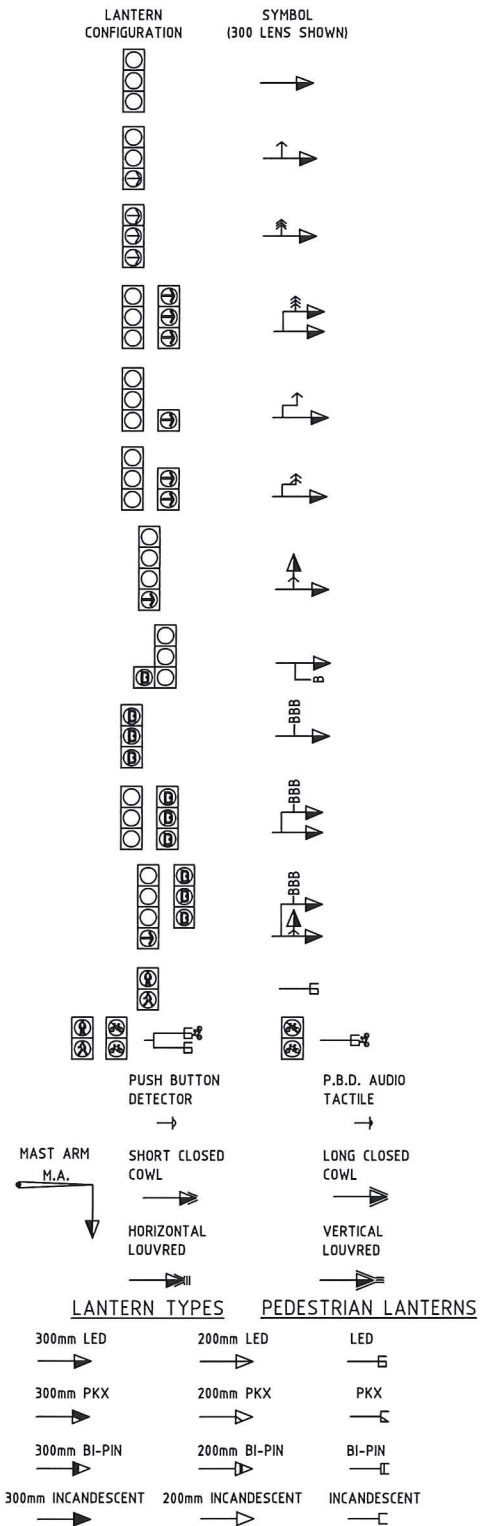


SYMBOLS FOR TRAFFIC SIGNALS.



Traffic Signals Numbering Convention Guidelines

Please note that these are general guidelines only, which may not always apply in every situation. Specific advice can be obtained from the Manager, Traffic Signals, 02 6207 5223.

Numbering of Signal Pedestals

Starting at the signal controller work clockwise around the intersection.

