

POLE SCHEDULE

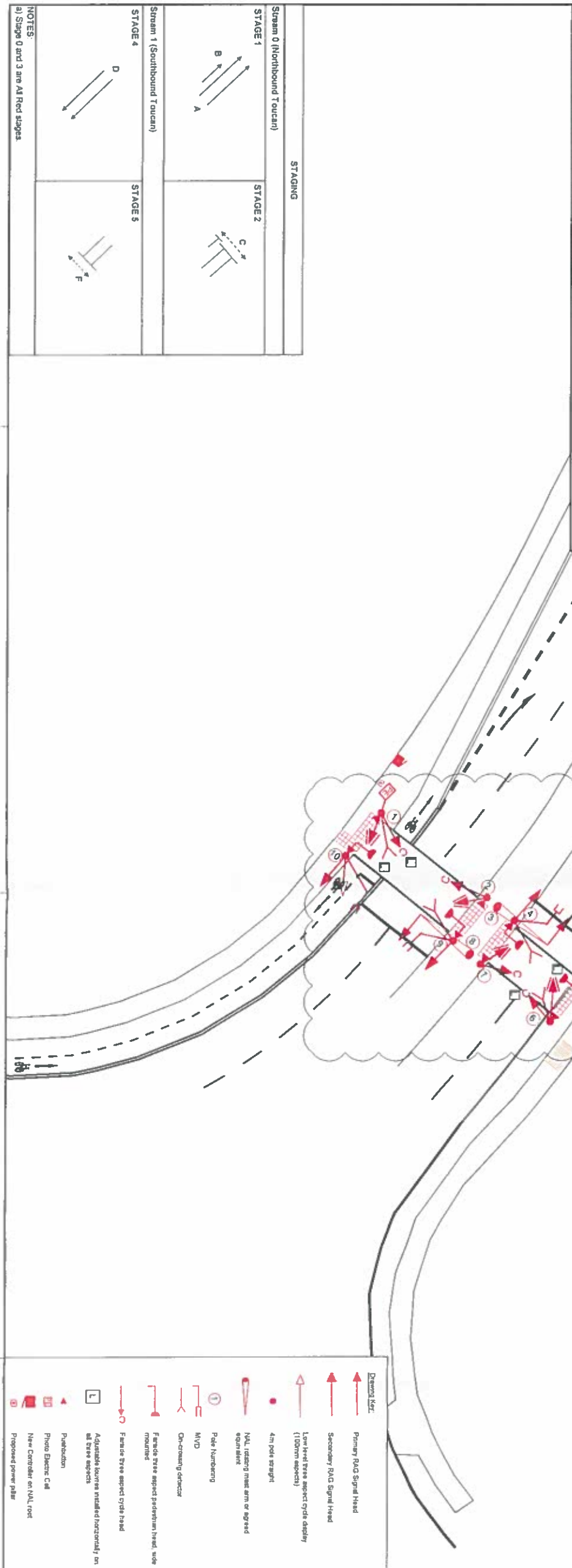
Pole Ref	Pole Type	Traffic			Cycle/Pedestrian			Detection	Pole Setting Out			Comments			
		Head Reference	Head Type	Primary Head + Primary Hood	Secondary head + Primary hood	Three aspect cycle head	Low level three aspect head (100mm diameter aspects)		Three aspect pedestrian head	Pushbutton (Prisma)	MVD (Standard Beam)		On-crossing detector	Clearance from stopline	Clearance from tramlines
1	4m	1	RAG	-	Yes#	Yes	-	Yes	0.50m	0.50m	0.50m	1.00m	0.50m	0.50m	PE cell on this pole
2	4m	1	RAG	-	Yes#	Yes	-	Yes	0.50m	0.50m	0.50m	1.00m	0.50m	0.50m	MAST arm at centre of island
3	MA	1	RAG	Yes	-	-	-	-	0.50m	-	-	-	-	-	MAST arm at centre of island
4	4m	1	RAG	Yes	-	-	-	Yes	0.50m	0.50m	0.50m	1.00m	0.50m	0.50m	Pedestrian head side mounted
5	4m	1	RAG	Yes	-	-	-	Yes	2.40m	0.50m	0.50m	1.00m	0.50m	0.50m	Pedestrian head side mounted
6	4m	1	RAG	-	Yes#	Yes	-	Yes	1.00m	0.50m	0.50m	1.00m	0.50m	0.50m	
7	4m	1	RAG	-	Yes#	Yes	-	Yes	0.50m	0.50m	0.50m	1.00m	0.50m	0.50m	MAST arm at centre of island
8	MA	1	RAG	Yes	-	-	-	-	0.50m	-	-	-	-	-	MAST arm at centre of island
9	4m	1	RAG	Yes	-	-	-	Yes	2.40m	0.50m	0.50m	1.00m	0.50m	0.50m	Pedestrian head side mounted
10	4m	1	RAG	Yes	-	-	-	Yes	1.00m	0.50m	0.50m	0.50m	0.50m	0.50m	Pedestrian head side mounted

