

Notes

C05 DESIGN UPDATED FOLLOWING NLC COMMENTS MH DMcl 2023.05.30
 C04 MINCH WAY FOOTPATH ADDED CS MP 2023.04.11
 C03 CROSSING POINT REPOSITIONED KWM MP 2023.03.08
 C02 DESIGN UPDATED DG MP 2023.01.20
 C01 ISSUE FOR CONSTRUCTION DG MP 2022.05.23
 P03 REVISED TO PUFFIN TYPE CROSSING KWM MP 2022.02.08
 P02 DESIGN UPDATED FOLLOWING NLC COMMENTS DG MP 2022.01.14
 P01 ISSUE DG MP 2021.12.15
 Issued/Revision By Appd YYYY.MM.DD

KT DMcl 2021.12.06
 Dwn. Dsgn. Chkd. YYYY.MM.DD

Issue Status
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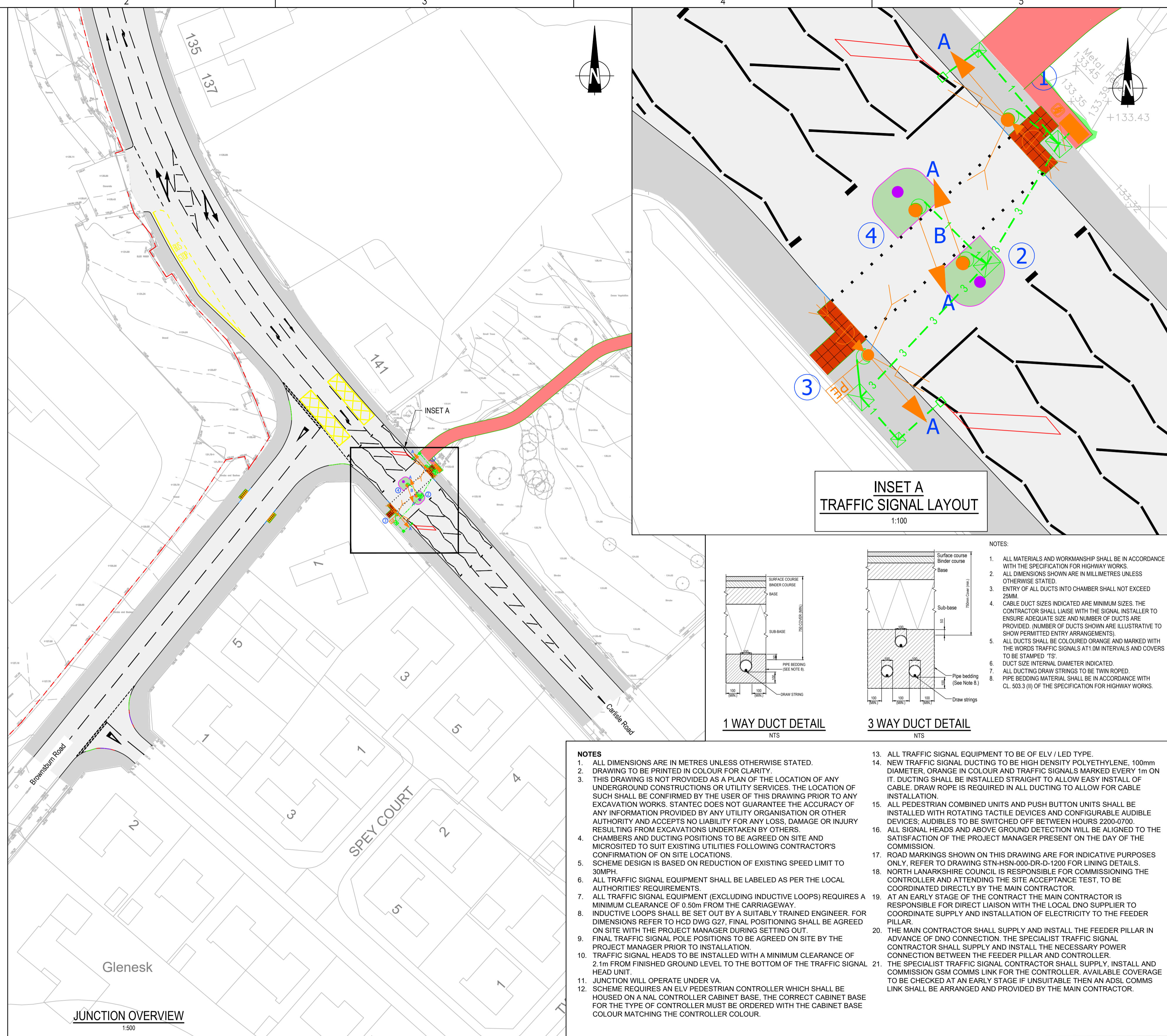
Client/Project Logo

