

Chapter 26

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26 Quick Reference

26.1 General

The quick references are comprised of information, tables, and charts that are contained within the manual. They are placed in this chapter without the accompanied explanation text for experienced signal designers to have quick reference to common design standards.

26.2 Basic Wiring Guidelines

An AC positive (“hot” = “+”) wire and an AC negative (“Neutral” = “-”) wire is required to complete the circuit for each piece of equipment (from the equipment to the power source).

Basic Wiring Guidelines For Individual Conductors			
Note: current standard is to use control cables			
120V Wiring shall be sized for a maximum 3% voltage drop			
120 Volt AC	Signal System Neutral: Poles over 4" in diameter	One #8 THWN (-)	Used to complete the circuit for indications in Vehicle or Pedestrian Signals mounted on large signal poles.
	Signal System Neutral: Pedestals 4" in diameter	One #12 THWN (-)	Used to complete the circuit for indications in Vehicle or Pedestrian Signals mounted on pedestals.
	Vehicle Signals	Three #14 THWN (+)	Typically one wire for each indication color: Red, Yellow, & Green. Certain signal head types require a different number wires. (Note: see Signal System Neutral above)
	Pedestrian Signals	Two #14 THWN (+)	One wire for each indication: walk & flashing don't walk. (note: See Signal System Neutral)
	Luminaires	Two #10 XHHW* (120V = + & -) (240V = + & +)	From Service Cabinet to each luminaire (no daisy chaining). Never routed through the controller cabinet.
	Photoelectric Cells	Three #12 THWN* (+ & -)	From the Service Cabinet, for the luminaire circuit. Never routed through the controller cabinet.
	Part-Time Restriction Signs	Two #12 THWN* (+ & -)	For each sign.
	Power Supply	Two #6 XHHW* (+ & -)	From Service Cabinet to Controller Cabinet.
Low Voltage DC	Pedestrian Pushbuttons	One #14 THWN (+)	For each pedestrian phase.
	Pushbutton Common	One #14 THWN (-)	Used to complete the circuit for Pedestrian Pushbutton.
	Interconnect	One 6 twisted pair cable (n/a)	Unspliced from Controller cabinet to Controller cabinet.

*Common wire is inclusive to wire count.

26.3 Loop Detector Information

Loop Detector Placement		
Location	Posted Speed (MPH)	Detector Spacing (ft.) from stop bar to center of detection
Mainline Note: If mainline has a shared thru-left turn lane, install stop bar detection in the lane at 5' & 15' in addition to the detection shown for mainline based on posted speed.	25	140
	30	180
	35	110/220
	40	160/320
	45	160/320
	50	190/380
	55	225/450
Right Turn Lane (mainline) Note: not applicable to unsignalized slip lanes		140 (115 if lane is short)
Side Street & Left Turns		5/15/75
Interchange Ramps	Low volume &/or low exit speed	5/15/75/150
	High volume &/or high exit speed	5/15/110/220
Bike Lane (mainline)	15	50
Bike Lane (side street)	10	5/50
Mainline Temporary Bridge (one lane/two-way)		5/15/100 & 65 for bypass loop in opposing lane

*Note: Regions may have a minimum value that is larger than the statewide minimum standard. Verify with Region Traffic and Region Electrical.