a) 4m = 4m straight pole
 b) MA = mast arm, and
 c) # = closely associated secondary head.

CROSSING SCHEDULE

Crossing Ref.	Phase	Type	Description	Width	Number
1	C	Toucan	Across Fonthill Road northbound	4.00m	10
2	F	Toucan	Across Fonthill Road northbound	4.00m	10

Notes:
 1) Tactile paving are 400mm x 400mm square and coloured red.



STAGING

Stream 0 (Northbound Toucan)

Stream 1 (Southbound Toucan)

STAGE 1

STAGE 2

STAGE 4

STAGE 5

NOTES:
 a) Stage 0 and 3 are AI Red stages

General Notes:

- Do not scale from this drawing.
- All dimensions in metres unless otherwise stated.

Traffic Signal Notes:

- The work to comprise installation of a new installation with the following details:
 a) A Toucan crossing with on-crossing detection on Fonthill Road northbound (with a 50km speed limit).
 b) A Toucan crossing with on-crossing detection on Fonthill Road southbound (with a 50km speed limit).
 The signal crossing will be controlled by a Synchronised Traffic Control (STC) system.
 2. When a demand for 'write' Toucan crossing is heard from a pedestrian in the verge, a demand will be forwarded to the signal crossing so that pedestrians and cyclist will be triggered when traffic flows right of way with a user equitable delay to allow on-site operational timing.
 3. Traffic signal heads to have 2.40m clearance to the pedestrian crossing.
 4. Pedestrian signal heads to have 1.00m clearance to the pedestrian crossing.
 5. Dublin County Council (DCC) will install location devices to assist the blind and partially sighted to locate the pedestrian. Audible signals naming with pedestrian/cycle green signals shall not be used.
 6. LED, pedestrian, cycle and Toucan aspects to be used.
 7. No sign equipment shall be installed with less than 500mm clearance from the kerbside.
 8. Pedestrian shall be long (forward), red and green, pedestrian and cycle shall be long (forward) and red and green, pedestrian and cycle shall not be provided for pedestrians.
 9. Short poles shall be 1.8m long, mid steel with welded pole caps, galvanized and plastic coated and shall be 10m high and shall be provided for pedestrians.
 10. Mast arm shall be the NAL, rotating type installed in a NAL socket or as otherwise agreed with DCC.
 11. Pole, mast arm, controller and power pillar to be installed in the proposed location as shown on the drawings with a 45 amp bare minimum. A separate earth block shall be provided.
 12. Controller power pillar - all pole locations, loop location shall be provided and pedestrian aspects to be agreed with the DCC.
 13. All works shall comply with the latest version of the relevant DCC traffic signal standards currently May 2020, SOCC-15-01, SOCC-15-02, SOCC-15-03, SOCC-15-04 and SOCC-15-05.

