

SECTION 10 – ROADWAY LIGHTING AND TRAFFIC SIGNALS

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10.01 ROADWAY LIGHTING

.1 Lighting Levels for Standard Roadways, Intersections, and Traffic Circles:

- (a) Roadways, bikeways and pedestrian walkways shall be illuminated for nighttime safety and comfort of motorists, cyclists and pedestrians.
- (b) Required roadway illuminance levels and uniformity ratios are listed in Table 1 below. Calculations shall be undertaken using the illuminance method in the most current edition of the ANSI/IESNA RP-8 – Roadway Lighting standard practices. ~~Road Street~~ classifications are described in Section 8.0 – Transportation []. (REVISE? TBD 2025) ~~(REVISED MAY 2020)~~
- (c) Sidewalks, bike paths and multi-use paths are to be illuminated as indicated in Table 1. If the roadway lighting does not light pedestrian and cycling areas adequately, supplemental lighting poles or additions to the roadway lighting davit (mounted to the shaft or on a separate arm) may be required. ~~(REVISED MAY 2020)~~
- (d) Required sign illuminance levels and uniformity ratios shall be in accordance with the most current edition of the ANSI/IESNA RP-19 – Roadway Sign Lighting.
- (e) The term 'conflict' refers to areas where vehicle-to-vehicle or vehicle-to-pedestrian conflicts may occur as defined in IESNA RP8. ~~(REVISED MAY 2020)~~
- (f) Illumination levels for intersecting roadways shall be the sum of the minimum averages of each roadway with the lowest minimum uniformity ratio from the intersecting roadways. This higher lighting zone shall be extended to include the conflicts resulting at crosswalks, sidewalks, bike paths, and multi-use paths. Intersections of roadway lanes with other roadway types are exempt from this requirement. (REVISE? TBD 2025) ~~(REVISED MAY 2020)~~
- (g) The maintained average horizontal illuminance level, average to minimum uniformity ratios and roadway classification for each roadway shall be noted on the Design Drawings.
- (h) Pedestrian Area Classification level shall be as directed by the City or as determined by the Engineer. ~~(REVISED MAY 2020)~~

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TABLE 1

Road Street Classification (REVISE? TBD 2025)	Maintained (*) average horizontal illumination level to meet or exceed (lux)			Average to minimum uniformity ratio not to exceed
	High Pedestrian Conflict Area	Medium Pedestrian Conflict Area	Low Pedestrian Conflict Area	
Arterial	18	14	14	3:1
Collector	12	9	6	3:1
Local	9	7	4	6:1
Sidewalks, Paths, Bike Facilities	10	5	4	6:1
Lane	4	4	4	6:1

(*) Maintained levels shall include a total Light Loss Factor (LLF) of 0.85 as discussed in Table 4.

.2 Lighting Levels for Roundabouts:

- (a) Due to the unique geometry of roundabouts, these intersections involve additional lighting requirements and should be designed in accordance with the principles of Transportation Association of Canada *Guide for the Design of Roadway Lighting*.
- (b) Each approach to a roundabout shall be illuminated in accordance with Section 10.01.1 [→] for a distance of 80 m from the roundabout.
- (c) The area within the intersection shall have a horizontal illuminance level and uniformity in accordance with Section 10.01.1 [→].
- (d) Each crosswalk in the roundabout shall have a minimum vertical illuminance level for the direction of on-coming traffic that is equivalent to the minimum horizontal illuminance level for the intersection.
- (e) Vertical illuminance may sometimes be more efficiently achieved with lower pole heights. As such, 7.6 m poles should be considered for these applications.

.3 Lighting Levels for Mid-Block Crosswalks:

- (a) Mid-block crosswalks can present a higher risk to pedestrians than crosswalks at intersections as drivers may not expect pedestrians at these locations. As such, these crosswalks involve additional lighting requirements and should be designed in accordance with the principles Transportation Association of Canada *Guide for the Design of Roadway Lighting*.
- (b) The area within the crosswalk shall have a horizontal illuminance level and uniformity in accordance with Section 10.01.1 [→].
- (c) The crosswalk shall have a minimum vertical illuminance level for the direction of on-coming traffic of 20 lux for low pedestrian conflict, 30 lux for medium pedestrian conflict, and 40 lux for high pedestrian conflict.

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(d) Vertical illuminance may sometimes be more efficiently achieved with lower pole heights. As such, 7.6 m poles should be considered for these applications.

.4 Lighting Levels for Cul-De-Sacs:

- (a) Due to the geometry of cul-de-sacs, maintaining minimum illuminance levels and uniformity commonly results in overlighting the area and excessive light pollution. Due to the reduced traffic and low travel speeds at cul-de-sacs, the requirements are relaxed at these locations.
- (b) Lighting levels for a cul-de-sac shall be considered to be met with a single streetlight pole, with the same luminaire and height as the remainder of the street, placed within 5 m of the beginning of the cul-de-sac curve.

.5 Luminaire Pole Spacings:

- (a) Spacing and location of poles shall be governed by **roadway** width, **road** **roadway** configuration, intersecting property lines, luminaire photometrics, mounting heights and required illumination levels. In addition maintaining clearances to overhead BC Hydro power lines in accordance with the *Canadian Electrical Code*, WorkSafeBC, BC Hydro Standards, and the *BC Electrical Safety Act* shall also govern pole spacing. *(REVISE? TBD 2025)*
- (b) Generally, poles shall be arranged in a one sided or staggered spacing based on the **road** **street** classifications listed in Table 2. In circumstances where overhead BC Hydro power lines are in conflict with streetlight poles, one sided spacings may be considered if the required illumination level and uniformity ratios can be achieved. Alternate pole spacings shall meet the **approval** of the **City Engineer**. *(REVISE? TBD 2025)*
- (c) Where possible locate poles on property lines to avoid driveway conflicts.
- (d) Streetlight poles shall be offset as shown on the "Typical Cross Section Standard Drawings" in Section 8.0 – Transportation [REvised May 2020]
- (e) Where the posted travel speed for the roadway exceeds 60km/h, poles should be placed outside of the Clear Zone. If absolutely necessary, poles located within the Clear Zone shall be equipped with frangible or breakaway bases in accordance with the ~~Ministry of Transportation and Infrastructure~~ **Ministry of Transportation and Transit** *Electrical and Traffic Engineering Manual*. The Clear Zone shall be specified by the *TAC Geometric Design Guide for Canadian Roads*, current edition, unless **approved** by the **City Engineer**. *(REVISE? TBD 2025)*

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TABLE 2

Read Street Classification (REVISE? TBD 2025)	Pole Arrangement
Arterial	Staggered or Opposite
Collector	Staggered
Local	One Sided
Lane	One Sided
Walkway	One Sided

(REVISED MAY 2020)

.6 Luminaire types, Pole types and Lumen Outputs:

