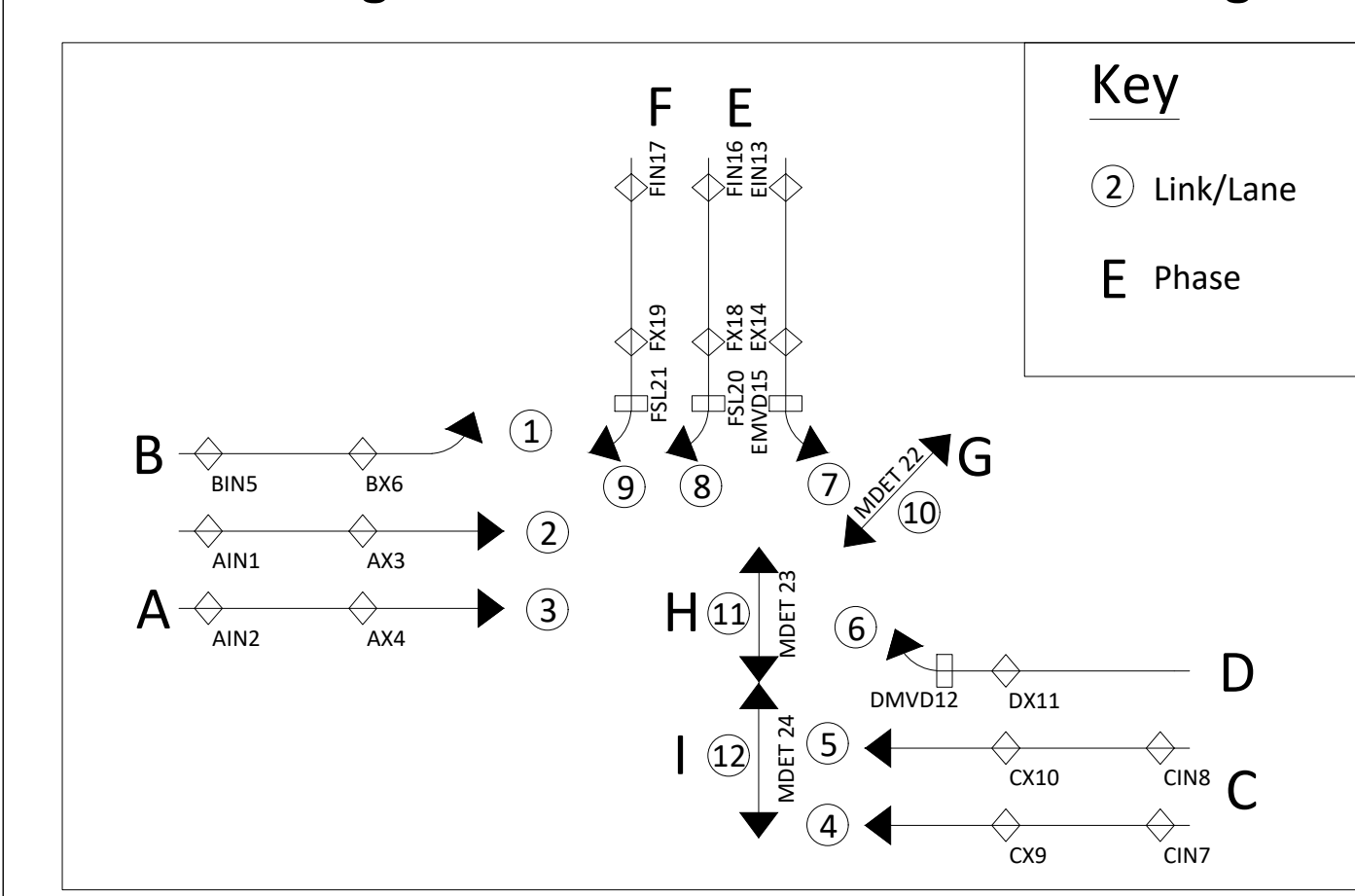
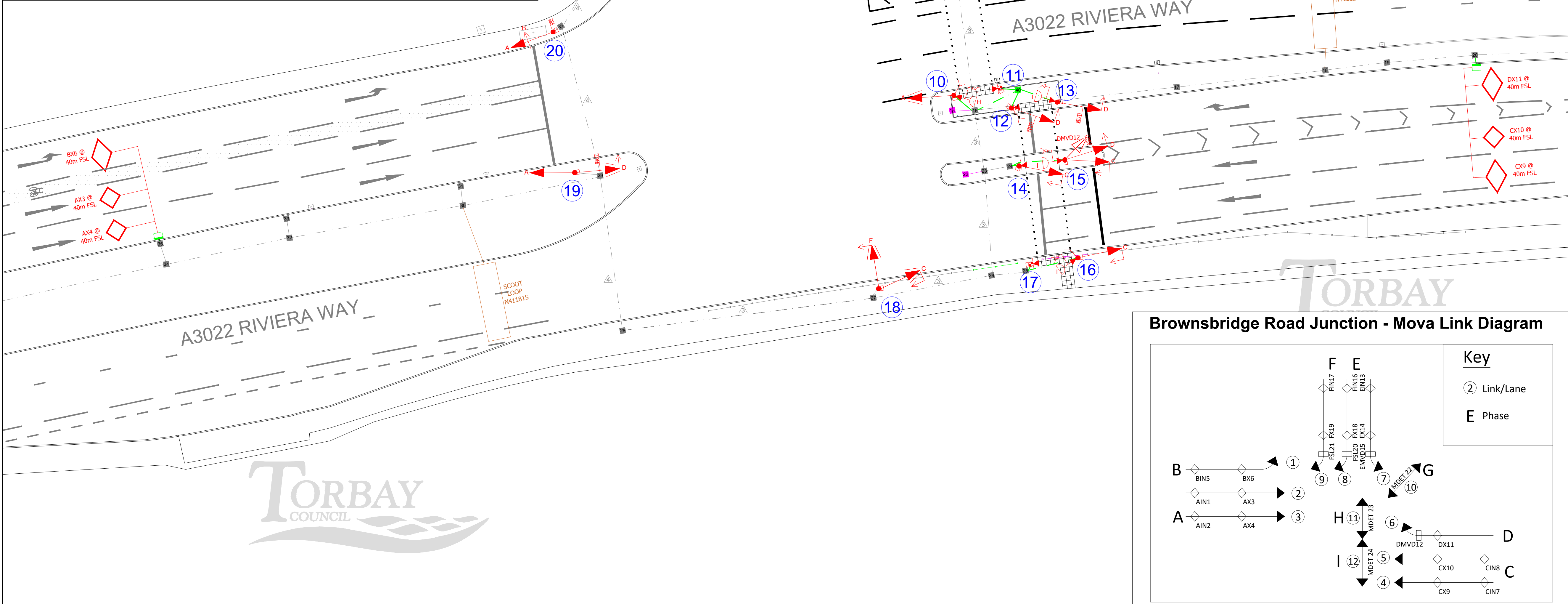
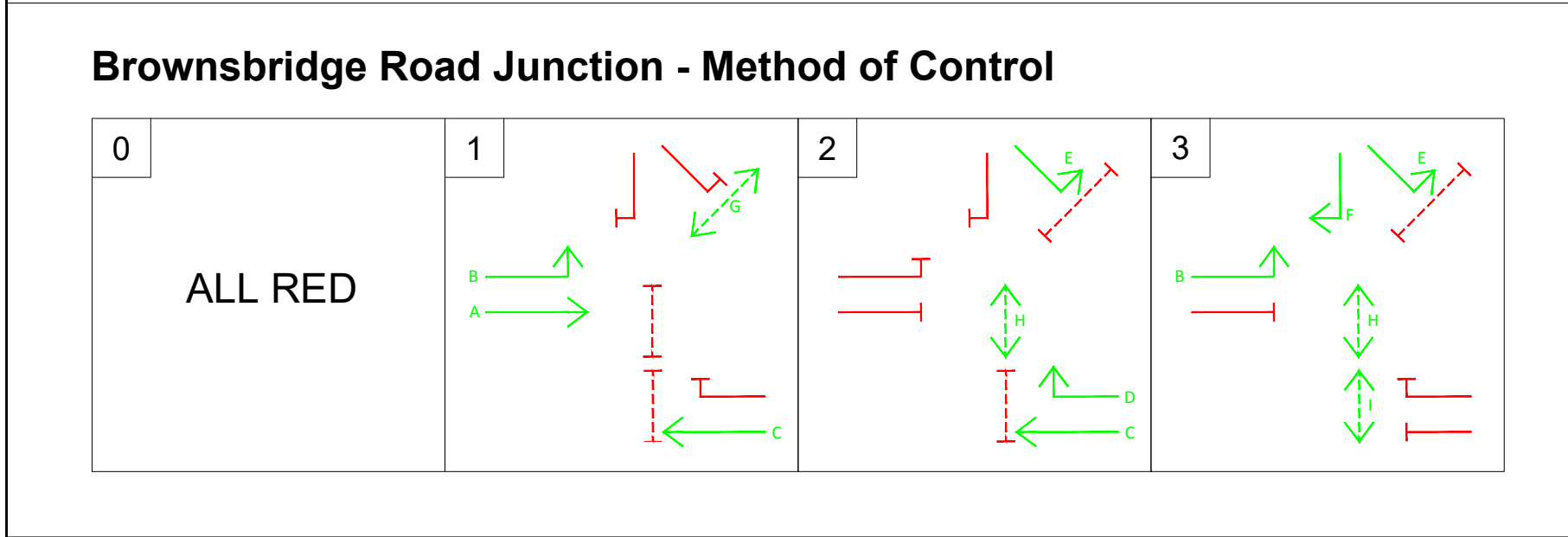


