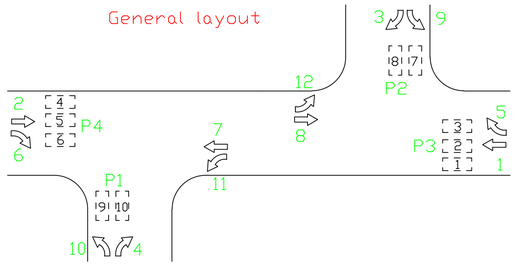
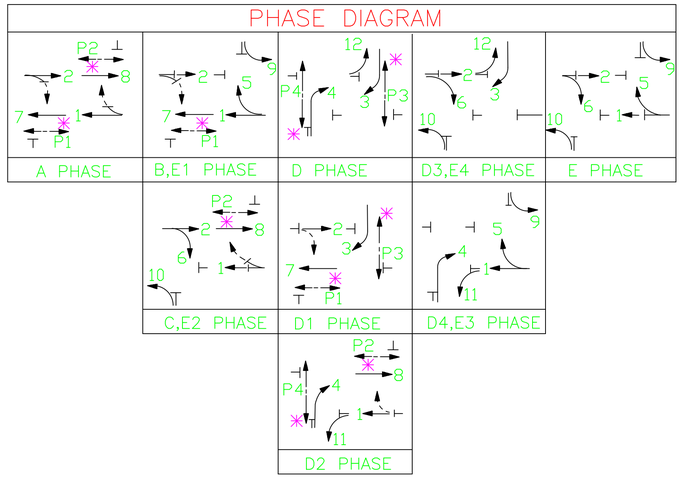
# OFFSET T JUNCTION RIGHT-LEFT STAGGER (5 PHASE)



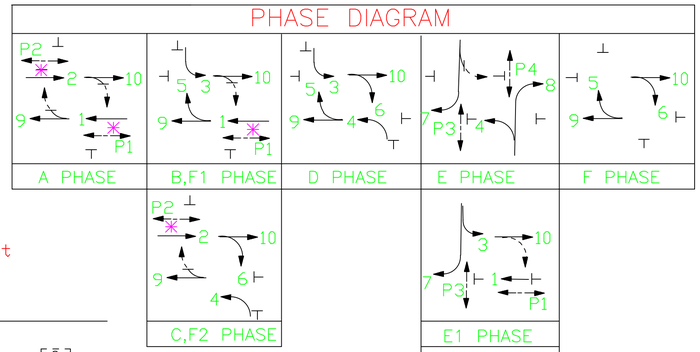



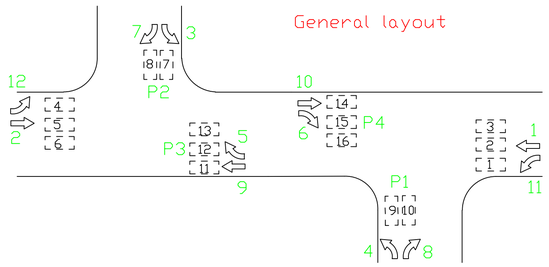

## LEFT TURN MOVEMENTS

| With corner island | Without corner island | |
|---|---|---|
| | WITH LT SIGNAL | WITHOUT LT SIGNAL |

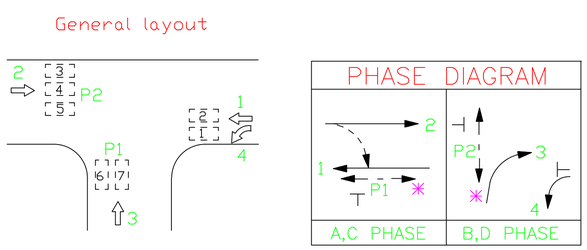
(*) SEE NOTE 10

# OFFSET T JUNCTION LEFT-RIGHT STAGGER (6 PHASE)

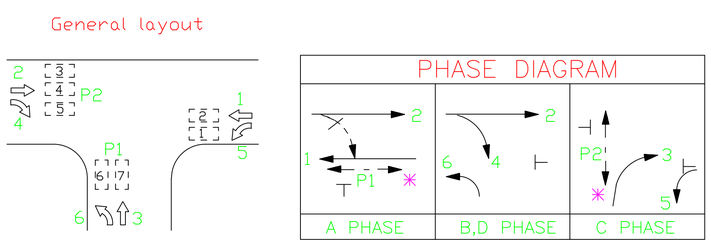



# SINGLE T JUNCTION 2 PHASE




# SINGLE T JUNCTION 3 PHASE




# NOTES

## GENERAL:

1. This drawing is to be read in conjunction with the standard drawing for pedestrian crossings S-4018 sheets 4, 5 and 6.
2. The signal layout drawings shall be orientated with north facing upwards.
3. Signal group 1 will be shown on either the north or east approach of the main road of an intersection. The nomeclature of a Single T Junction is not dependant on the orientation of the junction.
4. A legend containing the symbols used to describe the signal equipment will be provided on the signal layout drawing. Only those symbols required for the discrete layout will be shown in the legend.