Design Key:

- Primary RAG Signal Head
- Secondary RAG Signal Head
- Low level three aspect cycle display (100mm aspects)
- 4m pole straight
- NAL rotating mast arm or agreed equivalent
- Pole Numbering
- MVD
- On-crossing detector
- Far side three aspect pedestrian head, side mounted
- Far side three aspect cycle head
- Adjustable sources installed horizontally on all three aspects
- Protection
- Photo Electric Cell
- New Controller on NAL rot
- Proposed power pillar

SYSTRA

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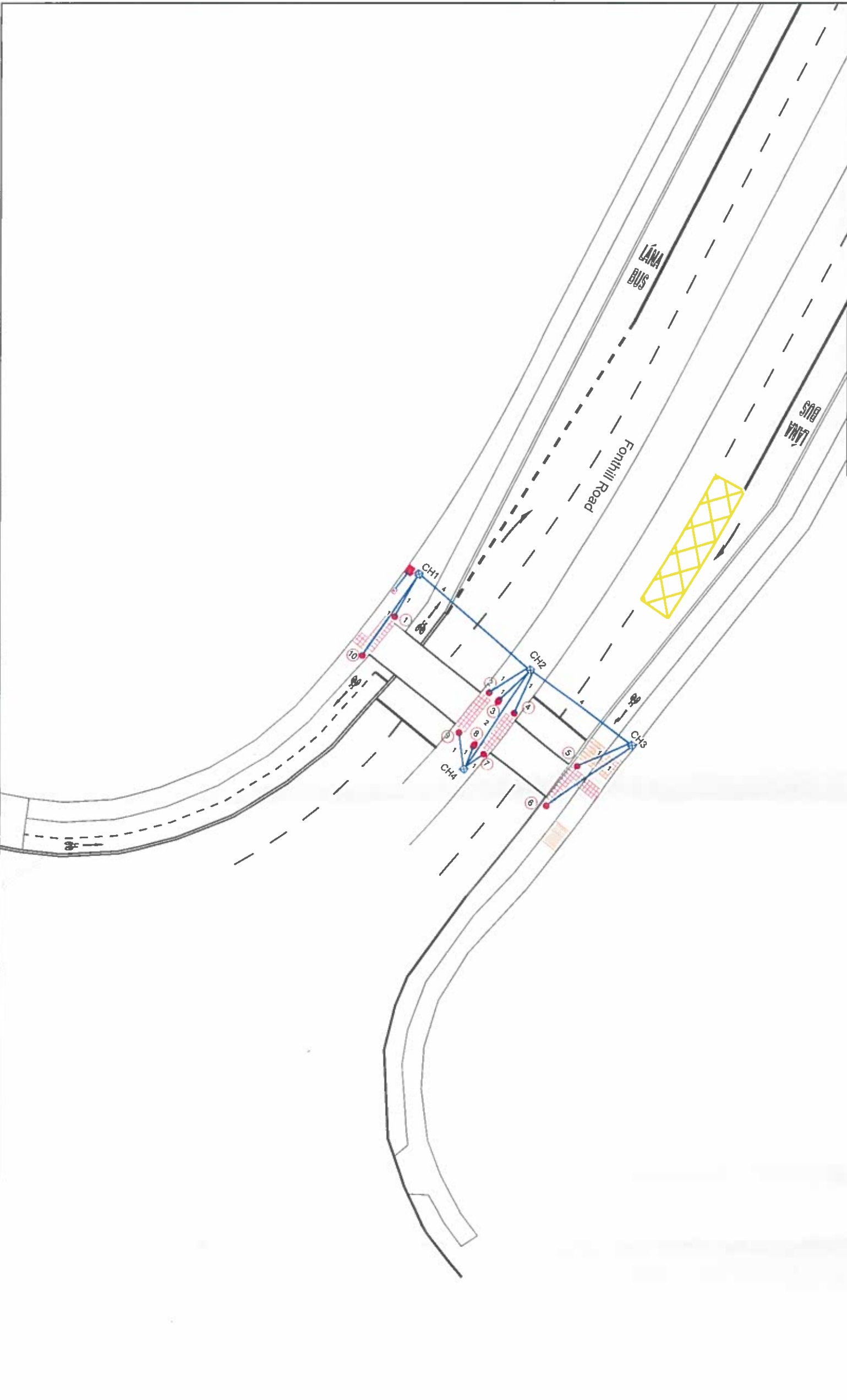
11th Floor
 Limey Valley