Numbering of Signal Groups

Vehicle Signal Groups

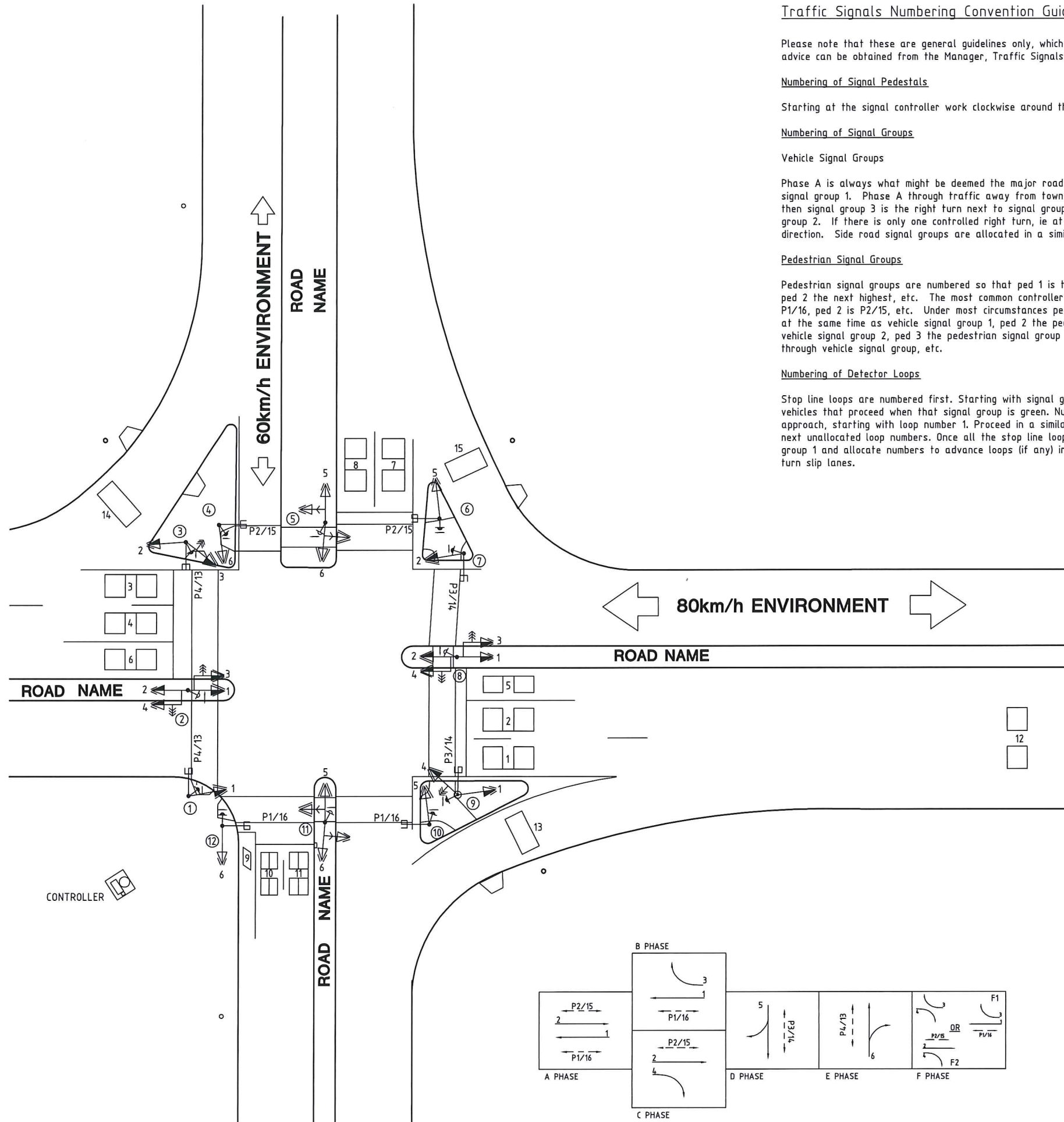
Phase A is always what might be deemed the major road. Phase A through traffic towards town centre is signal group 1. Phase A through traffic away from town centre is 2. If there are two controlled right turns then signal group 3 is the right turn next to signal group 1 and signal group 4 the right turn next to signal group 2. If there is only one controlled right turn, ie at a T-junction, it will be signal group 3 regardless of direction. Side road signal groups are allocated in a similar manner starting with the next unused number.

Pedestrian Signal Groups

Pedestrian signal groups are numbered so that ped 1 is the highest signal group available in the controller, ped 2 the next highest, etc. The most common controller used in then ACT has 16 signal groups so ped 1 is P1/16, ped 2 is P2/15, etc. Under most circumstances ped 1 would be the pedestrian signal group that runs at the same time as vehicle signal group 1, ped 2 the pedestrian signal group that runs at the same time as vehicle signal group 2, ped 3 the pedestrian signal group that runs at the same time as the first side road through vehicle signal group, etc.

Numbering of Detector Loops

Stop line loops are numbered first. Starting with signal group 1, identify those loops that are crossed by vehicles that proceed when that signal group is green. Number those loops from left to right across the approach, starting with loop number 1. Proceed in a similar manner with each signal group in turn using the next unallocated loop numbers. Once all the stop line loops have been numbered this way go back to signal group 1 and allocate numbers to advance loops (if any) in a similar manner. Finally number any loops in left turn slip lanes.



ACT GOVERNMENT

DESIGN STANDARD URBAN INFRASTRUCTURE

Authorised: DIRECTOR, ROADS ACT
TONY GILL

Drawn: MARTIN GORDON Date: 23/06/2011

Project Engineer: FRED IHEGIE / SNEZANA DIMITROVSKA Date: 23/06/2011

HARDWARE LAYOUT

Scale: NTS Date: 23 JUNE 2011

AutoCAD File: DS9-22.DWG

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A DS9 UPDATE

Drawing No. DS9-22 Revision A

(SINGLE DIAMOND WITH SPLIT SIDE ROADS IN THIS CASE)