- (a) Luminaire types, pole types and lumen outputs are as listed in Table 3.
- (b) Where tying into an existing system or area luminaire types, wattages and mounting heights should match those previously installed except that LED luminaires shall be used where existing HPS luminaires are present.
- (c) LED luminaires shall have a colour temperature of 3,000 K or 4,000 K. Refer to Table 3 to determine which colour temperature is required for specific street classifications. Note the following: *(REVISE? TBD 2025)*
 - (i) Intersections between two roadways with differing colour temperatures shall be lit with the higher of the colour temperatures. *(REVISE? TBD 2025)*
 - (ii) Sidewalk, Bike Path, Multi-Use Path, and Walkway colour temperature shall match corresponding roadway colour temperature. *(REVISE? TBD 2025)*
 - (iii) Colour temperature for Local roadway shall match surrounding fixtures where possible but default to 4,000 K when no existing LED fixtures are present. *(REVISE? TBD 2025)*
- (d) The City may overrule this prescribed colour temperature selection procedure **on a case-by-case basis based on specific neighborhood requirements.** *(REVISE? TBD 2025)*
- (e) Luminaire manufacturers, model numbers, wattages, distributions, voltage, Northing, Easting and elevation shall be noted on the Design Drawings. Refer to Section 1.0 Standard Drawing No. G7 [].
- (f) Luminaires shall be listed on the City of Nanaimo **Approved Product List** [].

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TABLE 3

Road Street Classification (REVISE? TBD 2025)	Colour Temp.	11.0 m High Davit Pole (*) with Flat Glass Luminaire	9.0 m High Davit Pole with Flat Glass Luminaire	7.5 m High (or Lower) Davit Pole (**) with Flat Glass Luminaire	4.5 m High Post Top Pole with Post Top Luminaire
Arterial	4,000K	15,500 to 18,000 lumens, LED	9,000 to 103,500 lumens, LED	-	-
Collector	4,000K	15,500 to 18,000 lumens, LED	9,000 to 130,500 lumens, LED	-	-
Local	3,000K/ 4,000K		4,900 to 6,100 6,000-7,300 lumens, LED	6,000-7,300 4,900 to 6,100 lumens, LED	4,500 to 5,500 3,500-4,700 lumens, LED
Sidewalks, Bike Paths, Multi-Use Paths, Walkways (Back light or separate 3.05 m pole)	3,000K/ 4000K		2,500 to 5,500 1,300-2,500 to 5,500 lumens, LED	1,300-2,700 2,500 to 5,500 lumens, LED	1,300-2,700 2,500 to 5,500 lumens, LED
Lane	3,000K		4,900 to 6,100 lumens, LED Equivalent	4,900 to 6,100 lumens, LED	3,500-4,700 4,500 to 5,500 lumens, LED

(REVISED MAY 2020) (REVISE? TBD 2025)

(*) With the exception of 4 lane roadways, 11.0 m poles shall be avoided where possible and only be used with approval from the City Engineer. (REVISE? TBD 2025)

(**) For use to avoid conflicts with overhead powerlines or on local streets or lanes. In all cases the use of davit poles less than 9.0 m must meet the approval of the City Engineer. If a 6.7 m pole cannot be installed due to conflicts with overhead powerlines, then junction boxes may be installed in place of new street light poles (for future installation of poles) with prior approval from the City Engineer.

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.7 Lighting Calculations:

(a) Lighting calculations are based on the illuminance methods described in *ANSI/IESNA RP-8 Roadway Lighting*. Lighting calculations shall be done using a computer lighting program designed to carry out the required calculations and the luminaire manufacturers IES formatted photometric files. The IES photometric files for the **City approved** luminaires are available in electronic format, through the luminaire manufacturers.

(b) Grid spacing for walkways or bikeways shall be maximum 1 m.

(c) Lighting calculations shall be based on maintained levels using initial rated lamp lumens and the total light loss factor (LLF) of 0.79. Refer to *Table 4* for the factors included in the LLF. The LLF shall be considered as the total maintenance factor.

TABLE 4

Lamp Lumen Depreciation (LLD) ⁽¹⁾	Luminaire Dirt Depreciation (LDD) ⁽¹⁾	Luminaire Component Depreciation (LCD) ⁽²⁾	Equipment Factor (EF) ⁽³⁾	Total Light Loss Factor (LLF)
0.90	0.94	1.00	1.00	0.85

Notes

(1) Based on a 4 year maintenance cycle

(2) Degradation of the luminaire optics

(3) Effect of ambient temperature on the luminaire including the driver and light source factors

LLF = LLD x LDD x LCD x EF

(REVISED MAY 2020)

(d) A PDF of the lighting calculations shall be submitted to the **City** along with the Design Drawings if requested. Refer to Section 1.07 Ornamental Street Lighting Traffic Control Signals, Hydro, Phone, Gas and Cablevision Fibre Optics (Commercial and Private) for design drawing requirements.

10.02 TRAFFIC SIGNALS

.1 Traffic signal controllers and cabinets and siren pre-emption equipment shall be supplied through the **City** of Nanaimo.

.2 For development projects requiring traffic signals the cost for the design and the supply of traffic signal systems including all related signs, structures, controllers, signal pre-emption and related equipment shall be borne by the Developer.

.3 Traffic signals shall be designed in general accordance with Sections 402.6 of the ~~Ministry of Transportation and Infrastructure~~ **Ministry of Transportation and Transit Electrical and Traffic Engineering Manual**, except that the **City** of Nanaimo uses NEMA phase designations as opposed to the Ministry movement designations (i.e.; A1, A2, B1, etc.). **(REVISE? TBD 2025)**

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.4 Traffic signal designs shall also conform to the British Columbia Motor Vehicle Act and the Uniform Traffic Control Devices for Canada.

10.03 CONDUIT

- .1 Conduits shall be parallel or perpendicular to the roadway, and routed to run in a direct line between adjacent poles or junction boxes. Street lighting conduits shall be run under sidewalks, unless otherwise noted.
- .2 There shall be a maximum 2 - 90° bends in a conduit run. Where this cannot be avoided junction boxes shall be used as noted under Section 10.04 – Junction Boxes [→].
- .3 Street lighting conduit shall be minimum 38 mm diameter.
- .4 ~~Where conduit(s) cross an existing road, they shall be installed by horizontal directional drilling to avoid cutting pavement and interrupting traffic. Prior to specifying drilling confirm soil condition will accommodate drilling. (REVISE? TBD 2025)~~

10.04 JUNCTION BOXES

- .1 Large round plastic junction boxes shall generally be used as follows:
 - (a) where the maximum number of 90° bends in a conduit run is exceeded.
 - (b) where branch conduit runs are required.
 - (c) in conduit runs over 100m.
 - (d) at service panels.
 - (e) at post mounted flashers.
- .2 Rectangular plastic junction boxes shall be used in narrow traffic islands where a round box will not fit.
- .3 Concrete junction boxes shall be used next to traffic signal controllers and in driveways only.
- .4 Junction boxes in roadways should be avoided at all times. If absolutely required in a roadway, the junction box shall be a custom concrete box with an H20 dynamic rated riser and ductile iron manhole lid. Custom concrete junction boxes shall meet the approval of the City Engineer.