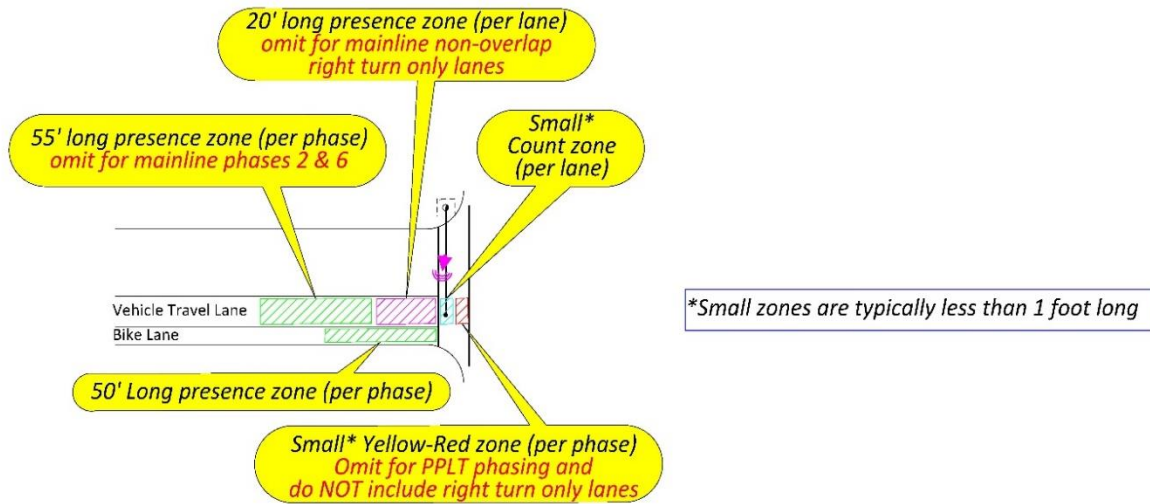
Loop Feeder Cables Allowed in Conduit	
# of Loop Feeders	Conduit Size*
1-5	1 ½"
6-9	2"
10-13	2 ½"
14-21	3"

Loop Wire Entrance
Sand Pocket

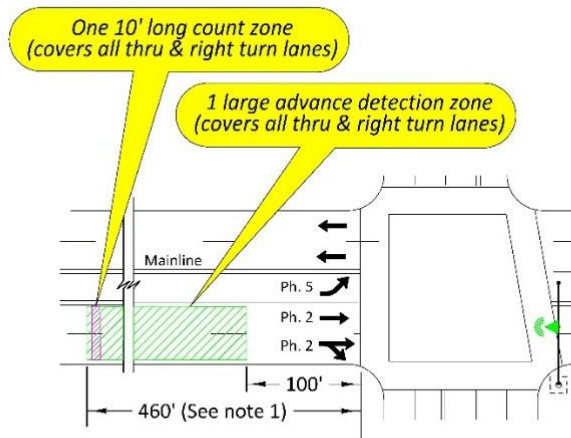
Loop Wires Allowed in Loop Wire Entrance Conduit	
Number of Loops (one loop has 2 loop wires entering the loop wire entrance conduit)	Loop Wire Entrance Conduit Size
1-2 Preformed Loops	2"
3-4 Preformed Loops	2 ½"
1-4 Standard Loops	2"
5-8 Standard Loops	2 ½"

Note: If more than 4 preformed loops or more than 8 standard loops need to enter at one location, install multiple loop wire entrances.

26.4 Non-Invasive Detection Information



STANDARD PRESENCE DETECTION (Near-Range Unit)



STANDARD ADVANCE DETECTION (Far-Range Unit)

Notes:

1. Detection that starts 100' from the stop bar and extends a minimum of 460' from the stop bar is acceptable for all posted speeds. However, the standard far-range unit is likely to start detection prior to 100' and is capable of reaching 600'. The alternative far-range unit is capable of reaching 900' if necessary (verify with Region Traffic).
2. If MaxAdapt is used (Verify with Region Traffic), add a Near-Range Unit to provide advance Count Detection Zones as shown below

