

KEY

- NEW GREY 4m STRAIGHT TRAFFIC SIGNAL POLE IN NEW NAL SOCKETS (Installed by Civils Contractor)
- NEW GREY 2m STRAIGHT STUD POLE IN NEW NAL SOCKETS (Installed by Civils Contractor)
- CCTV COLUMN WITH SIGNAL HEAD
- NEW LED ELV PRIMARY SIGNAL HEAD
- NEW LED ELV SECONDARY SIGNAL HEAD
- NEW LED ELV PRIMARY (LEFT) SIGNAL HEAD
- NEW LED ELV SECONDARY (LEFT) SIGNAL HEAD
- NEW LED ELV PRIMARY (RIGHT) SIGNAL HEAD
- NEW LED ELV SECONDARY (RIGHT) SIGNAL HEAD
- NEW LED ELV PRIMARY (AHEAD) SIGNAL HEAD
- NEW LED ELV SECONDARY (AHEAD) SIGNAL HEAD
- NEW LED ELV PRIMARY SIGNAL HEAD WITH LEFT TURN ARROW ASPECT
- NEW LED ELV SECONDARY SIGNAL HEAD WITH LEFT TURN ARROW ASPECT
- NEW AGD 941 PUSH BUTTON WAIT INDICATOR WITH TACTILE UNIT
- NEW NEARSIDE PUFFIN DISPLAY WITH TACTILE UNIT
- NEW ELV SIGNAL CONTROLLER
- NEW NAL CARRIAGEWAY LOOP BOX (Installed by Civils Contractor)
- NEW VA LOOP
- NEW RECTANGULAR SCOOT LOOP
- EXISTING VA LOOP
- EXISTING RECTANGULAR SCOOT LOOP
- EXISTING DUCT CHAMBER
- TRAFFIC SIGNAL DUCT
- STOP LINE MVD
- PHOTO ELECTRIC CELL
- NO U-TURN UNIT
- ON-CROSSING DETECTION
- KERBSIDE MVD
- HALDO PILLER FOR ELECTRIC SUPPLY
- NUMBER AND SIZE OF DUCTS IN A RUN
- VMS SEAFRONT FLOOD DIVERSION SIGN
- LOUVERED HOODS REQUIRED ON AMBER AND GREEN ASPECTS

REVISIONS

no.	date	By	Checked	details

NOTES

no.	details
1.	All white lining to be laid in accordance with "The Traffic Signs Regulations and General Direction 2016".
2.	All equipment and installation are to be in accordance with the Appendix 12/5 Torbay Council (TC) Traffic Signal Installation Standards.
3.	All proposed road crossing chambers and controller inspection chamber to have composite and silt covers.
4.	All proposed ducting under the footway should have at least 450mm of cover. All proposed ducting under the carriageway or vehicle access should have at least 600mm cover.
5.	All proposed duct runs shall be straight from one access chamber to another. Ducts shall not be bent around other existing services. All duct shall be orange, 100mm in diameter, high density, smooth walled inside.
6.	6 no. of 100mm diameter ducts shall be laid between the controller inspection chamber and the controller cabinet base.
7.	NAL controller cabinet base will be installed. Base type will depend on the controller manufacturer. This must be agreed with Torbay CC.
8.	All duct chambers to be NAL stakka type.
9.	1 no. of 50mm diameter black duct to be laid between the controller and electric feeder pillar.
10.	1 no. of 50mm diameter grey duct to be laid between the controller and BT pillar.
11.	1 no. of 50mm diameter duct to be used at loop positions where under kerb ducts are used.
12.	Hard standing area to be built around the controller, the BT communication pillar and the electric feeder.
13.	The signal contractor will allow for up to six configuration changes post site commissioning within 12 months from commissioning, as requested by Torbay council signal engineer or representative.
14.	The signal contractor is required to remove the existing Westerno Ethernet extender, and safety store and re-install in new cabinet.
15.	The signal contractor is to reuse the existing communication cables between adjacent sites and commission into new controller.
16.	The signal contractor shall install a new Siemens Stratos LOGAS and connect to the controller.
17.	The existing UTC sign control cable is to be retained and reinstalled in the new controller cabinet.
18.	All proposed poles to be installed into a NAL RS115 pole retention socket.
19.	The lowest part of any signal head assembly including brackets to have a minimum clearance above the finished ground level of 2.4m.
20.	There shall be a minimum clearance of 450mm between the edge of the signal head and the edge of the carriageway, extension brackets to be installed to achieve this if required.
21.	Nearside indicators and push button control units are to be positioned at 25-30% to the kerb face; units on islands should be parallel to kerb edge unless otherwise agreed with Torbay council's signal engineer.
22.	Where two signal heads (twin) are positioned adjacent to each other on the same signal pole Contractor shall ensure the structural stability of signal pole and provide a base plate where necessary.
23.	All crossing to be installed accordance with BVPI 165. All existing drop kerbing and verges should be fully reinstated. Any obstructions to new crossing positions should be removed.
24.	The locations/sizes of all proposed loops are indicative and must be placed on site by a suitably trained engineer and shall be altered under the instruction of the Torbay Council traffic signals engineer.
25.	Final equipment positions to be agreed on site with the local highways signal engineer.
26.	This drawing to be read in conjunction with Risk Assessment and Technical Proposal of the scheme.

drawn

RDS

scale(s)


1:200 @ A1

checked


Checked By

date

21/07/2020



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SCHEME TITLE

GATEWAY SCHEME

NEWTON ROAD
WIDENING SCHEME
SHIPPHAY LANE TO LOWES BRIDGE

DRAWING TITLE

New Signals Layout
Shiphay Lane Junction
Section 2

Purpose

FOR TENDER

drawing number

8/6/11/3_1532

REV.

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