




- 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)
 - 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 TOUCAN COMBINED DISPLAY WITH TACTILE UNIT
 - NEW ELV SIGNAL CONTROLLER
 - NEW NAL CARRIAGEWAY LOOP BOX (Installed by Civils Contractor)
 - NEW DIAMOND MOVA LOOP
 - NEW RECTANGULAR MOVA LOOP
 - NEW DUCT CHAMBER (Installed by Civils Contractor)
 - EXISTING DUCT CHAMBER
 - EXISTING DUCT CHAMBER (TO BE ABANDONED)
 - EXISTING VA LOOPS (TO BE ABANDONED)
 - EXISTING SCOOT/QUEUE LOOPS
 - NEW TRAFFIC SIGNAL DUCT (Installed by Civils Contractor)
 - TRAFFIC SIGNAL DUCT
 - STOP LINE MVD
 - PHOTO ELECTRIC CELL
 - NO U-TURN UNIT
 - ON-CROSSING DETECTION
 - NUMBER OF DUCTS IN A RUN (IF GREATER THAN 1)
 - EXISTING PEDESTRIAN GUARDRAIL
 - PEDESTRIAN GUARDRAIL TO BE REMOVED (by Civils Contractor)
 - NEW PEDESTRIAN GUARDRAIL (Installed by Civils Contractor)

REVISIONS						rev.	drawing number
no.	date	By	Checked	details			
							8/16/68_100
NOTES							
no.	details						
1.	All white lining to be laid in accordance with "The Traffic Signs Regulations and General Direction 2019".						
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 anti slip 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 750mm 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 (smooth bore) to be laid between the controller and electric feeder pillar.						
10.	1 no. of 50mm diameter grey duct (smooth bore) to be laid between the controller and BT pillar.						
11.	1 no. of 50mm diameter duct (smooth bore) to be used at loop positions where under kerb ducts are used.						
12.	Signal heads located on poles at 500mm from carriageway will need to be side mounted or extension brackets will need to be installed to gain minimum clearance (or poles rotated 45deg).						
13.	Hard standing area to be built around the controller, the BT communication pillar and the electric feeder.						
14.	The signal contractor will allow for up to six configuration changes post site commissioning as requested by Torbay council signal engineer or representative.						
15.	The signal contractor is required to remove the existing Westernmo router, safety store and re-install in new cabinet.						
16.	The signal contractor is required to remove the existing Stratos UG405 OTU and associated wiring and re-install in new controller cabinet.						
17.	The signal contractor should arrange for the latest MOVA licence for the hardware platform.						
18.	All proposed poles to be installed into a NAL RS115DF to suit 740mm planting depth with manufacturers pole restraint system fitted and waterproof grommets at the pole/socket interface.						
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.	Nearside indicators and push button control units in main footways are to be positioned at 25-30% to the kerb face; unless otherwise agreed with Torbay Councils signal engineer.						
21.	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.						
22.	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.						
23.	The locations/sizes of all proposed loops are indicative and must be placed on site by a suitably trained engineer and shall be sited under the instruction of the Torbay Council traffic signals engineer.						
24.	Final equipment positions to be agreed on site with the local highways signal engineer.						
25.	This drawing to be read in conjunction with Risk Assessment and Technical Proposal of the scheme.						
26.	Loops must not be closer than 1.0m to carriageway ironwork.						
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SCHEME TITLE							
BROWNS BRIDGE ROAD MOVA UPGRADE							
DRAWING TITLE							
General Arrangement Proposed Signals and Loops Overview							
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