



TYPICAL PLAN VIEW

NOTES:

- ALL CONDUITS SHALL BE LOCATED TO A DEPTH OF 1.0m (MIN) BELOW FINISHED GRADE WITH THE EXCEPTION OF LOOP ELECTRICAL CHAMBER CONNECTIONS AND SITE SPECIFIC SITUATIONS APPROVED BY THE CONTRACT ADMINISTRATOR. CONDUIT JOINTS SHALL BE MADE WITH THE USE OF SLEEVES WHICH PERMIT A SMOOTH JOINT BETWEEN CONDUITS. ALL JOINTS SHALL BE MADE WATERPROOF BY MEANS OF COUPLERS & WATERPROOF SEALANTS.
- WHERE TWO OR MORE CONDUIT RUNS ARE TO BE INSTALLED BESIDE EACH OTHER, THE CONTRACTOR SHALL PLACE THE CONDUIT RUNS IN THE SAME TRENCH.
- WHERE A 50mm CONDUIT RUNS PARALLEL TO A 100mm CONDUIT, THE STREET LIGHT CABLES SHALL BE PLACED IN THE 50mm CONDUIT AND THE TRAFFIC SIGNAL CABLES SHALL BE PLACED IN THE 100mm CONDUIT.
- THE CONTRACTOR SHALL LEAVE 1.5m (MIN) SLACK OF EACH TYPE OF CABLE IN EVERY ELECTRICAL CHAMBER LOCATION.
- PLACE No. 10 ANNEALED FISH WIRE OR EQUAL STRENGTH POLYLINE THROUGH EVERY CONDUIT.
- ALL 460mm ELECTRICAL CHAMBERS SHALL BE CONSTRUCTED WITH AT LEAST 2 STUB-OUTS EACH OF 100mm AND 50mm RIGID P.V.C. (SCEPTER OR APPROVED ALTERNATE), RESPECTIVELY. ELECTRICAL CHAMBERS ON THE APPROACH CORNERS SHALL BE CONSTRUCTED WITH A STUB-OUT OF 50mm RIGID P.V.C. (SCEPTER OR APPROVED ALTERNATE) FOR FUTURE LOOP INSTALLATIONS.
- ALL RIGID P.V.C. PIPE SHALL MEET OR EXCEED C.S.A. STANDARD C22.2 NO. 211.2.
- SUBSURFACE INSTALLATION OF CONDUIT SHALL CONFORM TO LATEST O.P.S.D. MANUAL.
- A CONTINUOUS 'GROUND LOOP' (WIRE SHALL BE #6 GAUGE RWU GREEN CABLE) SHALL BE INSTALLED ALONG WITH THE TRAFFIC SIGNAL CABLES CONDUIT GOING AROUND THE INTERSECTION. POLES, ELECTRICAL CHAMBERS, POWER SUPPLY AND THE CONTROLLER SHALL BE GROUNDED TO THIS 'GROUND LOOP'.
- APPROVED CAPPING SHALL BE USED ON ALL UNUSED CONDUITS FOR FUTURE USE.
- THE ELECTRICAL CHAMBER BY THE CONTROLLER CABINET SHALL BE 600mm OR AS PER CONTRACT
- WHERE A PEDESTRIAN POLE OR AN '8315 POLE' IS USED THE CONDUIT GOING INTO THE POLE SHALL BE A 75mm RIGID P.V.C. CONDUIT OR APPROVED EQUAL.
- TRAFFIC SIGNAL LAYOUT SHALL BE AS PER CONTRACT DRAWINGS, BUT NECESSARY FIELD MODIFICATIONS SHALL BE MADE TO MEET OTM BOOK 12.
- ANY LAYOUT CONCERNS MUST BE APPROVED BY THE CONTRACT ADMINISTRATOR.
- TRAFFIC SIGNAL DESIGN SHALL TAKE INTO ACCOUNT AND APPLY REQUIREMENT SET FORTH BY THE ACCESSIBILITY FOR ONTARIANS WITH DISABILITIES ACT, 2005, (ONTARIO REGULATION 413/12). IF PEDESTRIAN POLE CANNOT BE PLACED WITHIN 1.5m (MEASURED FROM FACE OF POLE BASE TO BACK OF CURB), DUE TO SAFETY REASONS, A MAXIMUM OF 2.5m WILL BE TOLERATED.
- UTILITIES MUST FOLLOW DAYLIGHTING AT INTERSECTIONS TO ALLOW CLEARANCE FOR TRAFFIC SIGNAL INFRASTRUCTURE.

ALL DIMENSIONS IN mm UNLESS OTHERWISE NOTED



BRAMPTON
Flower City

TRAFFIC SIGNALS
TYPICAL INTERSECTION LAYOUT
TRAFFIC DETAILS - SERIES 400

APPROVED:
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ORIGINAL:
NOV. 1993

REV. 7

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