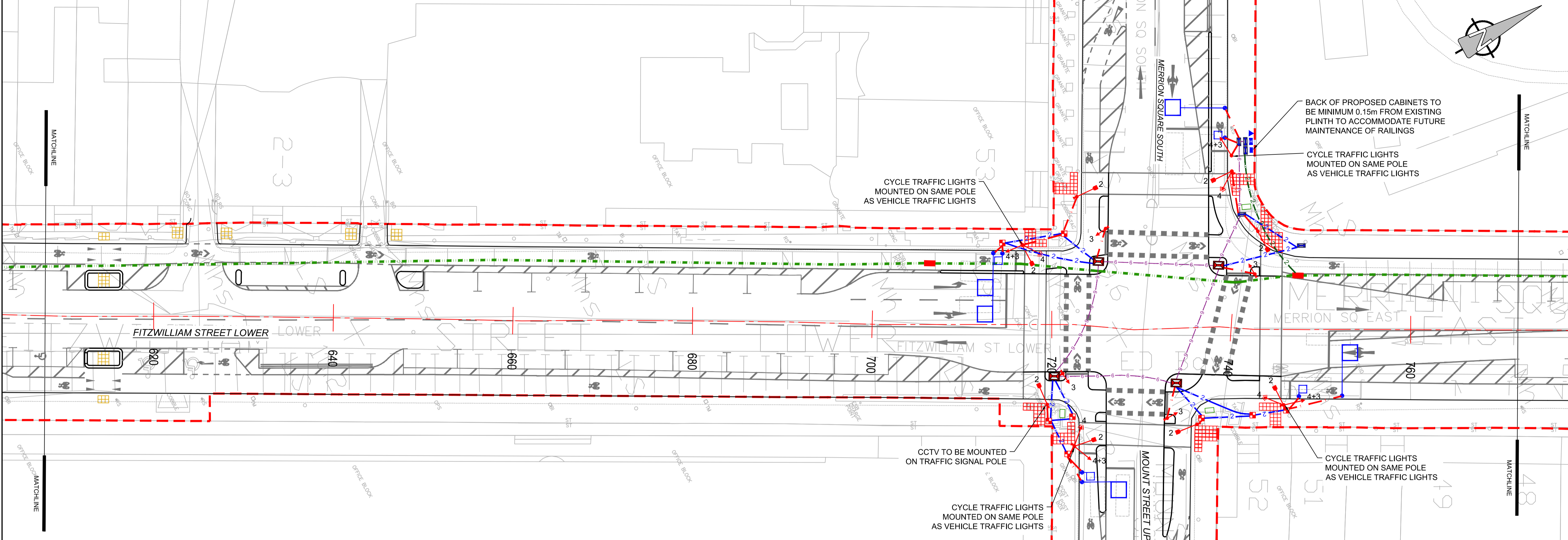


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 Project Management Initials: Designer: TM Checked: AM Approved: BMcM ISO A1 594mm x 841mm