Client/Project
 NORTH LANARKSHIRE COUNCIL

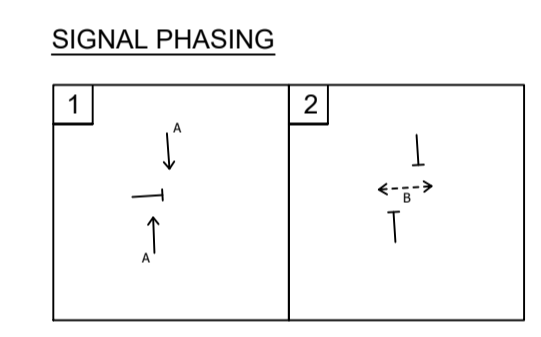
A73 CARLISLE ROAD/PETERSBURN ROAD
 DETAILED DESIGN

Title
 TRAFFIC SIGNALS PLAN

Project No. 332010635 Scale AS SHOWN
 Revision Drawing No.
 C05 INTR-HSN-000-DR-D-1201



- LEGEND:**
- GREY ELV PEDESTRIAN CONTROLLER ON A NAL CONTROLLER BASE
 - ELECTRIC SUPPLY PILLAR
 - 4.2m STRAIGHT 114mmØ POLE (GREY)
 - ELV LED RAG - REFER TO POLE SCHEDULE FOR HOODS
 - ELV LED COMBINED NEARSIDE PUFFIN AND PUSH BUTTON UNIT WITH MONITORED TACTILE INDICATOR AND AUDIBLE DEVICE
 - ABOVE GROUND MVD
 - ON-CROSSING DETECTOR
 - KERBSIDE DETECTOR
 - PHOTO-ELECTRIC CELL
 - POLYETHYLENE 100mmØ ORANGE DUCT 1 NO.
 - POLYETHYLENE 100mmØ ORANGE DUCT 3 NO.
 - NAL STAKKABOX 600mm X 450mm, TWIN WALLED ACCESS CHAMBERS, COMPOSITE COVERS TO B125
 - NAL STAKKABOX 450mm X 450mm, TWIN WALLED ACCESS CHAMBERS, COMPOSITE COVERS TO B125
 - NAL CARRIAGEWAY LOOP BOX, DUCTILE IRON D400 TO BS2789 WITH 50mmØ ORANGE DUCT 1 NO. TO NEAREST DRAWPIT
 - RS115DF NAL RETENTION SOCKET
 - STOP LINE DETECTOR LOOP (CHEVRON) - SEE NOTE 6
 - POLE REFERENCE
 - SIGNAL PHASE REFERENCE

