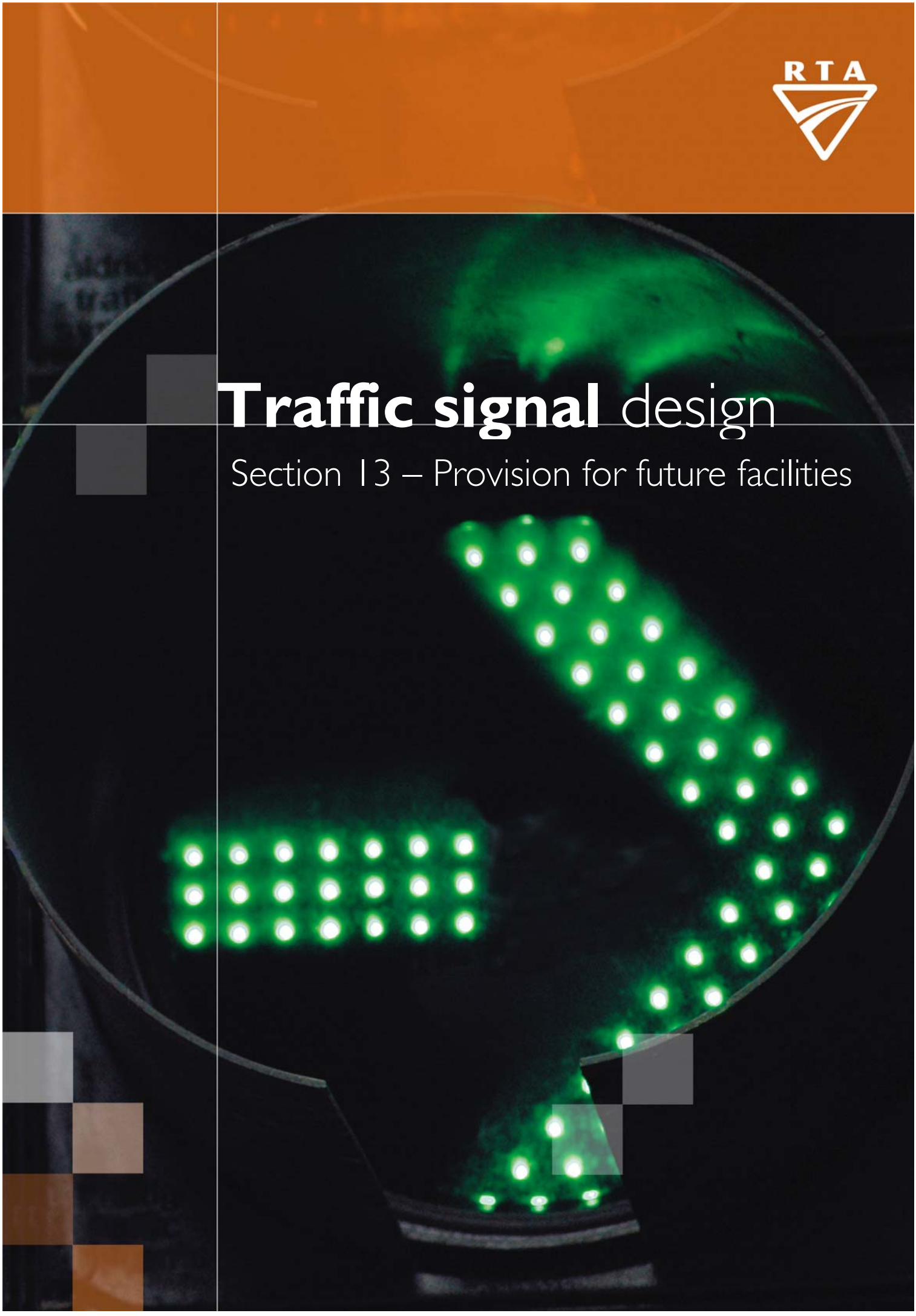

Traffic signal design

Section 13 – Provision for future facilities

The traffic signal design guidelines have been developed to assist in designing traffic control signals.

The guidelines are to comprise 16 sections and 5 appendices. These are initially being released individually and in no specific order. The sections which are to be released are as follows:

Part	Title
Section 1	Investigation
Section 2	Warrants
Section 3	Design Process
Section 4	Plan Requirements
Section 5	Geometry
Section 6	Pavement Marking
Section 7	Phasing and Signal Group Display Sequence
Section 8	Lanterns
Section 9	Posts
Section 10	Signs
Section 11	Detectors
Section 12	Controller
Section 13	Provision for Future Facilities
Section 14	Signalised Mid-block Marked Footcrossings
Section 15	Special Situations
Section 16	References
Appendix A	Design Plan Checklist
Appendix B	Traffic Signal Symbols
Appendix C	Location and Function of Lanterns
Appendix D	Location and Dimensions of Components
Appendix E	Left Turn on Red
Appendix F	Level Crossing Interface – Concept of Operations
Appendix G	Level Crossing Interface – Traffic Signal Design Guidance

To determine which sections are currently available go to:

www.rta.nsw.gov.au/doingbusinesswithus/downloads/technicalmanuals/trafficsignaldesign_dl1.html

The information contained in the various parts is intended to be used as a guide to good practice. Discretion and judgement should be exercised in the light of the many factors that may influence the design of traffic signals at any particular site. The guidelines make reference, where relevant, to current Australian Standards and are intended to supplement and otherwise assist in their interpretation and application.