10.05 CONDUCTORS

- .1 For the purpose of standardization and to accommodate future expansion, street lighting conductors shall be No. 4 AL RW90 and No. 6 AL RW90 bond. The use of alternate conductor sizes will require the approval of the City Engineer.

10.06 SERVICE EQUIPMENT

- .1 The designer shall confirm service locations with BC Hydro.

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- .2 Street lighting systems are controlled with a lighting contactor and photocell. The photocell shall be located on the luminaire nearest the service panel.
- .3 Service panels for street lighting systems shall have a ~~60A~~ —2P breaker (30 A for Local roadways, 60 A for all other roadways), contactor and photocell bypass switch and shall be mounted in a service base as shown on Standard Drawing No. E-10.1 [] and wired as shown on Standard Drawing No. E-10.2 and Standard Drawing No. E-10.3 []. (REVISE? TBD 2025)
- .4 Where possible traffic signal and street lighting systems shall be fed from the same service panel. The combination street lighting and traffic signal service panel shall have a metered 100 A –2P main breaker, sub-breakers, contactor, photocell bypass switch and where required a flasher control unit. The service panel shall be mounted in a service base of on the side of the traffic controller. Refer to Standard Drawings No. E-10.1 [], E-10.3 [], E-10.4 [], and E-10.5 [] for details. (REVISE? TBD 2025)
- .5 All services shall be 120/240V single phase, 3 wire. Alternate service voltage must meet the approval of the City Engineer.

10.07 CONCRETE BASES

- .1 The ~~Civil Engineer~~ Professional of Record shall assess the existing soil conditions at the proposed concrete base installations to determine if modifications to the standard drawings are required. The ~~Civil Engineer~~ Professional of Record shall report sub-standard soil conditions to the Professional of Record an Electrical Engineer for integration into the electrical design. (REVISE? TBD 2025)
- .2 The ~~Engineer~~ Professional of Record shall submit for approval by the City Engineer, the design modifications to the standard drawings that are required to meet the existing soil conditions. (REVISE? TBD 2025)
- .3 Avoid running more than two conduits into a streetlight pole base. Where this situation cannot be avoided a junction box shall be used.
- .4 When selecting pole base locations search out proposed or existing utility locations to avoid conflicts.

10.08

-NOT USED-

SECTION 10 – ROADWAY LIGHTING AND TRAFFIC SIGNALS SPECIFICATIONS

10.20 SCOPE

- .1 This specification refers to the materials for street lighting and traffic installations. Only those products **approved** by the **City Engineer** and listed on the **City** of Nanaimo **Approved** Product List **1** will be accepted for installation. When the **City** of Nanaimo **Approved** Product List **1** does not list a product, the **Ministry of Transportation and Infrastructure's Ministry of Transportation and Transit** Recognized Product List shall be referenced. Only those products **approved** by the **City Engineer** will be accepted for an installation. **(REVISE? TBD 2025)**
- .2 All materials shall be new unless otherwise noted.
- .3 All material shall meet or exceed the *Canadian Electrical Code Requirements* and Canadian Standards Association Standards, where applicable, and are subject to the **approval** of the Electrical Safety Branch **Inspector** prior to installation.
- .4 All similar items of materials shall be of one type and from the same manufacturer.
- .5 Unless otherwise noted, the following materials shall be supplied by the **City** of Nanaimo at the Developers expense:
 - (a) Traffic Controllers/Cabinets;
 - (b) Padlocks;
 - (c) Siren pre-emption systems; and
 - (d) Street light pole locking handhole covers.

10.21 CONDUIT

- .1 Exposed Conduit:
 - (a) All exposed conduit shall be rigid steel unless otherwise noted on the Standard Drawings.
 - (b) Rigid steel conduit shall be hot-dipped galvanized and shall conform to CSA C22.2 No. 45.
 - (c) Rigid steel conduit clamps and fitting shall be hot dip galvanized.
 - (d) All rigid conduit ends shall be reamed and all necessary bushings, locknuts, elbow and bends shall be provided.
 - (e) All joints shall be made with threaded couplers.
- .2 Buried Conduit:
 - (a) Buried conduit couplings, adaptors, bends and fittings shall be rigid unplasticized PVC.
 - (b) Rigid PVC conduit shall conform to CSA C22.2 No. 211.2.
 - (c) Rigid PVC couplings, adaptors, bends and fittings shall conform to CSA C22.2 No. 85.
 - (d) Only factory conduit bends are acceptable.
 - (e) Conduit cement shall be CSA certified type.

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- (f) Each standard length of conduit, couplings, adaptors, bends and fittings shall bear a CSA certification label.
- .3 Concrete for conduit encasement shall conform to Section 11.0 – Cast In Place Concrete Works [\[\]](#). Concrete encasement will only be required where specifically noted on the Contract Drawings or where directed by the [City Engineer](#). [\(REVISE? TBD 2025\) \(REVISED MAY 2020\)](#)
- .4 In locations with concrete encasement is not required, bedding sand shall be used in accordance with Section 4.0 – Trench Excavation, Bedding and Backfill [\[\]](#).

10.22 TRENCH MARKER TAPE

- .1 Trench marker tape shall be 150 mm wide yellow and shall be labelled "CAUTION – ELECTRICAL LINE BURIED BELOW".
- .2 Tape shall be minimum 3.5 mils thick heavy duty polyethylene material.

10.23 JUNCTION BOXES

- .1 Large round and rectangular plastic junction boxes and lids shall be manufactured in accordance with the ~~Ministry of Transportation and Infrastructure~~ [Ministry of Transportation and Transit Electrical and Traffic Engineering Manual](#). [\(REVISE? TBD 2025\)](#)
- .2 Concrete junction boxes shall be in accordance with Standard Drawing No. E-3.2 [\[\]](#) and Standard Drawing E-3.3 [\[\]](#).
- .3 Custom concrete junction boxes for roadways shall be installed as per the Contract Drawings.
- .4 All junction boxes shall have galvanized steel lids.

10.24 CONCRETE BASES

- .1 Concrete bases shall be in accordance with the Standard Drawings.
- .2 Concrete bases shall be pre-cast. Poured in place concrete bases shall meet the approval of the [City Engineer](#).
- .3 Concrete for cast in place concrete bases shall conform to Section 11.0 – Cast In Place Concrete Works [\[\]](#). [\(REVISED MAY 2020\)](#)
- .4 Top of concrete bases shall be troweled smooth and level with beveled edges. Top surface shall not vary by more than 3 mm in depth as measured across the widest surface.
- .5 All concrete shall be fully vibrated.

