CONTROLLER TO BE USED. COLOUR TO MATCH CONTROLLER.
14. ALL SIGNAL POLES TO HAVE HIGH LEVEL ACCESS WITH ELONGATED POLE CAPS.
15. CONTROLLER CABINET AND INSPECTION CHAMBERS SHALL BE INSTALLED AS PER MANUFACTURERS GUIDELINES.
16. POLE RETENTION SOCKETS SHALL BE INSTALLED TO A DEPTH OF 450MM.
17. ALL EQUIPMENT REQUIRED FOR THE STRATOS OMU (EXCLUDING SIM CARD) IS TO BE PROVIDED, INSTALLED AND CHECKED TO BE WORKING BY THE SIGNAL CONTRACTOR.
18. THE CONTRACTOR SHALL INCLUDE FOR CONFIGURATION OF THE INSTATION AND OUTSTATION TO DELIVER A FULLY WORKING SYSTEM. RMS/UTC COMMISSIONING TO BE AGREED WITH CW&C.

FOR APPROVAL

REV	DESCRIPTION	BY	CHK	APP	DATE
D3	REVISION FOLLOWING TECH REVIEW	EA	JP	AG	03.04.20
D2	REVISION FOLLOWING TECH REVIEW	EA	JP	AG	16.03.20

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Project:
BACKFORD CROSS
ROUNDABOUT SECTION 278

Drawing Title:
TRAFFIC SIGNALS LAYOUT

Scale @ A1	Drawn Date	Checked Date	Approved Date
1:200	EA 09/09/19	AC 12/09/19	AC 12/09/19

Project No.	Office	Type	Drawing No.	Revision
A114449	35	18	1250-01	D3

RESIDUAL DESIGN HAZARDS

UNDERGROUND SERVICES PRESENT IN THE WORKS AREA!

THE CONTRACTOR IS TO LIASE WITH TDS IN REGARDS TO LOCATION OF STATS ON SITE.

FILENAME : \\LEICESTER12\350\DATA\PROJECTS\A114449 - BACKFORD CROSS DUAL TOUCAN\ACAD\DWGS\A114449-3518-1250-03.DWG | PLOTTED BY : ED.ASHWORTH | PLOTTED DATE : 03 April 2020 11:52:37