Traffic Signal Design

Section 13

PROVISION FOR FUTURE FACILITIES

Special Note:

As of 17 January 2011, the RTA is adopting the Austroads Guides (Guide to Traffic Management) and Australian Standards (AS 1742, 1743 & 2890) as its primary technical references.

An RTA Supplement has been developed for each Part of the Guide to Traffic Management and relevant Australian Standard. The Supplements document any **mandatory** RTA practice and any complementary guidelines which need to be considered.

The RTA Supplements **must** be referred to prior to using any reference material.

This RTA document is a complementary guideline. Therefore if any conflict arises, the RTA Supplements, the Austroads Guides and the Australian Standards are to prevail.

The RTA Supplements are located on the RTA website at www.rta.nsw.gov.au

Roads and Traffic Authority
www.rta.nsw.gov.au

VERSION: 1.0
ISSUED: February 2008

APPROVED BY:

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To access electronic copies of these and other guidelines go to:

www.rta.nsw.gov.au/doingbusinesswithus/downloads/technicalmanuals/technicalmanuals_dl1.html

For the latest amendments (if any) to these guidelines go to:

www.rta.nsw.gov.au/doingbusinesswithus/downloads/technicalmanuals/trafficsignaldesign_dl1.html

ISBN 978-1-921242-95-3 (Electronic only)
RTA/Pub. 08.092

Contents

Amendment record

Please note that the following updates have been made to this document.

Amendment No	Page	Description	Issued	Approved By

13.1 INTRODUCTION

When it is anticipated that additional features may be required in the future, provision should be made for them in the initial design. The specific details may be given in note form on the plan, detailing the additional components required. If it is considered that extra clarity is required, a separate plan should be produced in association with the current design.

Figure 13.1 shows how movement diagrams can be expanded to indicate future phasing.

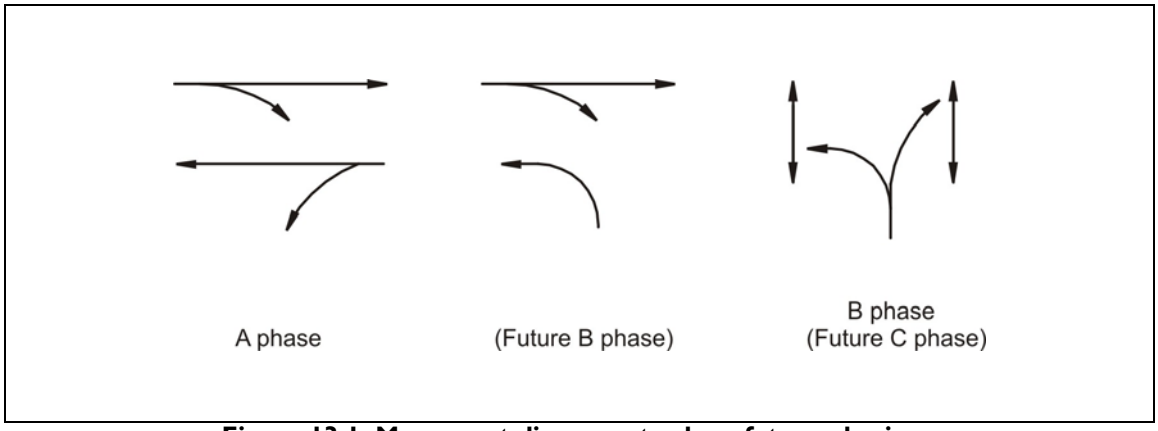

Figure 13.1 Movement diagrams to show future phasing

13.2 FUTURE FACILITIES NOTE

Using the phasing of Figure 13.1 as an example, an appropriate note about future facilities might be:

> "Provision is made in the cabling for a future B phase as follows:
>
> (a) 3-aspect left-turn arrow lanterns are to be added to posts …. and ….
> (b) 3-aspect right-turn arrow lanterns are to be added to posts …. and …."

There is also the option of providing an 11m right-turn detector with the initial installation to avoid the necessity of cutting the additional detector loop when the additional phase is required. If this is required, a note should be shown on the design layout as follows:

> "The departure section of the future right-turn detector is to be installed but not connected in the controller.

This detector should not be numbered. Alternatively, if the departure section is not to be installed during the initial installation, then a note should be shown on the design plan as follows:

> "An extra 2-core feeder cable is provided for a future departure detector."

For further enquiries
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March 2008
RTA/Pub. 08.092