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.6 Anchor bolts shall be as shown on Standard Drawing No. E-1.9 [] to Standard Drawing No. E-1.11 []. Anchor bolts shall be manufactured in accordance with the ~~Ministry of Transportation and Transit~~ ~~Ministry of Transportation and Infrastructure~~ ~~Electrical and Traffic Engineering Manual~~. (REVISE? TBD 2025)

10.25 POLES AND RELATED EQUIPMENT

.1 Poles, arms, extensions, brackets and clamps shall be as shown on Standard Drawing No. E-5.1 [] to Standard Drawing No. E-5.19 [] and Standard Drawing E-5.21 []. This material shall be manufactured in accordance with the ~~Ministry of Transportation and Transit~~ ~~Ministry of Transportation and Infrastructure~~ ~~Electrical and Traffic Engineering Manual~~. The nominal height of a pole on a service base shall be 0.9 m shorter to allow for the height of the service base. (REVISE? TBD 2025)

.2 Service bases shall be designed to meet or exceed the capacity of the pole. Service bases shall meet or exceed the ~~Ministry of Transportation and Transit~~ ~~Ministry of Transportation and Infrastructure~~ material standards for the fabrication of poles as per the *Electrical and Traffic Engineering Manual*. (REVISE? TBD 2025)

.3 Post top poles shall meet or exceed the ~~Ministry of Transportation and Transit~~ ~~Ministry of Transportation and Infrastructure~~ Material standards for the fabrication of poles as per the *Electrical and Traffic Engineering Manual*. (REVISE? TBD 2025)

.4 All poles, arms, extensions, brackets, clamps and service bases shall be hot dip galvanized.

10.26 CONDUCTORS

.1 All underground wiring that is rated for 40 A and higher, shall be single conductor stranded aluminum with type RW90 XLPE insulation, unless otherwise noted on the Contract Drawings. (REVISED MAY 2020)

.2 Grounding system and connections shall remain copper. Bonding conductors will be aluminum if current carrying conductors are aluminum.

.3 All aluminum terminations shall use anti oxidation compound as required by the *Canadian Electrical Code*.

.4 Contractor to use copper/aluminum rated splice hardware for all connections from aluminum to copper wire.

.5 All wiring that is rated for less than 40 A shall be single conductor stranded copper with type RW90 XLPE insulation, unless otherwise noted on the Contract Drawings. (REVISED MAY 2020)

.6 Multi-conductor traffic signal cable shall be 19 conductor IMSA specification 19-1 (stranded copper) unless otherwise noted on the Contract Drawings.

.7 Color coding and gauges (AWG) shall be as noted on the Contract Drawings.

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.8 Shielded detector loop cable shall be 2 conductor No. 16 stranded copper and shall meet California Type B Lead in Cable specifications or IMSA specification 50-2 (1984).

10.27 LOOP SEALANTS AND BACKEROD

- .1 Loop sealants shall be hot tar.
- .2 Backerod shall be foam material. Backerod shall be sized to hold down conductor in loop slot and to resist melting during the pouring of hot tar.

10.28 TRAFFIC AND PEDESTRIAN SIGNAL HEADS AND LAMPS

- .1 Traffic and pedestrian signal heads and lamps including backboards and visors shall be manufactured in accordance with the [Ministry of Transportation and Transit](#) ~~Ministry of Transportation and Infrastructure~~ material standards as per the *Electrical and Traffic Engineering Manual*. (REVISE? TBD 2025)
- .2 Signal head layout, size and lamp requirements shall be as follows (REVISE? TBD 2025):

Item	Lens	Required Diameter	Lamp
Primary Heads (Overhead mount)	Red	300 mm	LED
	Yellow	300 mm	LED
	Green	300 mm	LED
	Left Turn (Gr, Yell)	300 mm	LED
Secondary Heads (Side mount)	Red	200 mm	LED
	Yellow	200 mm	LED
	Green	200 mm	LED
	Left Turn (Gr, Yell)	300 mm	LED
Cyclist Heads (Side mount)	Red bicyclist	200 mm	LED
	Yellow bicyclist	200 mm	LED
	Green bicyclist	200 mm	LED
Pedestrian Heads	Combination Walk/Don't Walk Overlay Graphic	300mm square	LED
Pedestrian Countdown Display	Countdown Graphic	300mm square	LED

Notes:

1. All heads shall be mounted vertically.
2. All primary heads shall have backboards with fluorescent yellow reflective sheeting as per the [Approved Product List](#) [1].

10.29 SIGNAL HEAD, SIGNAL DEVICE, AND SIGN MOUNTING HARDWARE

- .1 Signal and sign mounting hardware shall be manufactured in accordance with the ~~Ministry of Transportation and Infrastructure~~ [Ministry of Transportation and Transit](#) material standards as per the *Electrical and Traffic Engineering Manual*. (REVISE? TBD 2025)

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10.30 ~~NOT USED~~ TRAFFIC VIDEO DETECTION SYSTEM (REVISE? TBD 2025)

.1 Traffic detection cameras and associated electronics in the controller cabinet may be used for traffic detection at intersections. The City shall decide if traffic video detection shall be used for a given intersection and specify which specific system shall be used. (REVISE? TBD 2025)

10.31 ~~NOT USED~~

10.32 AUDIBLE SIGNALS

.1 Audible signals shall be manufactured in accordance with the ~~Ministry of Transportation and Infrastructure~~ Ministry of Transportation and Transit material standards as per the *Electrical and Traffic Engineering Manual*. (REVISE? TBD 2025)

10.33 CONNECTORS

.1 Aluminum conductor connections shall be ~~split bolt connectors sized to suit conductor size. Aluminum to copper connections shall use spar-type (aluminum housing with hex lugs) with pre-filled~~ anti-oxidation compound. (REVISE? TBD 2025)

.2 Copper conductor connections shall be screw on type solderless connectors sized to suit conductor size with the exception of those used inside traffic controllers which shall be compression type spade connectors.

.3 Ground clamps shall be copper with bolt down compression connection.

10.34 CONDUCTOR TAGS

.1 Conductor tags in traffic controllers and pole handholes shall be sleeve type markers. Tags shall be designed so they can be snapped onto a conductor.

.2 Conductor tags in junction boxes shall be yellow and shall be a minimum of 60 mm x 50 mm x 0.5 mm thick. Tags shall be rigid and waterproof. Tags shall be supplied with a ty-rap to connect to bundle of conductors. Tags shall be designed to be permanently labelled with a black indelible pen.

10.35 FUSES AND FUSE HOLDERS

.1 Fuses shall be a 10 amp ferrule type to suit fuse holder.

.2 Fuse holders to be inline type with 2 'L' type rubber insulating boots.

10.36 GROUNDING ELECTRODES

.1 Grounding electrodes shall be ground rods or ground plates that conform to the *Canadian Electrical Code*.

.2 Grounding electrodes shall be fabricated from hot dipped galvanized steel.

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.3 Ground rods shall have a hot forged point.

10.37 PEDESTRIAN PUSHBUTTONS

- .1 Pedestrian pushbuttons shall have an integral sign with a raised walk symbol.
- .2 Pushbutton unit shall be white with black tactile actuation hand walking symbol and directional arrow. Pushbutton symbols and arrows shall be available in both left and right hand directions.
- .3 Pushbutton housing shall be designed to mount against a flat surface and shall be supplied with a rubber gasket for a watertight seal to the pole.
- ~~.4 Pushbutton shall be actuated via a magnetic proximity switch. A 2200 mm length of purple No. 14 RW90 stranded copper conductor shall be supplied soldered to each switch terminal. Contacts shall be hermetically sealed.~~
- ~~.5.4 Extend sidewalk to pushbutton (wheelchair accessible). (REVISE? TBD 2025)~~

10.38 RECEPTACLES

- .1 Receptacles shall be 15 A-120 V GFI corrosion resistant spec grade duplex mounted in cast F.S. box.
- .2 Covers shall be equipped with spec grade in use covers and be rated for wet location as per *Canadian Electrical Code* requirements.

