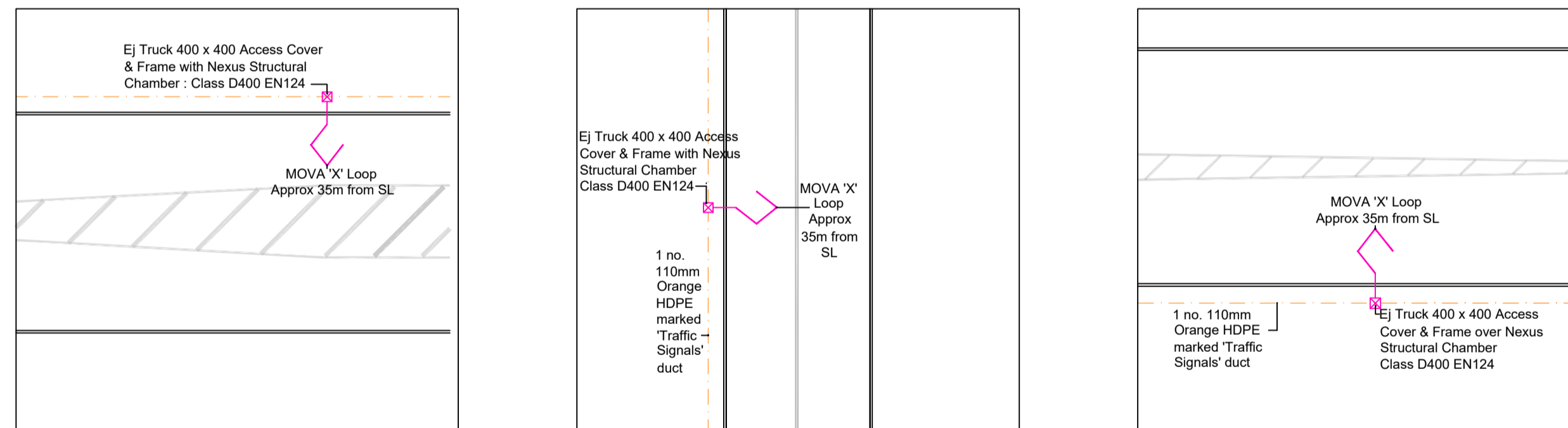


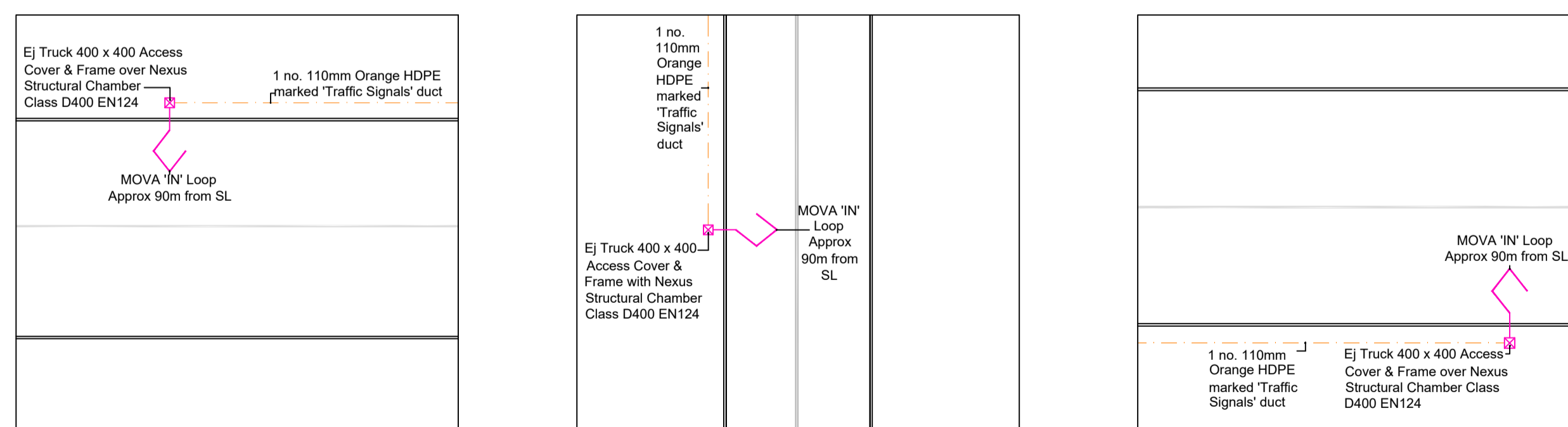
STANDARD JUNCTION LAYOUT
SCALE 1:100

- Traffic Signal Symbols**
- 114 mm Dia pre-drilled galvanised & plastic coated signal pole
 - LED Primary Signal Head
 - LED Secondary Signal Head
 - LED Primary Signal Head with Right Turn Filter Arrow
 - LED Secondary Signal Head with Right Turn Filter Arrow
 - LED Pedestrian Signal Head
 - Pedestrian Kerbside Detector
 - Prisma or approved equivalent Pedestrian Push Button Unit
 - Red tactile blister paving (400x400)
 - Advance Warning Signs
 - 110mm HDPE Orange Duct marked 'Traffic Signals'
 - IDS ELITE E214-5 B125 Composite Access Chambers & Covers or equal approved
 - EJ Truck 400 x 400 Access Cover & Frame over Nexus Structural Chamber Class D400 EN124 or equal approved
 - MOVA Inductive Loops - Exact locations to be agreed with Local Authority

- Notes:**
- Prior to commencement of development the type and location of junction shall be agreed with Local Authority's Traffic Management Section
 - All traffic signal installations shall run on Extra Low Voltage (ELV) with LED signals, push button units and detectors shall operate at a voltage of less than 50v
 - An Out-station Monitoring Unit (OMU) with Broadband modem shall be provided & configured with the Remote Monitoring System (RMS)/Urban Traffic Control (UTC) in-station at the Traffic Management Centre, Naas
 - All traffic signal works shall be undertaken by a Local Authority's approved contractor
 - A minimum clearance of 450mm from the carriageway edge shall be provided for all traffic signal equipment
 - Prisma ELV Push Button Units or approved equivalent with tactile & audio shall be provided, Push Button Units (PBUs) shall be located between 1.0m and 1.1m above footpath level
 - Traffic Signal and Pedestrian heads shall have a 2.1m minimum clearance above footpath level
 - No road crossings shall be constructed within the pedestrian crossing area
 - All tactile paving and footpath dishings shall be constructed in concrete bays