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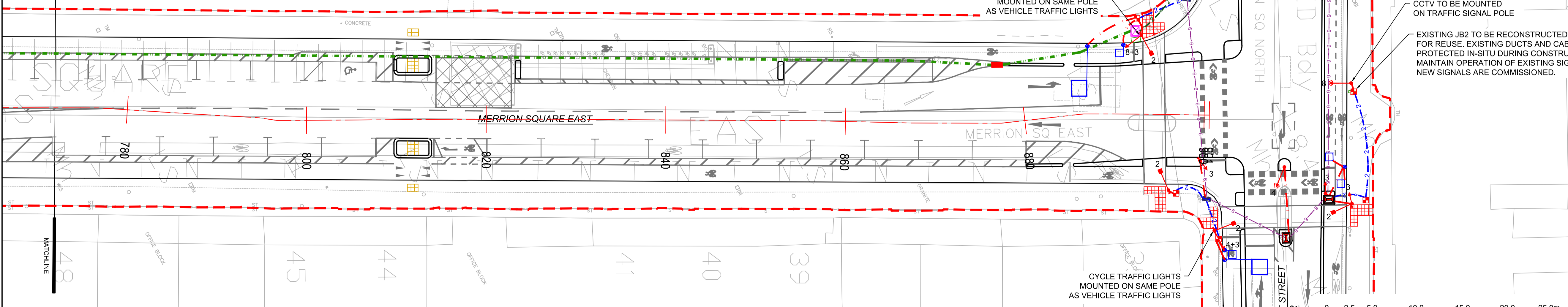
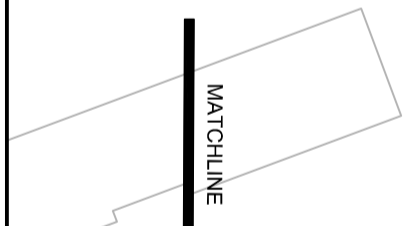
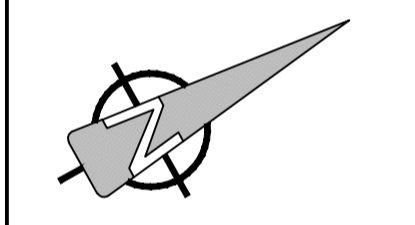


A PROPOSED TRAFFIC SIGNALS

900.6 Scale: 1:250

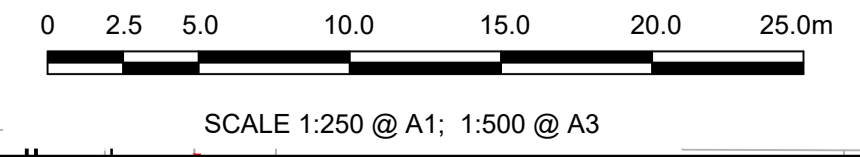
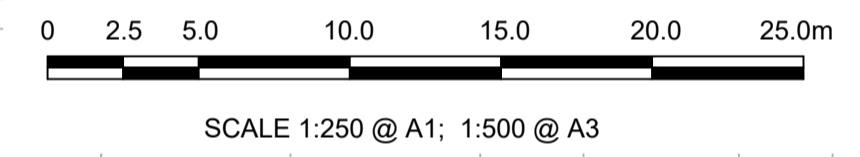
KEY:

# PROPOSED PRIMARY SIGNAL HEAD AND TYPE No. (REFER TO TRAFFIC SIGNAL HEADS SCHEDULE)	PROPOSED NAL LOOP BOX	PROPOSED JB4A CHAMBER
# PROPOSED SECONDARY SIGNAL HEAD AND TYPE No. (REFER TO TRAFFIC SIGNAL HEADS SCHEDULE)	PROPOSED SCATS INDUCTION LOOP	PROPOSED 1200x600mm CARRIAGEWAY CHAMBER. REFER TO STD-500-DC-018 FOR DETAILS.
PROPOSED PEDESTRIAN SIGNAL	PROPOSED SCATS INDUCTION LOOP FOR CYCLISTS	PROPOSED 600x600mm CARRIAGEWAY CHAMBER. REFER TO STD-500-DC-019 FOR DETAILS.
PROPOSED PEDESTRIAN DEMAND PUSH BUTTON UNIT	EXISTING MINI-PILLAR TO BE RETAINED	EXISTING TRAFFIC CHAMBER TO BE RE-USED
PROPOSED TRAFFIC SIGNALS POLE MOUNTED ON POLE RETENTION SOCKET	EXISTING MICRO-PILLAR TO BE RELOCATED	EXISTING COLT CARRIAGEWAY CHAMBER (TAKEN FROM COLT AS CONSTRUCTED DRAWINGS MM2252-AB001 & MM2252-AB002 - LOCATIONS ARE INDICATIVE)
PROPOSED 1x110 HDPE DUCT (TRAFFIC SIGNALS)	PROPOSED MICRO-PILLAR	EXISTING DCC SPARE DUCTING (TAKEN FROM COLT AS CONSTRUCTED DRAWINGS MM2252-AB001 & MM2252-AB002 - LOCATIONS ARE INDICATIVE)
PROPOSED 2x110 HDPE DUCT (TRAFFIC SIGNALS)	PROPOSED JB1 CHAMBER REFER TO TD-A-500-016 FOR DETAILS.	AREA PROVIDED BY THE EMPLOYER
PROPOSED 2x110 HDPE DUCT (FIBRE)	PROPOSED JB2 CHAMBER REFER TO TD-A-500-016 FOR DETAILS.	
PROPOSED 4x110 HDPE DUCT (FIBRE)	PROPOSED JB4 CHAMBER REFER TO TD-A-500-016 FOR DETAILS.	
PROPOSED 6x110 HDPE DUCT (2xFIBRE, 4xTRAFFIC SIGNALS)	PROPOSED JB4 CARRIAGEWAY CHAMBER REFER TO STD-500-DC-019, WITH DIMENSIONS ADJUSTED TO SUIT A JB4	
EXISTING SIGNAL CONTROLLER TO REMAIN IN PLACE		
PROPOSED SIGNAL CONTROLLER		
PROPOSED FIBRE TRANSMISSION CABINET		