10.39 LUMINAIRES

- .1 Roadway and sign luminaires shall be manufactured in accordance with the Ministry of Transportation and Highways Material Standards.
- .2 Post top luminaires shall be:
 - (a) IES type 2 or type 3 distribution;
 - (b) Cast aluminum with a glass or polycarbonate refractor;
 - (c) Vandal resistant;
 - (d) Equipped with a knockout for photocell where required; and
 - (e) Powder paint finish.

10.40 SERVICE PANELS

- .1 Service panels should be as follows:
 - (a) 30 A – 120/240 V street lighting, Local roadways only. (REVISE? TBD 2025)
 - ~~(a)(b) 60 A – 120/240 V street lighting, all other roadways. (REVISE? TBD 2025)~~
 - ~~(b)(c) 100 A – 120/240 V street lighting and traffic signal.~~

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- .2 Service wiring shall contain equipment show on Standard Drawing No. E-10.3 [to Standard Drawing No. E-10.4].
- .3 Service panel enclosures shall be stainless steel or powder coated aluminum and shall be waterproof with an EEMAC 3 rating.
- .4 Service panels shall be designed for long lift and easy maintenance.

10.41 POST MOUNTED FLASHER LUMINAIRES

- .1 Post mounted flasher luminaires shall be manufactured in accordance with the ~~Ministry of Transportation and Infrastructure~~ Ministry of Transportation and Transit material standards as per the *Electrical and Traffic Engineering Manual*. (REVISE? TBD 2025)

10.42 PHOTOCELL AND RECEPTACLE

- .1 Photocells shall be manufactured in accordance with the ~~Ministry of Transportation and Infrastructure~~ Ministry of Transportation and Transit material standards as per the *Electrical and Traffic Engineering Manual*. (REVISE? TBD 2025)

10.43 –NOT USED–

10.44 NUTS, BOLTS AND WASHERS

- .1 Nuts, bolts and washers 3/8" Ø or smaller shall be type 18-8 or 316 stainless steel hex head.
- .2 Nuts, bolts and washers larger than 3/8" Ø shall be as follows:
 - (a) Nuts to be galvanized SAE grade 2 heavy hex.
 - (b) Bolts to be galvanized SAE grade 5.
 - (c) Washers to be galvanized.
- .3 Screws shall be stainless steel Robertson No. 10.

10.45 COLD GALVANIZING COMPOUND

- .1 Cold galvanizing compound shall be spray type and shall contain a minimum of 93% zinc in the finished film.

10.46 –NOT USED–

10.47 TRAFFIC CONTROLLERS

- .1 Traffic controllers shall be designed to operate signalized intersections.
- .2 Traffic Controller Unit (CU) and assembly shall be Type-1 as per National Electrical Manufacturers Association (NEMA) *Standards Publication No. TS-2*. CU and assembly shall be capable of a minimum 12 fully-actuated phases, and siren pre-emption in all directions.

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- .3 Malfunction Management Unit (MMU) shall be TS2-Type16 and shall be configured for the required signal phasing.
- .4 The controller cabinet shall be base mount, size 6, made of sheet aluminum in accordance with Section 7 of NEMA Standards Publication **No. TS2-1992**, "*Traffic Controller Assemblies*." The controller cabinet shall be supplied complete with all mounting hardware and shall be fully wired for the required signal phasing. Cabinets shall be equipped with a GFI receptacle, a heater, a fan, thermostat controls, a light and a 40A-1P breaker for the power supply feeders. Cabinets shall be primed and finished inside and out with a finish coat of a polyester back enamel paint, Munsell 70 in color. A durable waterproof document pouch shall be located on the cabinet door, containing as built cabinet wiring diagrams and user manuals for the controller and all auxiliary equipment. The cabinet shall be equipped with a police door with key lock access for the following switches:
 - (a) Signals on/off switch.
 - (b) Flash/automatic switch.
 - (c) Manual/automatic switch.
 - (d) Extendible police cord to 2 metres.
- .5 All auxiliary devices such as Bus Interface Units (BIU's), Cabinet Power Supply, load switches, flash switches, shall be NEMA **TS-2 Standard**. Detector modules shall be rack mount type.
- .6 All traffic signal controller assemblies shall be shop tested prior to delivery and come with a minimum two year warranty on all parts and labor.
- .7 ~~The traffic controller manufacturer shall enter all signal timings. In addition the manufacturer shall have technician on site to check all field wiring connections and put the controller into operation during the signal start up. The City will supply the Traffic Signal Cabinet, Controller, and other related equipment, unless specified in plans. The Traffic Signal Controller will be programmed and tested by the City prior to installation at the intersection. (REVISE? TBD 2025)~~
- .8 The controller cabinet shall include a UPS system to power the cabinet and all signals and be equipped with sufficient batteries for 6 hours of run time.

10.48 SIREN PRE-EMPTION SYSTEM

- .1 Siren pre-emption systems shall be designed to provide exclusive right of way for police, fire, or ambulance vehicles in lieu of the regular sequence of phases. Siren detectors mounted on the signal pole arms shall detect the sound of the siren send a signal to the traffic controller through a hard wire connection. Lights on digital detectors indicate direction of pre-emption to the drivers.
- .2 A siren pre-emption system shall consist of sound-based detectors with indication lights, shielded cables and rack mount interface cards. Refer to Standard Drawing No. E-6.6 [].

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- .3 Sound-based detectors shall be supplied with suitable hardware to mount on signal pole arms.
- .4 Rack mount interface cards shall be installed inside the traffic controller cabinet.

External Review

SECTION 10 – ROADWAY LIGHTING AND TRAFFIC SIGNALS INSTALLATION

10.60 CONTRACTOR QUALIFICATIONS

.1 All electrical work to be performed by Registered Electrical and Inspection Contractor under provisions of *British Columbia Safety Standards Act*.

10.61 PERMITS

.1 The **Contractor** shall obtain and pay for all permits, arrange for electrical inspections covering all work, pay all other fees and charges, and make all deposits that are in any way connected with the installation. The **Contractor** shall give all necessary notices to authorities having jurisdiction and shall be responsible for complying with all applicable public ordinances.