## POLE NUMBERING:

1. Signal poles shall be numbered in clockwise sequence beginning with number one which will be the primary signal pole for signal group 1.

## PHASE DIAGRAMS:

1. Phase diagrams are to be fully annotated.
2. Vehicle signal group numbers will be shown sequentially beginning at number 1.
2. 3. All vehicle signal group numbers shall be used as shown in the general layout diagrams.
2. 4. Left turns will be allocated the next available signal group number, and will be numbered in sequence beginning with the turn adjacent to the through movement with the lowest signal group number.
5. Signal group numbers will be shown adjacent to the arrow head of vehicle movements that display green or may display green during a phase.
6. Signal group numbers are not to be shown adjacent to vehicle filter movements.
7. Pedestrian signal groups (eg P1) will be shown adjacent to the centre of the symbol for a pedestrian movement which displays green during the phase.
8. Pedestrian signal groups will be tabulated in a SIGNAL GROUP/DETECTOR ALLOCATION TABLE with the respective signal groups in descending order. The highest numbered signal group on the controller output card will be equivalent to P1. Signal groups are provided in the controller in combinations of four.
9. Provide a PHASE DIAGRAM KEY which is to show only relevant movements.
10. * LEFT TURN MOVEMENTS – where permitted are to be detailed on each phase diagram.

## DETECTOR ALLOCATIONS AND FUNCTIONS:

1. A loop detector will be shown in every traffic lane shown on the drawing, on the approach side of stop line including dedicated cycle lanes, and in uncontrolled left turn lanes.
2. Detector 1 will be used in conjunction with signal group 1.
3. Detectors are to be numbered in sequence from the kerb to the centre of the road, in order of the major signal groups 1, 2, 3 and 4. The detectors in uncontrolled left turn lanes separated by a traffic island will be numbered last in sequence.
4. A SIGNAL GROUP/DETECTOR ALLOCATION table will be provided, which will list all the detector functions not shown in a physical location on the general layout, i.e. the pedestrian push buttons, cycle push buttons, level crossings inputs and Fire Service or Ambulance Service hurry inputs.
5. Pedestrian signal groups and demand functions P1, P2 etc, shall be shown on the general layout diagram.
6. Pedestrian demand functions shall be allocated detector numbers in order of descending sequence from the highest numbered detector provided in the controller. (Normally 32 for an intersection, but may be 16.) (In PSC type controllers or older, controller detector cards were in combinations of 8 units.)

**Example:**

SIGNAL GROUP/DETECTOR ALLOCATION TABLE

P1 = SG12/DET32
P2 = SG11/DET31
P3 = SG10/DET30
P4 = SG9/DET29
C1 = CYC PB/DET27
C2 = CYC PB/DET26
TRWC = P8 WAIT/DET22*
MFS HURRY CALL = DET25
M1 = PED SENSOR/DET24*
UPS ACTIVATED/DET22
UPS LOW BATTERY/DET23

*MICROWAVES & INTERNALLY ILUMINATED SIGNS NOT TO GO ABOVE DET24
** ECLIPSE CONTROLLERS LIMITED TO 24DETS

**Example:**

PHASE DIAGRAM KEY

- VEHICLE MOVEMENT
- VEHICLE FILTER MOVEMENT
- OPTIONAL STOP & GO
- OPTIONAL STOP & FILTER
- VEHICLE STOPPED
- PEDESTRIAN MOVEMENT
- BUS MOVEMENT
- TRAM MOVEMENT
- CYCLIST MOVEMENT

NOTE: PHASE SEQUENCE MAY VARY

| DESCRIPTION | NO. | DATE | RESP | AUTHORISED | TCD AMENDTS APPROVED FOR E.D. | TSA 27 DATE | TECH. DETAILS APPROVED FOR E.D. | CONSTRUCTED DATE |
|---|---|---|---|---|---|---|---|---|
| NOTES 3 & 4 UPDATED TO CURRENT STANDARDS. | 2 | 8.12.21 | LM | JIM CLUSE | JIM CLUSE | 19.12.21 | M SHOTTON | |
| OFFSET T JUNCTION R/L STAGGER 5 PHASE UPGRADED. SG DETECTOR ALLOCATION TABLE ALTERED. | 1 | 20.6.12 | LM | RLW | I RAY | 25.6.12 | RL WHITINGTON | |

AMENDMENTS

100 MILLIMETRES ON ORIGINAL DRAWING

DESIGN JB
DRAWN LM
CHECKED JB
APPROVED I RAY
FOR EXECUTIVE DIRECTOR
DATE 27.3.08

Government of South Australia
Department for Transport, Energy and Infrastructure

STANDARD DRAWING

# TRAFFIC SIGNALS DESIGN GUIDE

## DETECTORS, SIGNAL GROUPS, PHASING AND POLE NUMBERING STANDARDS

PROJECT START : RRD. | PROJECT END : RRD.

PROJECT NO | SURVEY | FILE | AMEND 2 | SHEET 2 | DRG S-6841