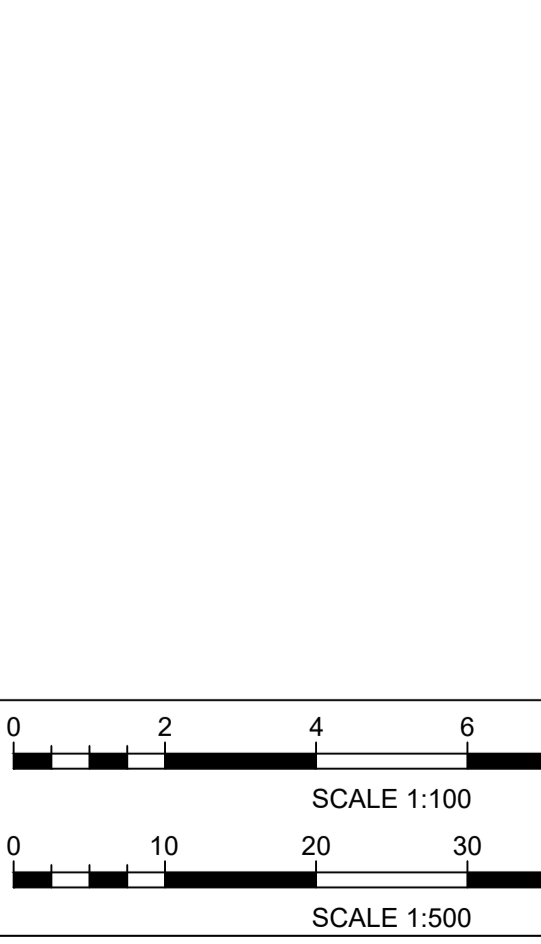


SIGNAL PHASING KEY

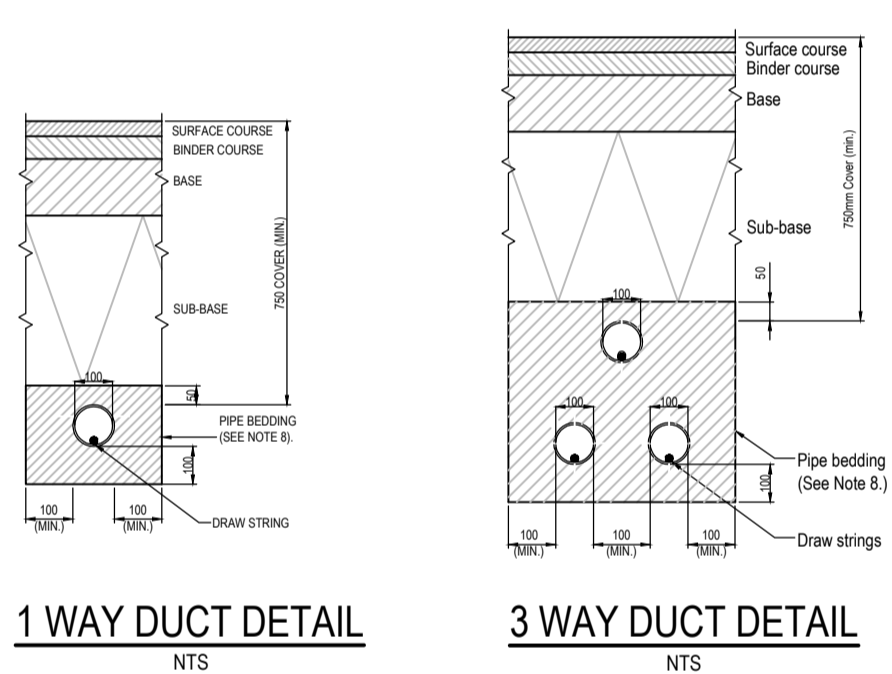
A	A73 NORTHBOUND & SOUTHBOUND
B	PEDESTRIAN CROSSING

SIGNALISED CROSSING PROPOSED TIMINGS

PERIOD	SECONDS
1	MAX 30 AND MIN 7
2	3
3	1 GAP, 3 MAX; AS DESIGN SPEED LESS THAN 35MPH
4	5
5	3
6	12 (TO BE FINE TUNED DURING SAT)
7	2
OCD EXTENSION	1



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- NOTES:**
- ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS.
 - ALL DIMENSIONS SHOWN ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
 - ENTRY OF ALL DUCTS INTO CHAMBER SHALL NOT EXCEED 25MM.
 - CABLE DUCT SIZES INDICATED ARE MINIMUM SIZES. THE CONTRACTOR SHALL LIAISE WITH THE SIGNAL INSTALLER TO ENSURE ADEQUATE SIZE AND NUMBER OF DUCTS ARE PROVIDED. (NUMBER OF DUCTS SHOWN ARE ILLUSTRATIVE TO SHOW PERMITTED ENTRY ARRANGEMENTS).
 - ALL DUCTS SHALL BE COLOURED ORANGE AND MARKED WITH THE WORDS 'TRAFFIC SIGNALS' AT 1M INTERVALS AND COVERS TO BE STAMPED 'TS'.
 - DUCT SIZE INTERNAL DIAMETER INDICATED.
 - ALL DUCTING DRAW STRINGS TO BE TWIN ROPED.
 - PIPE BEDDING MATERIAL SHALL BE IN ACCORDANCE WITH CL. 503.3 (II) OF THE SPECIFICATION FOR HIGHWAY WORKS.