10.62 CODES AND REGULATIONS

.1 Electrical work shall conform to the latest edition of *Canadian Electrical Code*. In addition, any bulletins published by the ~~Ministry of Natural Gas Development~~~~Ministry of Housing and Municipal Affairs~~, Building and Safety Standards Branch, shall also apply. *(REVISE? TBD 2025)*

.2 All work shall conform to all applicable regulations of WorkSafeBC and if required, a Notice of Project Form 52E49 must be submitted prior to commencing construction. The **Contractor** shall ensure compliance with the following sections:

- WorkSafeBC form 30M33 must be completed prior to working in the vicinity of overhead power lines.
- Notice of construction projects, ~~WorkSafeBC Industrial Health and Safety Regulations, Section 34.16(3)~~, *WorkSafeBC Occupational Health and Safety Regulations*. *(REVISE? TBD 2025)*

.3 All work on BC Hydro infrastructure will be coordinated with BC Hydro and the City and paid for, in full, by the **Applicant**, upon invoicing by the City. *(REVISE? TBD 2025)*

10.63 CERTIFICATE OF INSPECTION

.1 Prior to requesting final inspection the **Contractor** shall submit to the ~~Engineer Professional of Record~~ the Certificate of Inspection signed by the local Safety Officer of the British Columbia Safety Authority. *(REVISE? TBD 2025)*

10.64 ELECTRICAL POWER SUPPLY

.1 Power shall be supplied from the BC Hydro secondary distribution system at location(s) shown on the Drawings.

.2 Prior to construction the **Contractor** shall confirm the exact service location(s) with BC Hydro.

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.3 The **Contractor** shall arrange with BC Hydro for connection and disconnection of service, through BC Hydro Street Light Information Management System (SLIM) online at <https://app.bchydro.com/ex/streetlight/>. For sample forms of SLIM, refer to Appendix J [\[\]](#). All connections and disconnections to be made by BC Hydro.

10.65 TRENCH EXCAVATION, BEDDING AND BACKFILL

- .1 Refer to Section 4.0 – Trench Excavating, Bedding and Backfill [\[\]](#) for installation requirements.
- .2 Backfill in accordance with Section 4.19 – Backfill and Compaction [\[\]](#).
- .3 Where soil conditions and/or foundations are unstable, the **Contractor** shall notify the **Engineer Professional of Record** in order that a special pole base design change can be considered. *(REVISE? TBD 2025)*

10.66 CONCRETE BASES

- .1 Concrete bases shall be installed as shown on Standard Drawing No. E-1.1 [\[\]](#) to Standard Drawing No. E-1.14 [\[\]](#) and Standard Drawing No. E-2.1 [\[\]](#) to Standard Drawing E-2.3 [\[\]](#).
- .2 Minimize disturbance to surrounding soil when excavating.
- .3 Concrete base installation tolerances to be as follows:
 - (a) Horizontal location to be within 150 mm of specified.
 - (b) Vertical elevation to be within 10 mm or specified.
 - (c) Top surface variation from level shall not exceed 3 mm.
 - (d) Top of base shall be a minimum of 25 mm proud of surrounding grade. The standard dimensions from grade to the top of base are shown in the Standard Drawings.
- .4 Where poured in place are proposed the **Contractor** shall provide details of how they plan to carry out the work. In all cases wooden formwork shall be removed prior to poured in place backfilling bases. Where form tube foundations have been utilized, round tube forms may be buried.
- .5 Concrete bases shall have a compressive strength of 30 MPa and all backfill shall be fully compacted prior to pole installation.
- .6 No concrete base shall be installed closer than 3 m from a fire hydrant.

10.67 JUNCTION BOXES

- .1 Install junction boxes in accordance with the Standard Drawings No. E-3.1 [\[\]](#) through to Standard Drawing No. E-3.4 [\[\]](#).

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- .2 Only concrete junction boxes shall be installed in driveways or other surfaces with low speed vehicle traffic.
- .3 Custom concrete junction boxes shall only be installed where indicated on the Contract Drawings.

10.68 CONDUITS

- .1 Underground conduits shall be installed in an open trench as shown on Standard Drawing No. E-4.1 [\[\]](#) and Standard Drawing No. E-4.2 [\[\]](#) unless otherwise noted on the Contract Drawings.
- .2 Minimum cover over conduits shall be 600 mm, except that cover for street light conduits placed under concrete sidewalk may be reduced to 300 mm.
- .3 ~~Where indicated on the Contract Drawings conduits to be installed through a hole drilled under the pavement. Drilling equipment to be fully directional.~~ [\[\]](#) Where shown on the contract drawings, install conduits under the pavement to elevations specified using a suitable trenchless technology. [\(REVISE? TBD 2025\)](#)
- .4 Empty conduits shall be provided with a nylon pull string and capped.
- .5 Conduits laid near other underground infrastructure shall maintain the required minimum clearances.
- .6 Crossing over of conduits shall be kept to a minimum.
- .7 Where conduits are stubbed and capped for future connection, the contractor shall install an iron stake below grade to mark the location.

10.69 TRENCH MARKER TAPE

- .1 Trench marker tape shall be installed above and directly over the conduit as shown on Standard Drawing No. E-4.1 [\[\]](#) and Standard Drawing No. E-4.2 [\[\]](#).

10.70 POLES

- .1 Install poles and related equipment as shown on the Standard Drawings.
- .2 Poles shall be erected plumb.
- .3 Where minimum pole to powerline clearances as shown on Standard Drawing No. E5.20 [\[\]](#) cannot be maintained, advise the ~~Engineer~~ Professional of Record and defer further work pending instruction. [\(REVISE? TBD 2025\)](#)
- .4 Take all precautions necessary to ensure adequate protection of existing works and personnel during installation of poles.

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- .5 Install davit pole arms at right angles to the street centerline unless otherwise noted on the Contract Drawings.
- .6 Confirm pushbutton and signal head locations prior to drilling and assembling poles.
- .7 Field drilling of holes larger than 33 mm diameter is not allowed in type 1, 3, 6, 7, & L shafts, and all arms and extensions. Where larger holes are required, they shall be reinforced with a welded bushing prior to galvanizing.
- .8 All poles and related hardware to be handled with care to prevent stress to components through bending or twisting. Use nylon slings to transport and erect components. Use of steel chains as slings are not permitted. The **Contractor** shall repair or replace any damage to the components through overstress, scratching or denting to the **satisfaction of acceptance by the City Engineer.** (REVISE? TBD 2025)
- .9 Tighten all nuts and bolts to 1/3 past snug tight. "Snug-tight" is tightness attained by a few impacts of an impact wrench or full effort of a person using a spud wrench.
- .10 All scratches in poles and field drilled holes shall be coated with 2 coats of cold galvanizing compound.
- .11 ~~Prior to the installation of luminaires, submit authorization form to the City to coordinate the installation of locking handhole covers. Once the streetlighting installation is complete, provide the City with 72 hours notice for the City to install the locking handhole covers. Installation of the locking handhole covers is the contractor and developer's responsibility.~~ Refer to detail on Standard Drawing E-5.19 [\[\]](#). (REVISE? TBD 2025)
- .12 Poles shall be cleaned after erection.