 - A clear footpath width of 1.2m minimum shall be maintained between any street furniture in the vicinity of the pedestrian crossing
 - A public lighting survey shall be submitted developer in accordance with Local Authority's Public Lighting Policy for Signalised Junctions. Local Authority's Public Lighting Section shall be required to approve the Public Lighting design for the junction prior to commencement of development
 - All Loop Positions to be agreed with Local Authority. Loops provided in accordance with Local Authority's requirements
 - The developer/main contractor shall be responsible for the application for and provision of an ESB power supply. All works to be carried out as per ESB requirements
 - The developer/main contractor shall submit ESB power supply details to Local Authority's prior to junction hand over. These details shall include pictures & location of Micro Pillar supply and relevant TMPRN for the unmetered supply
 - A 2.0m minimum separation distance shall be provided between the controller unit and micro-pillar
 - Advance Warning Signs may be required on all approaches to the junction. Sign types & locations shall be approved by Local Authority prior to commencement of development
 - All road markings and signage are to be provided in accordance with the Traffic Signs Manual and as agreed with Local Authority
 - All ducts shall be provided with a draw cord which shall be maintained on completion of the cable installation
 - All Traffic Signal chambers and covers in the immediate area of the junction shall be IDS ELITE Class B125 or approved equivalent
 - All remote chambers such as detector loop chambers shall be EJ 400 x 400 access covers & frames with Nexus Structural Chamber Class D400 EN124 or equal approved traffic signal chambers of road grade quality
 - Trenches in carriageway and footpath constructions generally shall be reinstated as a minimum standard in accordance with the document published by the Transport Infrastructure Ireland, May 2019
 - A concrete plinth shall be provided for the controller unit and micro-pillar