26.5 Input File Info

26.5.1 Input File for 332S: ATC controller with C11 Connector

		1	2	3	4	5	6	7	8	9	10	11	12	13	14
"I" File	Upper	14	1	21	9	16	3	23	11	18	X			25	26
		Ph 1	Ph 1	Ph 2	Ph 2	Ph 2	Ph 3	Ph 3	Ph 4	Ph 4	Ph 4	V.R.C.M.	V.R.C.M.	Ped 2	Ped 6
	C1-56	C11-16	C1-39	C1-63	C1-47	C1-58	C11-18	C1-41	C1-65	C1-49	C11-23	C11-24	C1-67	C1-68	
	VD 1	VD 29	VD 9	VD 11	VD 13	VD 3	VD 32	VD 14	VD 16	VD 18			PB1	PB2	
Lower	X	5	30	X	X	7	32	X	20	X			27	28	
	Ph 1	Ph 1	Ph 2	Ph 2	Ph 2	Ph 3	Ph 3	Ph 4	Ph 4	Ph 4	C11-25	C11-26	Ped 4	Ped 8	
	C1-60	C11-20	C1-43	C1-76	C11-10	C1-62	C11-22	C1-45	C1-78	C11-12			C1-69	C1-70	
	VD 2	VD 30	VD 10	VD 12	VD 31	VD 4	VD 33*	VD 15	VD 17	VD 34*			PB3	PB4	
		PB6	PB6	PB6	PB6	PB6	PB6	PB6	PB6	PB6					
"J" File	Upper	13	2	22	10	15	4	24	12	17	X		SP5	SP1	SP2
		Ph 5	Ph 5	Ph 6	Ph 6	Ph 6	Ph 7	Ph 7	Ph 8	Ph 8	Ph 8	SPARE	RR	EVA	EVB
	C1-55	C11-15	C1-40	C1-64	C1-48	C1-57	C11-17	C1-42	C1-66	C1-50	C1-54	C1-51	C1-71	C1-72	
	VD 5	VD 35*	VD 19	VD 21	VD 23	VD 7	VD 38*	VD 24	VD 26	VD 28		(PCOI)			
Lower	X	6	31	X	X	8	SP7	X	19	X		SP6	SP3	SP4	
	Ph 5	Ph 5	Ph 6	Ph 6	Ph 6	Ph 7	Ph 7	Ph 8	Ph 8	Ph 8	GPS	RR	EVC	EVD	
	C1-59	C11-19	C1-44	C1-77	C11-11	C1-61	C11-21	C1-46	C1-79	C11-13	C1-75	C1-52	C1-73	C1-74	
	VD 6	VD 36*	VD 20	VD 22	VD 37*	VD 8	VD 39*	VD 25	VD 27	VD 40*		(VCOI)			
		PB7	PB6	PB6		SP7	PB6		PB6	PB5	SP6	SP3	SP4		

#	Slot Number	* VD # has limited functionalities (Call, Extend and Count only)
#	SCATS Det #	Each VD # without an astericks has full functionality (Extend, Call, Carryover, Delay, & Count)
Fn	Slot Function	Definitions:
C1-##	C1 Pin #	V.R.C.M.=Video Remote Communications Module
VD #	Voyage Detector #	SCATS=Sydney Coordinated Adaptive Traffic System
XXX	SCATS Function	

DEFAULT STANDARD FOR VIDEO DETECTION EQUIPMENT LAYOUT

		1	2	3	4	5	6	7	8	9	10	11	12
"I" File	Upper	4 I/O: T		VIP: T		2 I/O: T		4 I/O: T		VIP: T		2 I/O: T	V.R.C.M.
	Lower												
"J" File	Upper	4 I/O: T		VIP: T		2 I/O: T		4 I/O: T		VIP: T		2 I/O: T	
	Lower												

Slot Number

Equip. Video Equipment

Definitions:

VIP = Video Image Processor

2 I/O = 2 channel Input/Output Module

4 I/O = 4 channel Input/Output Module

T = camera

V.R.C.M. = Video Remote Communications Module

26.5.2 Input File for 332: ATC controller without C11 Connector

		1	2	3	4	5	6	7	8	9	10	11	12	13	14
"I" File	Upper	14	1	21	9	16	3	23	11	18			25	26	
		Ph 1	Ph 2	Ph 2	Ph 2	Ph 3	Ph 4	Ph 4	Ph 4	Ph 1	V.R.C.M.	V.R.C.M.	Ped 2	Ped 6	
		C1-56	C1-39	C1-63	C1-47	C1-58	C1-41	C1-65	C1-49	C1-60			C1-67	C1-68	
	VD 1	VD 9	VD 11	VD 13	VD 3	VD 14	VD 16	VD 18	VD 2						
	Lower		5	30			7	32		20			PB1	PB2	
			Ph 2	Ph 2			Ph 4	Ph 4		Ph 3			Ped 4	Ped 8	
		C1-43	C1-76			C1-45	C1-78		C1-62			C1-69	C1-70		
	VD 10	VD 12			VD 15	VD 17		VD 4							
			PB6				PB8					PB3	PB4		

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
"J" File	Upper	13	2	22	10	15	4	24	12	17			SP1	SP2	SP5	
		Ph 5	Ph 6	Ph 6	Ph 6	Ph 7	Ph 8	Ph 8	Ph 8	Ph 5			SPARE	EVA	EVB	RR
		C1-55	C1-40	C1-64	C1-48	C1-57	C1-42	C1-66	C1-50	C1-59			C1-54	C1-71	C1-72	C1-51
	VD 5	VD 19	VD 21	VD 23	VD 7	VD 24	VD 26	VD 28	VD 6				SP1	SP2	SP5	
	Lower		6	31			8	SP7		19			SP3	SP4	SP6	
			Ph 6	Ph 6			Ph 8	Ph 8		Ph 7			SPARE	EVC	EVD	RR
		C1-44	C1-77			C1-46	C1-79		C1-61			C1-75	C1-73	C1-74	C1-52	
	VD 20	VD 22			VD 25	VD 27		VD 8								
			PB7				SP7					PB5	SP3	SP4	SP6	

#	Slot Number
#	SCATS Det #
Fn	Slot Function
C1-##	C1 Pin #
VD #	Voyage Detector #
XXX	SCATS Function

Each VD # has full functionality (Extend, Call, Carryover, Delay, & Count)

Definitions:

V.R.C.M. = Video Remote Communications Module

SCATS = Sydney Coordinated Adaptive Traffic System

DEFAULT STANDARD FOR VIDEO DETECTION EQUIPMENT LAYOUT

		1	2	3	4	5	6	7	8	9	10	11
"I" File	Upper	2 I/O: T Ph. 2	VIP: T Ph. 2	Ph. 2	4 I/O: T Ph. 5	Ph. 5	VIP: T Ph. 4	Ph. 4	Ph. 4	4 I/O: T Ph. 7	V.R.C.M.	
	Lower		Ph. 2	Ph. 2			Ph. 4	Ph. 4		Ph. 7		
"J" File	Upper	2 I/O: T Ph. 6	VIP: T Ph. 6	Ph. 6	4 I/O: T Ph. 1	Ph. 1	VIP: T Ph. 8	Ph. 8	Ph. 8	4 I/O: T Ph. 3		
	Lower		Ph. 6	Ph. 6			Ph. 8	Ph. 8		Ph. 3		

#	Slot Number
Equip.	Video Equipment
Fn	Slot Function

Note: video layout phase assignment is different than the default standard phase assignment shown above.

Definitions:

VIP = Video Image Processor

2 I/O = 2 channel Input/Output Module

4 I/O = 4 channel Input/Output Module

T = camera

V.R.C.M. = Video Remote Communications Module

26.5.3 Input File for 336: ATC controller

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Upper	14	1	16	3	13	2	15	4	21	23	SP1	SP2	25	26
	Ph 1	Ph 2	Ph 3	Ph 4	Ph 5	Ph 6	Ph 7	Ph 8	Ph 2	Ph 4	EVA	EVB	Ped 2	Ped 6
	C1-56	C1-39	C1-58	C1-41	C1-55	C1-40	C1-57	C1-42	C1-63	C1-65	C1-71	C1-72	C1-67	C1-68
	VD 1	VD 9	VD 3	VD 14	VD 5	VD 19	VD 7	VD 24	VD 11	VD 16				
Lower	18	5	20	7	17	6	19	8	22	24	SP3	SP4	27	28
	Ph 1	Ph 2	Ph 3	Ph 4	Ph 5	Ph 6	Ph 7	Ph 8	Ph 6	Ph 8	EVC	EVD	Ped 4	Ped 8
	C1-60	C1-43	C1-62	C1-45	C1-59	C1-44	C1-61	C1-46	C1-64	C1-66	C1-73	C1-74	C1-69	C1-70
	VD 2	VD 10	VD 4	VD 15	VD 6	VD 20	VD 8	VD 25	VD 21	VD 26				