10.71 TRAFFIC AND PEDESTRIAN SIGNAL HEADS

- .1 Install traffic and pedestrian signal heads as shown on Standard Drawing No. E-6.1 [\[\]](#) to Standard Drawing No. E-6.5 [\[\]](#).
- .2 Securely attach traffic and pedestrian signal heads and mounting hardware to the pole.
- .3 Confirm final traffic and pedestrian signal head aiming on site with **City Engineer.** (REVISE? TBD 2025)
- .4 Completely cover all traffic and pedestrian signal heads ~~with burlap sacking~~, or **turn the heads inward so they are not visible to traffic**, from the time they are installed until system startup. (REVISE? TBD 2025)

10.72 AUDIBLE SIGNALS

- .1 Install audible signals as shown on Standard Drawing No. E-7.1 [\[\]](#).
- .2 Aim, tune and adjust audible signal as per manufacturer's instructions.

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- .3 Wire each audible pedestrian signal through the pole and connect into the pedestrian signal head which controls the audible signal.
- .4 Audible tones and decibel levels should meet the recommended tones as outlined in the Canadian National Institute for the Blind – CNIB Position for Accessible Pedestrian Signals in Canada.

10.73 PEDESTRIAN PUSHBUTTONS

- .1 Install pedestrian pushbuttons as shown on Standard Drawing No. E-8.1 [\[\]](#).
- .2 Securely attach pedestrian pushbuttons and signs to the pole.
- .3 Completely cover pushbutton signs ~~with burlap sacking~~ from time they are installed until system startup. *(REVISE? TBD 2025)*
- .4 Extend sidewalk to pushbutton (wheelchair accessible).

10.74 LUMINAIRES AND PHOTOCELLS

- .1 Install luminaires and photocells in accordance with manufacturer's instructions.
- .2 Luminaires shall be cleaned after pole erection and plumbing is complete.
- .3 Securely attach the luminaire to the pole.
- .4 Cobra head luminaires shall be installed such that the bottom face is parallel to the ~~road~~ rosurface. The head shall be rotated to match the roadway grade. *(REVISE? TBD 2025)*
- .5 Aim photocells north.

10.75 MEDIAN SIGNAGE AND POST MOUNTED FLASHERS

- .1 Install median signage in accordance with the ~~Ministry of Transportation and Infrastructure~~ *Ministry of Transportation and Transit* material standards as per the *Electrical and Traffic Engineering Manual*. *(REVISE? TBD 2025)*
- .2 Install post mounted flashers in accordance with the ~~Ministry of Transportation and Infrastructure~~ *Ministry of Transportation and Transit* material standards as per the *Electrical and Traffic Engineering Manual*. *(REVISE? TBD 2025)*

10.76 UNDERGROUND DIP SERVICE

- .1 Install underground dip service as shown on Standard Drawing No. E-9.1 [\[\]](#).

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10.77 SERVICE PANELS

- .1 Service panels for street lighting shall be mounted in a service base. ~~Service panels for intersections may be mounted on the side of the cabinet.~~ Service panels for intersections will be mounting on a nearby luminaire pole, or on a pole dedicated for the service panel. *(REVISE? TBD 2025)*
- .2 Wiring shall be in accordance with the Standard Drawing No. E-10.3 [\[\]](#) to Standard Drawing No. E-10. 5 [\[\]](#).
- .3 Service panels and the electrical equipment inside shall be protected against the entrance of dust, dirt, moisture, and mechanical damage during construction.
- .4 Unused opening in the sheet steel panels shall be plugged with suitable corrosion resistant plugs.
- .5 Securely attach service panels inside the service base ~~or on the side of the controller.~~ *(REVISE? TBD 2025)*

10.78 WIRING

- .1 Before pulling conductors through the conduit, the conduit shall be blown out with compressed air from both ends and then swabbed out to remove all stones, dirt, water and other foreign material from the conduit.
- .2 No conductor shall be drawn into any raceway until all work of any nature that may cause damage to the conductor or its insulation has been completed. During pulling, the conductors shall be fed carefully into the raceway to prevent stretching, twisting, kinking or looping. Only talc or other CSA *approved* lubricants shall be used to assist in the pulling operations. Grease type lubricants shall not be permitted.
- .3 Wiring to conform to requirement of the *Canadian Electrical Code*.
- .4 Wiring shall be installed in pole handholes as shown on Standard Drawing No. E-12.1 [\[\]](#) and Standard Drawing No. E-12.2 [\[\]](#).
- .5 With exception of detector loop conductor to shielded cable splices, all conductor splices shall be made in pole handholes. Splices of detector loop conductor to shielded cable shall be made in junction boxes. See Standard Drawing No. E-14.4 [\[\]](#) for detector loop splice details.
- .6 Signal cable colour coding shall be as shown on the Contract Drawings.
- .7 Shielded cables shall run with no splices from controller to the respective loop or device.
- .8 Single conductor sizes and colours shall be as shown on the Contract Drawings.

SECTION 10 – ROADWAY LIGHTING AND TRAFFIC SIGNALS INSTALLATION

.9 With the exception of detector loop cables, bundle and label conductors in junction boxes with tags specified in Section 10.34 – Conductor Tags, clause 10.34.2 [→]. Labels shall be as follows:

- (a) Street Lighting – STLTG.
- (b) Photocell – PEC.
- (c) Controller Power – CONT PWR.
- (d) Signal Cable – SIGNAL CABLE No. 1, No. 2, ETC.
- (e) Post Mounted Flasher – FLASH.
- (f) Advance Warning Sign – AWS1, AWS2, ETC.

.10 ~~Label individual conductors~~ Label conductor groupings in controllers and pole handholes with sleeve type markers as specified in Section 10.34 – Conductor Tags, clause 10.34.1 [→]. Labels shall be as follows: (REVISE? TBD 2025)

- (a) Street Lighting – STLTG.
- (b) Photocell – PEC.
- (c) Controller Power – CONT PWR.
- (d) Signal Phase – ~~2R, 2Y, 2G, 2N (where '2' indicates the Signal Phase and 'R' indicates Red, 'Y' indicates Yellow, 'G' indicates Green and 'N' indicates Neutral)~~. Phase X or Ø X (where "X" indicated the phase number) (REVISE? TBD 2025)
- (e) Pedestrian Phase – ~~P2W, P2DW, P2N (where 'P2' indications the Pedestrian Phase, 'W' indicates Walk, 'DW' indicates Don't Walk and 'N' indicates Neutral)~~ P X (where "X" indicates the phase number). (REVISE? TBD 2025)
- (f) Detector ~~Loop Cable~~ – L1, L2, ETC. (REVISE? TBD 2025)
- (g) Post Mounted Flasher – FLASH
- (h) Advance Warning Sign – AWS1, AWS2, ETC.

.11 Wire each traffic signal and pedestrian signal head separately from base to pole. Run a separate neutral and bonding conductor from base of pole to each signal head or luminaire.

.12 Neatly arrange, bundle and ty-rap wiring in the traffic controller, junction boxes, vaults, pole handholes and service panels to the ~~satisfaction of~~ acceptance by the City Engineer. (REVISE? TBD 2025)

.13 Secure conductor splices with the exception of detector loop to shielded cable with solderless type connectors. Where the number and/or size of conductors exceeds the capacity of the solderless connector use the split bolt connectors.