RD
 Dec 20
 1:200
 Construction

CHAMBER SCHEDULE			
Chamber Reference	Size of chamber (mm)	Depth of deepest duct (mm)	Comments
CH1	600 x 600	750	Adjacent to controller
CH2	600 x 600	750	
CH3	600 x 600	750	
CH4	600 x 600	450	

Notes:

1. Depth of the deepest duct is to the top of the duct;
2. Between the controller and chamber CH1 a 100mm orange connecting ducts shall be installed; and
3. A single orange 100mm duct run shall be provided from the power pillar to the controller.



Notes:

1. Do not scale from this drawing.
2. All dimensions are in millimeters unless otherwise noted.
3. All dimensions are to nearest center line unless otherwise noted.
4. All dimensions are to nearest center line unless otherwise noted.
5. For details of Traffic Signal Installation Requirements, refer to the Traffic Signal Installation Requirements General Arrangement drawing.

- Details Notes:
1. Controller, power pillar and all other symbols/locations to be agreed on site with the local authority traffic signal engineer.
 2. All wires shall comply with the latest version of the Liffey Valley Traffic Signal Installation Requirements.
- Key:
- NAL socket (R11150F)
 - NAL socket (R340DF)
 - Pole numbering
 - U 100mm orange traffic signal duct, number of ducts as shown
 - 600mm x 600mm inverted chamber
 - CH1 Chamber reference
 - Controller on NAL base
 - Power pillar

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Client	RID	Contract	IC	Approval	GRR
Prepared by	AI	Issue	Dec20	Scale	1:200
Drawing No.	Construction E01172041/00A/ITS08				