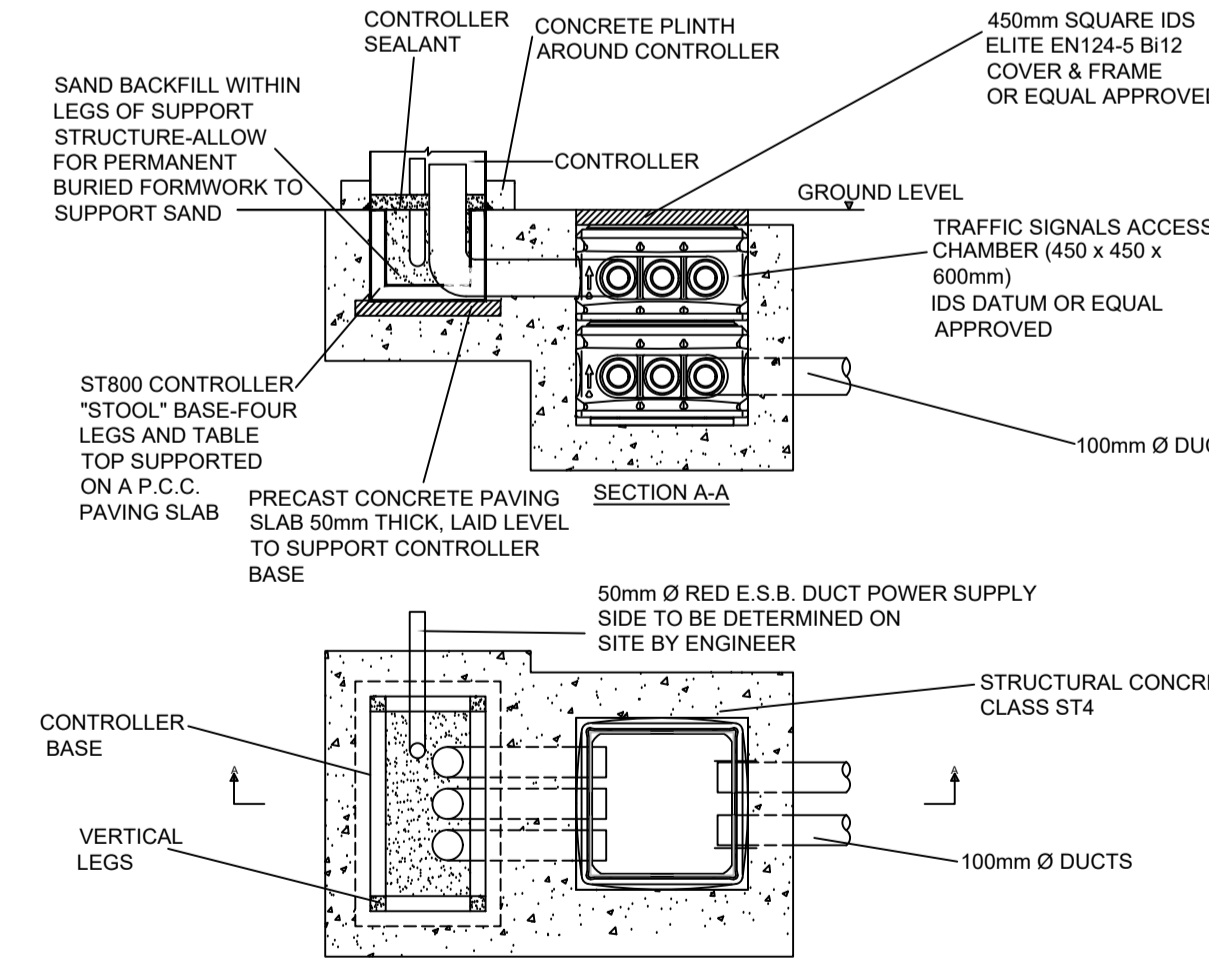
WEST APPROACH 'X' LOOP @ 35m | SOUTH APPROACH 'X' LOOP @ 35m | EAST APPROACH 'X' LOOP @ 35m