- NOTES:**
- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
 - DRAWING TO BE PRINTED IN COLOUR FOR CLARITY.
 - THIS DRAWING IS NOT PROVIDED AS A PLAN OF THE LOCATION OF ANY UNDERGROUND CONSTRUCTIONS OR UTILITY SERVICES. THE LOCATION OF SUCH SHALL BE CONFIRMED BY THE USER OF THIS DRAWING PRIOR TO ANY EXCAVATION WORKS. STANTEC DOES NOT GUARANTEE THE ACCURACY OF ANY INFORMATION PROVIDED BY ANY UTILITY ORGANISATION OR OTHER AUTHORITY AND ACCEPTS NO LIABILITY FOR ANY LOSS, DAMAGE OR INJURY RESULTING FROM EXCAVATIONS UNDERTAKEN BY OTHERS.
 - CHAMBERS AND DUCTING POSITIONS TO BE AGREED ON SITE AND MICRO-SITED TO SUIT EXISTING UTILITIES FOLLOWING CONTRACTOR'S CONFIRMATION OF ON SITE LOCATIONS.
 - SCHEME DESIGN IS BASED ON REDUCTION OF EXISTING SPEED LIMIT TO 30MPH.
 - ALL TRAFFIC SIGNAL EQUIPMENT SHALL BE LABELED AS PER THE LOCAL AUTHORITIES' REQUIREMENTS.
 - ALL TRAFFIC SIGNAL EQUIPMENT (EXCLUDING INDUCTIVE LOOPS) REQUIRES A MINIMUM CLEARANCE OF 0.50m FROM THE CARRIAGEWAY.
 - INDUCTIVE LOOPS SHALL BE SET OUT BY A SUITABLY TRAINED ENGINEER. FOR DIMENSIONS REFER TO HCD DWG G27. FINAL POSITIONING SHALL BE AGREED ON SITE WITH THE PROJECT MANAGER DURING SETTING OUT.
 - FINAL TRAFFIC SIGNAL POLE POSITIONS TO BE AGREED ON SITE BY THE PROJECT MANAGER PRIOR TO INSTALLATION.
 - TRAFFIC SIGNAL HEADS TO BE INSTALLED WITH A MINIMUM CLEARANCE OF 2.1m FROM FINISHED GROUND LEVEL TO THE BOTTOM OF THE TRAFFIC SIGNAL HEAD UNIT.
 - JUNCTION WILL OPERATE UNDER VA.
 - SCHEME REQUIRES AN ELV PEDESTRIAN CONTROLLER WHICH SHALL BE HOUSED ON A NAL CONTROLLER CABINET BASE. THE CORRECT CABINET BASE FOR THE TYPE OF CONTROLLER MUST BE ORDERED WITH THE CABINET BASE COLOUR MATCHING THE CONTROLLER COLOUR.
 - ALL TRAFFIC SIGNAL EQUIPMENT TO BE OF ELV / LED TYPE.
 - NEW TRAFFIC SIGNAL DUCTING TO BE HIGH DENSITY POLYETHYLENE, 100mm DIAMETER, ORANGE IN COLOUR AND TRAFFIC SIGNALS MARKED EVERY 1m ON IT. DUCTING SHALL BE INSTALLED STRAIGHT TO ALLOW EASY INSTALL OF CABLE. DRAW ROPE IS REQUIRED IN ALL DUCTING TO ALLOW FOR CABLE INSTALLATION.
 - ALL PEDESTRIAN COMBINED UNITS AND PUSH BUTTON UNITS SHALL BE INSTALLED WITH ROTATING TACTILE DEVICES AND CONFIGURABLE AUDIBLE DEVICES. AUDIBLES TO BE SWITCHED OFF BETWEEN HOURS 2200-0700.
 - ALL SIGNAL HEADS AND ABOVE GROUND DETECTION WILL BE ALIGNED TO THE SATISFACTION OF THE PROJECT MANAGER PRESENT ON THE DAY OF THE COMMISSION.
 - ROAD MARKINGS SHOWN ON THIS DRAWING ARE FOR INDICATIVE PURPOSES ONLY. REFER TO DRAWING STN-HSN-000-DR-D-1200 FOR LINING DETAILS.
 - NORTH LANARKSHIRE COUNCIL IS RESPONSIBLE FOR COMMISSIONING THE CONTROLLER AND ATTENDING THE SITE ACCEPTANCE TEST, TO BE COORDINATED DIRECTLY BY THE MAIN CONTRACTOR.
 - AT AN EARLY STAGE OF THE CONTRACT THE MAIN CONTRACTOR IS RESPONSIBLE FOR DIRECT LIAISON WITH THE LOCAL DNO SUPPLIER TO COORDINATE SUPPLY AND INSTALLATION OF ELECTRICITY TO THE FEEDER PILLAR.
 - THE MAIN CONTRACTOR SHALL SUPPLY AND INSTALL THE FEEDER PILLAR IN ADVANCE OF DNO CONNECTION. THE SPECIALIST TRAFFIC SIGNAL CONTRACTOR SHALL SUPPLY AND INSTALL THE NECESSARY POWER CONNECTION BETWEEN THE FEEDER PILLAR AND CONTROLLER.
 - THE SPECIALIST TRAFFIC SIGNAL CONTRACTOR SHALL SUPPLY, INSTALL AND COMMISSION GSM COMMS LINK FOR THE CONTROLLER. AVAILABLE COVERAGE TO BE CHECKED AT AN EARLY STAGE IF UNSUITABLE THEN AN ADSL COMMS LINK SHALL BE ARRANGED AND PROVIDED BY THE MAIN CONTRACTOR.