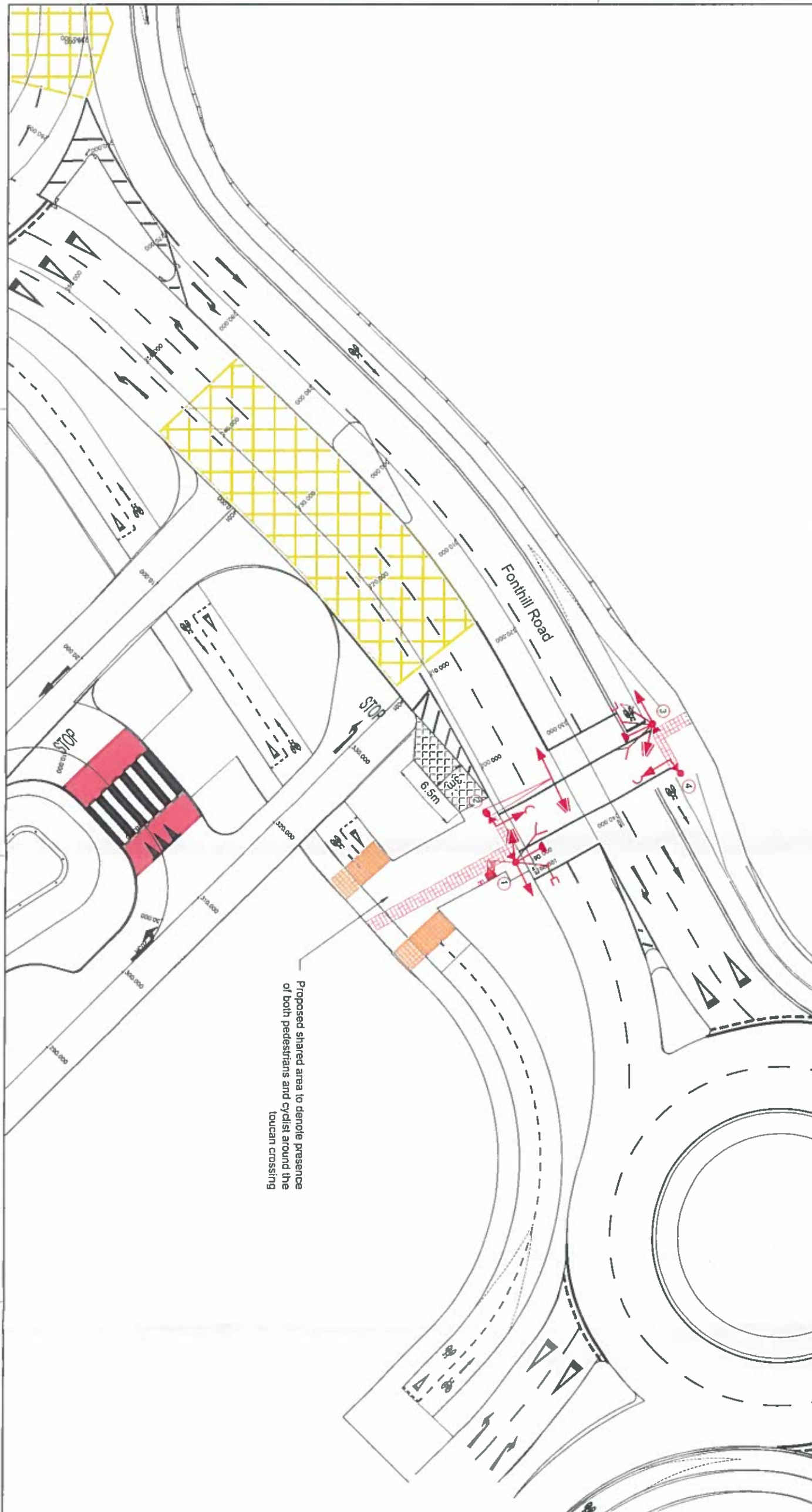
Staggered Crossing 2 - Traffic Signal Ducting Layout
 Avenue A
 Liffey Valley

Pole Ref	Pole Type	Traffic		Cycle		Pedestrian		Detection		Pole Setting Out			Comments	
		Head Reference	Head Type	Primary Head + Primary Hood	Secondary head + Primary hood	Three aspect head	Low level three aspect head (100mm diameter aspects)	Three aspect head	Pedestrian pushbutton (Prisma)	MVD (Standard Beam)	On-crossing detector	Clearance from stopline		Clearance from studs
1	4m	1	RAG	Yes	Yes	Yes	Yes	Yes	Yes	Yes	2.40m	0.50m	1.00m	Pre call on the pole
2	4m	1	RAG	Yes	Yes	Yes	Yes	Yes	Yes	Yes	2.40m	0.50m	1.00m	
3	4m	1	RAG	Yes	Yes	Yes	Yes	Yes	Yes	Yes	2.40m	0.50m	1.00m	
4	4m	2	RAG	Yes	Yes	Yes	Yes	Yes	Yes	Yes	2.40m	0.50m	1.00m	

a) 4m = 4m straight pole
b) 4m = mast arm
c) 2 = closely associated secondary head

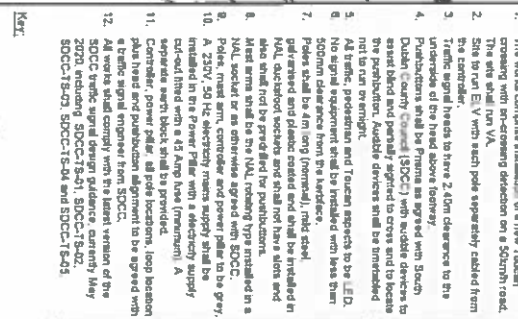
STAGE 1	STAGE 2	CROSSING SCHEDULE					
		Crossing Ref.	Phase	Type	Description	Width	Number
C B	D	1	D	Toucan	Across Fonthill Road	4.00m	10

Notes:
1) Tactile paving are 400mm x 400mm square and coloured red.