WEST APPROACH 'IN' LOOP @ 90m | SOUTH APPROACH 'IN' LOOP @ 90m | EAST APPROACH 'IN' LOOP @ 90m

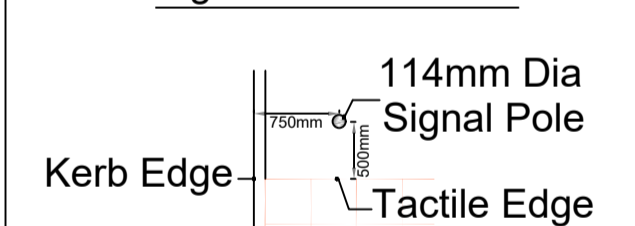
CONTINUATION OF APPROACH ROADS & TRAFFIC SIGNAL DUCT NETWORK
NTS

LOOP CABLE DETAIL THROUGH KERB

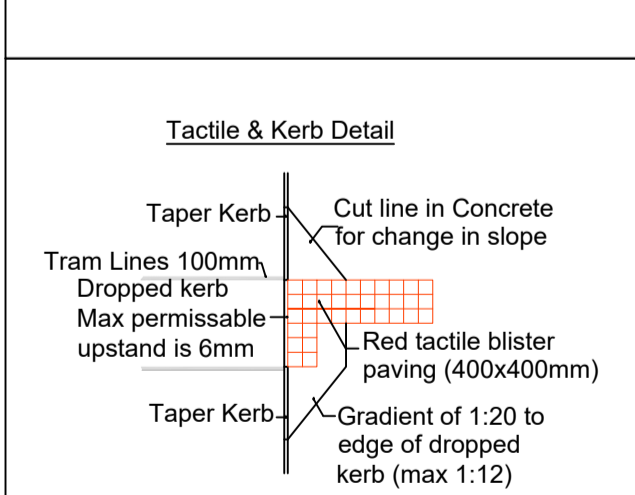


- NOTES**
- CONTROLLER BASES SHALL BE POSITIONED AND INSTALLED IN ACCORDANCE WITH THE RELEVANT SITE DRAWINGS AND AS DETERMINED BY THE ENGINEER.
 - SIGNAL CONTROLLER BASES VARY IN SIZE RELATIVE TO THE MANUFACTURER. ANY BASE SHALL BE INSTALLED USING A SIMILAR METHOD.
 - THE BASE UNIT SHOULD BE PLUMB. THE CONCRETE SHOULD BE TAMPED AROUND THE BASE, AND THE BASE SECURED AS REQUIRED, UNTIL THE CONCRETE HAS CURED.
 - THE VOID WITHIN THE LEGS OF THE BASE SHOULD BE BACKFILLED WITH COMPACTED SAND (TO B.S. 1199 & 1200), TO THE TOP OF THE BASE LEVEL. THE SURROUNDING SURFACE MATERIALS SHOULD BE REINSTATED TO MATCH EXISTING FOOTWAY LEVELS, TEXTURE AND TYPE. THE REINSTATEMENT SHALL BE INCLUDED IN THE COST OF THIS COMPLETE INSTALLATION.
 - DRAW CARDS SHALL BE INSTALLED IN ALL DUCTS/CONDUITS.
 - CONTROLLER BASE TO BE SUPPLIED BY THE TRAFFIC SIGNAL CONTRACTOR.

Signal Pole Location

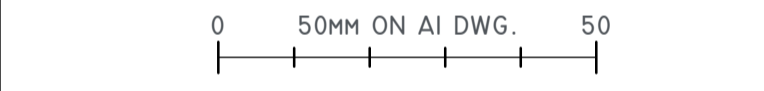


Tactile & Kerb Detail



GENERAL NOTES

- DO NOT SCALE THIS DRAWING. WORK ONLY TO FIGURED DIMENSIONS.
- FOR ALL RELEVANT NOTES, REFER TO STRUCTURAL AND CIVIL ENGINEERING PERFORMANCE SPECIFICATION.
- ANY DISCREPANCIES ARE TO BE REPORTED TO PINNACLE CONSULTING ENGINEERS IMMEDIATELY.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ENGINEERS, ARCHITECTS AND SUB-CONTRACTORS DRAWINGS AND DETAILS.



NO	ISSUED FOR PLANNING	RK	RK	02/09/24
REV	DESCRIPTION	BY	CHK	DATE

CLIENT: **CAPAMI LTD.**

PROJECT: **OLDCOURT LRD**

DRAWING TITLE: **MOVA JUNCTION LAYOUT**

PINNACLE CONSULTING ENGINEERS

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DRAWING STATUS			
PLANNING			
SCALE @ A1	DATE	DRAWN BY	CHECKED
AS SHOWN	OCT'23	RK	RK
DRG NO.			REVISION
P211102-PIN-XX-DR-D-152-SI			P02