

Updates in Road Design Manual Chapter 15 – Traffic

Document-Wide

- Replaced all occurrences of “shall” with “will.”

Page 15-19, TRAFFIC SIGNAL CONTROL

- Added a reference to policy DOT-OS-OT-15.0 to the Traffic Signal Terms section.
- Added a paragraph about emergency vehicle preemption detector hubs on mast arms to the Signal Poles & Signal Heads (Vehicle & Pedestrian) section.

PAGE 15-24, TRAFFIC SIGNAL PHASING & TIMING

- Added requirement that left turn phasing decisions should generally follow NCHRP Web Only Report 284 to the Left Turn Phasing section.
- Added requirement that protected left turn phasing should be used for negatively offset left turn lanes to the Left Turn Phasing section.
- Added requirement that protected left turn phasing should be used when the speed limit for conflicting traffic is greater than 45 mph to the Left Turn Phasing section.
- Revised wording in the paragraph about future protected left turn phasing in the Left Turn Phasing section.
- Clarified definition of “g” to indicate that upgrades are positive values and downgrades are negative values in the Phase Change Interval section.

Page 15-32, TRAFFIC SIGNAL WIRING

- Added conduit size for runs to push button poles in the Conduit section.
- Added table of common sizes of multi-conductor cable in the Cable Size, Type, and Number section.
- Added reference to Type 3A junction boxes being acceptable for use with fiber optic cable runs in the Junction Boxes section.

Page 15-41, TRAFFIC IMPACT STUDY GUIDELINES

- Deleted section as it is now in Chapter 17 – Access Management.

Page 15-53, STANDARD LIGHTING DESIGN

- Added minimum conduit sizes to the Conductor Size and Type section.
- Revised minimum wire gauge to #8 in the Conductor Size and Type section.
- Added guidance on maximum gauge wire that can be routed through a transformer base to the Junction Boxes section.