B PROPOSED TRAFFIC SIGNALS

900.6 Scale: 1:250



PROJECT
 Fitzwilliam Cycle Route



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- TRAFFIC SIGNALS NOTES:**
- TRAFFIC SIGNAL DUCTS (CONTINUOUS LINE) ARE SMOOTH BORE 100MM DIA. HDPE (RED, MARKED 'TRAFFIC') EXCEPT WHEN DETAILED OTHERWISE. NUMBER OF DUCTS BETWEEN CHAMBERS IS INDICATED ADJACENT TO THAT DUCT RUN WITH A NUMBER.
 - TRAFFIC SIGNAL CONTROLLER TO BE SCATS COMPLIANT.
 - PLEASE REFER TO APPENDIX 12/5 OF THE SPECIFICATION FOR FURTHER DETAILS.
 - FOR SIGNAL HEAD CONFIGURATIONS, REFER TO APPENDIX 9A TRAFFIC SIGNALS MANUAL 2019.
 - FIBRE DUCTS (CONTINUOUS LINE) ARE SMOOTH BORE 100MM DIA. HDPE (GREEN, MARKED 'FIBRE') EXCEPT WHEN DETAILED OTHERWISE. NUMBER OF DUCTS BETWEEN CHAMBERS IS INDICATED ADJACENT TO THAT DUCT RUN WITH A NUMBER.
 - POSITION OF DUCTING, CHAMBERS, POLES AND INDUCTION LOOPS TO BE AGREED WITH SIGNALS CONTRACTOR, DCC TRAFFIC OFFICERS, AND EMPLOYER'S REPRESENTATIVE.
 - EXISTING TRAFFIC SIGNALS TO REMAIN OPERATIONAL UNTIL NEW SIGNALS ARE COMMISSIONED. EXISTING SIGNAL CABLES TO BE PROTECTED DURING THE WORKS.
 - TRAFFIC SIGNALS TO BE INSTALLED TO PROVIDE A MINIMUM LATERAL CLEARANCE OF 450MM FROM THE ADJACENT CARRIAGEWAY / CYCLEWAY EDGE. PUSH BUTTON UNITS TO BE INSTALLED WITHIN 500MM OF THE EDGE OF TACTILE PAVING.
 - DUE TO THE PRESENCE OF EXISTING SERVICES AND CELLARS, ONLY HAND-DIGGING WILL BE PERMITTED.

ISSUE/REVISION

I/R	DATE	DESCRIPTION
A	JUNE 2022	ISSUED FOR TENDER

KEY PLAN

PROJECT NUMBER
 60578028

SHEET TITLE
 PROPOSED TRAFFIC SIGNALS
 SHEET 3 OF 3

SHEET NUMBER
 60578028_DD-SHT_900.6

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