Proposed shared area to denote presence of both pedestrians and cyclist around the toucan crossing

- Notes:
- Do not scale from this drawing
 - All dimensions are in millimetres unless otherwise noted
 - Materials are in metric unless otherwise stated
 - This drawing shall only be used for the design element stated in the drawing title
 - For details of traffic signals refer to 'Permitted' or 'General Arrangement' drawings
 - All traffic signals shall be set at gradient of 1 in 20 unless otherwise stated
- Traffic Signal Notes:
- The works comprise installation of a new Toucan crossing with on-crossing detection on a 50m wide road, 5m from E/W and 5m from S/N, with each pole separately sited from the kerb.
 - Traffic signal heads to have 2.4m clearance to the underside of the head above roadway.
 - Pushbutton shall be fitted as agreed with South Devon Council (SDDC) with section drawings to be submitted for approval. Further details shall be provided.
 - All traffic, pedestrian and Toucan aspects to be LED.
 - No signal equipment shall be installed with less than 2.4m clearance to the underside of the head above roadway.
 - Poles shall be 4m from the kerb and shall be galvanized and plastic coated and shall be installed in MSL location (unless otherwise stated) and shall also not be provided for pushbutton.
 - Mast arms shall be the MSL, rotating type installed in a MSL location unless otherwise agreed with SDDC.
 - Poles shall be 4m from the kerb and shall be galvanized and plastic coated and shall be installed in MSL location (unless otherwise stated) and shall also not be provided for pushbutton.
 - A 230V, 50 Hz electrical mains supply shall be installed in the Pole Pillar with a electricity supply separate earth block shall be provided.
 11. The works comprise installation of a new Toucan crossing with on-crossing detection on a 50m wide road, 5m from E/W and 5m from S/N, with each pole separately sited from the kerb.
 12. All works shall comply with the latest version of the SDDC traffic signal design guidance, currently May 2021, relating to SDDC15241, SDDC15242, SDDC15243, SDDC15244 and SDDC15245.



