

- Red Violation Camera Loops and foundations locations
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- Grades for system conduits (ducts) and location of system detectors
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Phasing information should be used as a guide in determining which phases and interval sequences shall be provided at a specific location. New signals should be synchronized with the existing Arterial Progression System and/or the Central Computer Control System at the Traffic Computer Center.

All traffic signals and associated equipment shall be in accordance with the Standard Specifications. Any variance relating to equipment type or performance shall be approved in writing by the Abu Dhabi Municipality.

### 902.02 SIGNALS, POLES, AND CONTROLLERS

Only mast arm signal poles as per the standard drawings shall be utilized. Combination mast arm signal and lighting poles or poles with multiple mast arms will not be used. All signal lenses shall be 30 cm including arrow lenses. All signal heads shall be pole or mast-arm mounted. Span-wire mounted signals will not be used.

Pedestrian signals will normally be installed in pedestrian pylons. Where appropriate, pedestrian signals shall be installed on the traffic signal pole, on a street light pole, or on a separate 3.2 m pole. Pedestrian signals will have two signal sections with 30 cm lenses. The graphic symbols for 'WALK' and 'DON'T WALK' shall be used. When illuminated, the DON'T WALK indication (hand palm) shall be red, and the WALK indication (man walking) shall be green.

A signal head shall be comprised of one signal face only. Typical signal locations shall be as follows:

1. A minimum of one signal face shall be provided for each separate vehicular movement and a minimum of two signal faces shall be provided for each through or major movement.
2. Vehicular signals shall be placed in such a way so as to provide clear visibility to approaching traffic. They shall be located no less than 12 m or no greater than 35 m beyond the stopline.

Supplemental signal heads shall be used only when warranted, and after a detailed study of the location is conducted.

There shall be one eight-phase, dual ring, single entry, fully actuated microprocessor based controller per intersection interconnected with existing systems as required. The controller shall be equivalent to a menu-driven NEMA type controller with LCD display capable of operating in a closed loop coordination system.

Signal control details including signal plans and all traffic signal parameters for signal controller operation at an intersection/interchange shall be provided. A note shall be included on the plans and specifications stating that the control cabinet is to be wired with the same phase number designations as shown on the plans.

Traffic signal systems shall include inductive loop detectors with adequate size, shape and number of turns to provide proper actuation. Loop detectors in bridge decks will normally utilize preformed loop detector material. Saw cutting of detector loops in newly poured bridge decks will not be permitted. Detector loops so located shall be cast integral with the bridge deck.

Separate loop wires for each loop shall be provided. There shall be a splice to connect the loop wires to the lead-in cable in the curbside pullbox. This lead-in cable shall be terminated at the detector amplifier in the local intersection controller. There shall be no splices in the lead-in cable.