POLE SCHEDULE

POLE REF.	SIGNAL HEADS		PEDESTRIAN EQUIPMENT		OVERHEAD DETECTORS	OTHER	PERPENDICULAR DISTANCE FROM KERB (MM) TO CENTRE OF POLE	PERPENDICULAR DISTANCE FROM TACTILE PAVING (MM) TO CENTRE OF POLE	POLE DETAILS*			RETENTION SOCKET**			
	TYPE	MOUNTING	TYPE	MOUNTING					TYPE	POLE LENGTH INCL. PLANTING DEPTH (MM)	DIA (MM)	COLOUR	NAL SOCKET TYPE	DEPTH (MM) - INC 140MM POST LEDGE	FOUNDATION WIDTH (MM)
1	(A) ELV Primary 3 Aspect RAG (LED)	In line with pole	(B) ELV LED Combined Nearside Puffin and Push Button Unit with monitored Tactile Indicator and Audible Device	1.0-1.1m to centre of push button	(A) MVD (B) Kerbside		800	500	Straight	4,200	114	Grey	RS115DF	750	750 x 750
2	(A) ELV Secondary 3 Aspect RAG with Primary Hoods (LED)	In line with pole	None	None	(A) MVD (B) On-Crossing		Centre line of island	500	Straight	4,200	114	Grey	RS115DF	750	750 x 750
3	(A) ELV Primary 3 Aspect RAG (LED)	In line with pole	(B) ELV LED Combined Nearside Puffin and Push Button Unit with monitored Tactile Indicator and Audible Device	1.0-1.1m to centre of push button	(A) MVD (B) Kerbside	PE Cell	800	500	Straight	4,200	114	Grey	RS115DF	750	750 x 750
4	(A) ELV Secondary 3 Aspect RAG with Primary Hoods (LED)	In line with pole	None	None	(A) MVD (B) On-Crossing		Centre line of island	500	Straight	4,200	114	Grey	RS115DF	750	750 x 750

* NOTE: Reduced length poles will need to be manufactured if it is not possible to install the NAL socket at standard depth. Minimum above ground clearances shall be maintained.
 ** NOTE: Depth and foundation details refer to manufacturer's details.