.14 Sealing of connections, with exception of detector loop to shielded cable splices, shall be performed using one of the following methods:

- (a) Double dipping the connection in an ~~approved~~ liquid product as referenced in the City of Nanaimo's ~~Approved~~ Products List []. Dipping shall be performed strictly adhering to the Manufacturer's specification.

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(b) Each conductor shall have a wrap of the self-holding tape conforming to products listed in the City of Nanaimo's Approved Products List [1], then the complete splice shall be wrapped. PVC Tape shall then be applied to cover the complete splice.

.15 Seal detector loop to shielded cable splices in accordance with Standard Drawing No. E-14.4 [1].

.16 If conductor connections require use of split bolts of similar style devices due to wire size, completely cover splice with tape then Duct Seal to form a ball over connection. Duct Seal shall be thick enough to prevent the sharp ends of the conductors and/or point of the connector from protruding through the taped connection. Once the Duct Seal has been applied, the splice shall be taped with self-holding and PVC tape.

.17 Bond all luminaires, signal heads, steel junction box lids and vault lids with a No. 12 Cu RW90 conductor.

.18 Bundle ty-rapped conductors every 75 mm and route neatly inside the controller. Tag the conductors at the terminal blocks. Wiring inside of controller shall generally consist of:

- Connection of the traffic controller power to the terminals supplied.
- Connection of all the traffic and pedestrian phases to the terminals supplied.
- Connection of the detector loops to the terminal supplied.
- Connection of the bond conductor.

.19 Make connections in traffic controller with insulated spade type crimp-on connectors.

.20 Flash-out and check all signal and pedestrian heads at the terminal block in controller cabinet prior to system start-up.

10.79 TRAFFIC CONTROLLER

- Install the traffic controller as shown on the Standard Drawings.
- The type of traffic controller shall be indicated on the Contract Drawings.

10.80 POLE MOUNTED RECEPTACLES

- Pole mounted receptacles shall be installed as shown on Standard Drawing No. E-13.1 [1].
- Receptacles shall be installed to the elevation and orientation shown on the Contract Drawings.

10.81 DETECTOR DETECTION LOOPS (REVISE? TBD 2025)

- Detector Detection loops shall be installed in accordance with Standard Drawing No. E-14.1 [1] to Standard Drawing No. E-14.7 [1]. (REVISE? TBD 2025)

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.2 Video detection shall be installed in accordance with Standard Drawing No. E-6.7 [\[1\]](#).
(REVISE? TBD 2025)

10.82 GROUNDING

- .1 All grounding shall conform to the *Canadian Electrical Code* and latest Electrical Safety Branch Amendments.
- .2 Connect all ground rods, plates, conductors, and galvanized steel conduits together. Connect only one wire to any one ground bushing.
- .3 Bond rigid steel conduits.

10.83 COLD GALVANIZING COMPOUND

- .1 Repair damage to the galvanized surfaces with cold galvanizing compound. Application of cold galvanizing compound shall conform to manufacturer's instructions and the following:
 - (a) Surface to be mechanically cleaned with a wire brush or grinder and chemically cleaned to remove all welding flux, paint, grease, oil, rust, scale or other detrimental foreign matter.
 - (b) Surface shall be absolutely dry and ambient temperature shall be over 10°C.
 - (c) Apply uniform coats as thick as possible without causing runs on the finished surface.

10.84 OVERHEAD SIGNS

- .1 Overhead street name signs mounted on signal poles shall be bolted to the arms in accordance with Standard Drawing No. E-15.1 [\[1\]](#).
- .2 Overhead regulatory and warning signs 750 mm X 750 mm or smaller shall be mounted on signal poles in accordance with Standard Drawing No. E-15.2 [\[1\]](#) to Standard Drawing No. E-15.4 [\[1\]](#).
- .3 Extruded aluminum signs 1220 mm(H) X 2440 mm(W) such as advance warning signs or guide signs shall be mounted on sign poles in accordance with Standard Drawing No. E-15.5 [\[1\]](#) to Standard Drawing No. E-15.14 [\[1\]](#).
- .4 Signs shall be securely attached to the pole.
- .5 Temporary signs shall be plywood, unless otherwise noted.

10.85 TESTING AND COMMISSIONING

- .1 The ~~Contractor~~ ~~City~~ ~~designated~~ ~~staff~~ shall carry out all adjustments and tests necessary to ensure that the entire electrical installation and all its equipment, material and components are in satisfactory physical condition and perform the intended function and operations. ~~Any adjustments required to make the system operate in the manner intended by the Engineer shall be made by the Contractor.~~ *(REVISE? TBD 2025)*

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- .2 At the completion of the job, proper system operation shall be demonstrated to the ~~Engineer~~Professional of Record and the ~~City Engineer~~of Nanaimo. *(REVISE? TBD 2025)*
- .3 Traffic signal startup shall be carried out as follows:
 - (a) Upon completion of the installation, prior to start-up, the Contractor shall advise the ~~Engineer~~Professional of Record and the ~~City Engineer~~of Nanaimo to carry out their final inspection. After the final inspection is completed a written list of deficiencies will be sent to the contractor. *(REVISE? TBD 2025)*
 - (b) All deficiencies noted during the final inspection shall be corrected to the ~~satisfaction of acceptance of~~ the Engineer Professional of Record and the ~~City Engineer~~of Nanaimo prior to signal start-up. *(REVISE? TBD 2025)*
 - (c) After the deficiencies are corrected (prior to the signal start-up) the Contractor shall put the signal into flash for a period of seven (7) days.
 - (d) The Contractor shall provide the City with the proposed signal start-up date and time. Upon approval from the City, the Contractor shall advise the Professional of Record ~~Engineer~~ and the controller manufacturer a minimum of 72 hours in advance of the approved start-up date and time. Where a siren pre-emption system is installed, the Contractor shall arrange to have the manufacturer test the operation of their system prior to start-up. ~~The fire chief shall all be present during the final testing of the siren pre-emption system.~~ *(REVISE? TBD 2025)*
 - (e) The controller manufacturer's representative shall inspect all field wiring connections and controller operation on site prior to signal start-up.
 - (f) In the presence of the Professional of Record ~~Engineer~~, the controller manufacturer and the City, the contractor shall put the signal into full operation. *(REVISE? TBD 2025)*
 - (g) The Contractor shall supply all the necessary traffic control personnel required during the signal start-up. A minimum of 2 qualified flag persons are required.
 - (h) The signal start-up shall be done during non-peak traffic periods.

10.86 CLEANUP

- .1 Any areas where work has been performed shall be restored to original condition, or better.
- .2 Existing equipment designated as being removed shall be returned to the City of Nanaimo works yard or disposed off-site as noted on the Contract Drawings.
- .3 The interior of enclosures, pole handholes and wiring areas shall be cleaned of dust, dirt and loose materials, vacuum-cleaned and all water and moisture removed.
- .4 All fastening screw holes provided in enclosures shall have a fastening screw installed.
- .5 Any spots where the galvanizing is damaged due to drilling, tapping, reaming, welding or surface damage during transportation and erection shall be refinished with cold galvanizing compound in accordance with Section 10.83 – Cold Galvanizing Compound [→].

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External Review

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