Detector I.D.	Distance from Stop line (m)	Phase Demand	Phase Extend	Loop distance from kerb or n/s lane	Loop distance from kerb or off/s lane	Shape	Loop Length (m)
AIN1	100			400	800	Diamond	1.8
AIN2	100			800	400	Diamond	1.8
AX3	40	A	A	400	800	Diamond	1.8
AX4	40	A	A	800	400	Diamond	1.8
BIN5	100			400	800	Diamond	1.8
BX6	40	B	B	400	400	Diamond	1.8
CIN7	100			400	800	Diamond	1.8
CIN8	100			800	400	Diamond	1.8
CX9	40	C	C	400	800	Diamond	1.8
CX10	40	C	C	800	400	Diamond	1.8
DX11	40	D	D	800	400	Diamond	1.8
DMVD12		D	D			n/a	
EIN13	65			400	800	Diamond	1.8
EX14	36	E	E	400	800	Diamond	1.8
EMVD15		E	E			n/a	
FIN16	65			800	800	Diamond	1.8
FIN17	65			400	800	Diamond	1.8
FX18	36	F	F	800	800	Diamond	1.8
FX19	36	F	F	400	800	Diamond	1.8
FSL20	2	F	F			Rectangle	2.5
FSL21	2	F	F			Rectangle	2.5