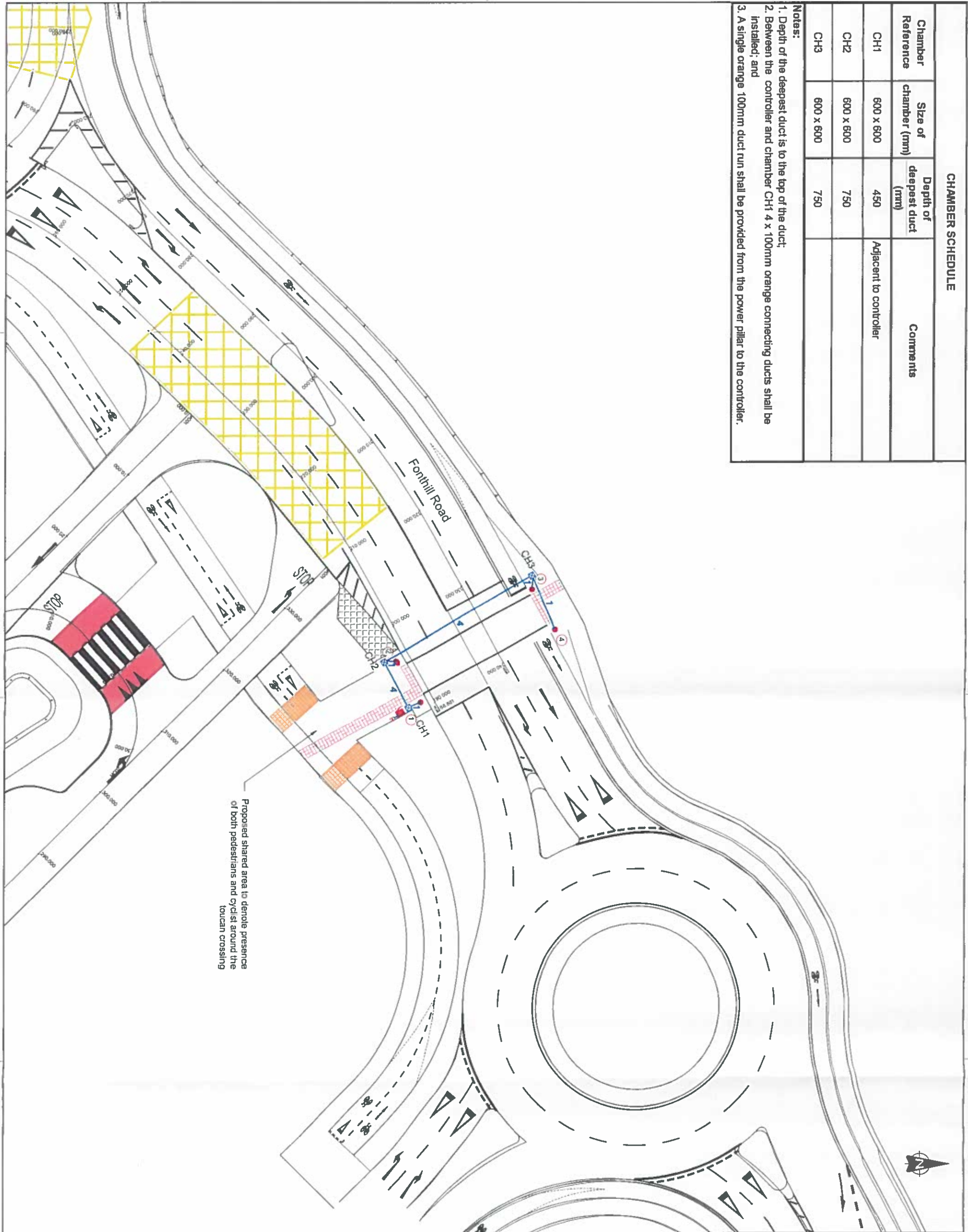
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 SYSTEMA

Project: Proposed Toucan Crossing, Fonthill Road, Fonthill Park
 Drawing: Traffic Signal Layout
 Date: June 20
 Scale: 1:200
 Drawing No: A1
 Revision: IR

Contract No: E011720A10CB17S01

CHAMBER SCHEDULE			
Chamber Reference	Size of chamber (mm)	Depth of deepest duct (mm)	Comments
CH1	600 x 600	450	Adjacent to controller
CH2	600 x 600	750	
CH3	600 x 600	750	

- Notes:**
1. Depth of the deepest duct is to the top of the duct;
 2. Between the controller and chamber CH1 4 x 100mm orange connecting ducts shall be installed; and
 3. A single orange 100mm duct run shall be provided from the power pillar to the controller.



Proposed shared area to denote presence of both pedestrians and cyclist around the toucan crossing



- Notes:**
1. All dimensions are in millimetres unless otherwise stated.
 2. All works are in respect of the Client's Design (in AOD).
 3. Do not scale from this drawing.
 4. This drawing shall only be used for the design element stated in its title block.
 5. For details of 'Level' please refer to 'Permit or Control' arrangement drawing.
- During Works:**
1. Controller power pillar and all pole socket locations to be agreed on site with the local authority traffic signal department.
 2. All works shall comply with the latest version of the Lilly Valley Traffic Signal Installation Requirements.

- Key:**
- NAL sector (R51150F)
 - NAL sector (R54200F)
 - ① Pole numbering
 - ② 100mm orange traffic signal duct, number of ducts as shown
 - ③ 800mm x 600mm terminal chamber
 - CH1 Chamber reference
 - Controller on NAL base
 - Power pillar

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Files
 Lilly Valley

Drawn By: IR
Checked By: IR
Issue Date: 1200
Project No.: A1
Construction: [E01720A10C/B17S02]