Detector I.D.	Distance from Stop line (m)	Phase Demand	Phase Extend	Loop distance from kerb or n/s lane	Loop distance from kerb or off/s lane	Shape	Loop Length (m)
AIN1	100			400	800	Diamond	1.8
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FIN16	65			800	800	Diamond	1.8
FIN17	65			400	800	Diamond	1.8
FX18	36	F	F	800	800	Diamond	1.8
FX19	36	F	F	400	800	Diamond	1.8
FSL20	2	F	F			Rectangle	2.5
FSL21	2	F	F			Rectangle	2.5

Brownsbridge Road Junction - Method of Control

0	1	2	3
ALL RED			



REVISIONS					REV.	I
no.	date	By	Checked	details		
					8/16/68	101
drawing number						
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 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 wall 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, skunka 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 Westermo rotor, safely 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 RS115DFD to suit 740mm planting depth with manhole/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 Council 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 according with BVP 165. All existing dog kerbing and verges should be fully reinstated. Any obstructions to new crossing positions should be removed.					
23.	The locations/sites 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 engineers.					
25.	This drawing to be read in conjunction with Risk Assessment and Technical Proposal of the scheme.					
26.	Loops must not be closer than 1.2m to carriageway ironwork.					
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drawn	RJW	scale(s)	1:200
checked	NW	date	01/08/19



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TOR HILL HOUSE TORQUAY, TQ2 5QW
TEL. 01803 208973 ; FAX. 01803 208976

 The logo for Torbay Council features the word "TORBAY" in a large, stylized serif font, with "COUNCIL" in a smaller, sans-serif font underneath. Below the text is a stylized graphic of a wave or a bridge structure.	
SCHEME TITLE	
BROWNS BRIDGE ROAD MOVA UPGRADE	
DRAWING TITLE	
Proposed Signals and Loops Page 1 of 2	
<i>drawing number</i>	<i>rev.</i>
8/16/68_101	-