#	Slot Number
#	SCATS Det #
Fn	Slot Function
C1-##	C1 Pin #
VD#	Voyage Detector #

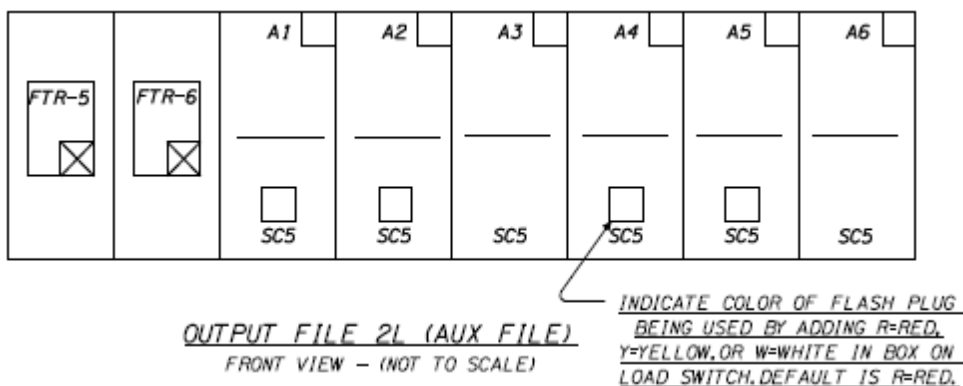
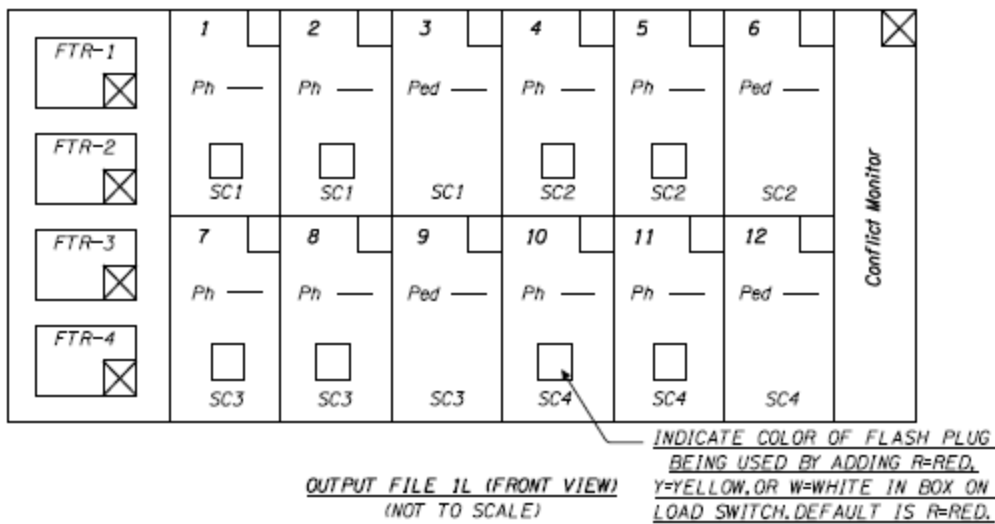
Each VD # has full functionality (Extend, Call, Carryover, Delay, & Count)

Definitions:

SCATS = Sydney Coordinated Adaptive Traffic System

26.6 332S and 332 Cabinet Limitations – Output File

1. 18 switch packs
2. 16 are conflict monitored
 - a. Switch packs A3 and A6 are not monitored
 - b. 2018 monitor can be used in extreme cases for all 18 switch packs
3. 12 have the ability to cabinet flash via flash plugs
 - a. Switch packs 3, 6, 9, 12, A3, and A6 go dark in cabinet flash



26.7 332S and 332 Cabinet Limitations – Input File

1. 28 vehicle inputs for a 332 using 9 slots and 2 input files
 - a. Slots 10, I11, and 14 have no inputs
 - Slots 1, 4, 5, and 8 have one input per slot (not two)
 - 4 ped
 - 4 EV
 - 2 rail – indirect via 4 C1 pins using 252 Isolator
 - 0 spares
2. 40 vehicle inputs for a 332S using 10 slots and 2 input files
 - a. All 14 slots are populated with C1 and C11 pins
 - 4 ped
 - 4 EV
 - 2 rail – direct via inverting 255 Isolator
 - 1 GPS
 - 5 spares

332 cabinet

1	2	3	4	5	6	7	8	9	10	11	12	13	14
1 E.C C1-56 VD1	2 E.C C1-39 VD9	2 E.C C1-63 VD11	2 C C1-47 VD13	3 E.C C1-58 VD3	4 E.C C1-41 VD14	4 E.C C1-65 VD16	4 C C1-49 VD18	1 E.C C1-60 VD2			2 Ped C1-67	6 Ped C1-68	
1 E.C C1-43 2 E.C	2 E.C	2 E	2 C	3 E.C	4 E.C	4 E	4 C	3 E.C			4 Ped C1-69	8 Ped C1-70	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5 E.C C1-55 VD5	6 E.C C1-40 VD19	6 E.C C1-64 VD21	6 C C1-48	7 E.C C1-57 VD7	8 E.C C1-42 VD24	8 E.C C1-66 VD26	8 C C1-50 VD28	5 E.C C1-59 VD6		C1-54 C1-75	EVA C1-71	EVB C1-72	
5 E.C C1-44 6 E.C	6 E.C	6 E	6 C	7 E.C	8 E.C	8 E	8 C	7 E.C			EVC C1-73	EVD C1-74	

332S cabinet

11	12	13	14	15	16	17	18	19	110	111	112	113	114
φ 1 C1-56 VD1	φ 1 C1-16 VD29	φ 2 C1-39 VD9	φ 2 C1-63 VD11	φ 2 C1-47 VD13	φ 3 C1-58 VD3	φ 3 C1-18 VD32	φ 4 C1-41 VD14	φ 4 C1-65 VD16	φ 4 C1-49 VD18	SPARE C11-23	SPARE C11-24	2 PED C1-67	6 PED C1-68
φ 1 C1-60	φ 1 C1-20	φ 2 C1-43	φ 2 C1-76	φ 2 C11-10	φ 3 C1-62	φ 3 C11-22	φ 4 C1-45	φ 4 C1-78	φ 4 C11-12	SPARE C11-25	SPARE C11-26	4 PED C1-69	8 PED C1-70
J1	J2	J3	J4	J5	J6	J7	J8	J9	J10	J11	J12	J13	J14
φ 5 C1-55 VD5	φ 5 C1-15 VD35	φ 6 C1-40 VD19	φ 6 C1-64 VD21	φ 6 C1-48 VD23	φ 7 C1-57 VD7	φ 7 C11-17 VD38	φ 8 C1-42 VD24	φ 8 C1-66 VD26	φ 8 C1-50 VD28	SPARE C1-54	PCOI C1-51	EVA C1-71	EVB C1-72
φ 5 C1-59	φ 5 C1-19	φ 6 C1-44	φ 6 C1-77	φ 6 C11-11	φ 7 C1-61	φ 7 C11-21	φ 8 C1-46	φ 8 C1-79	φ 8 C11-13	GPS C1-75	VCOI C1-52	EVC C1-73	EVD C1-74

INPUT FILE I & J (FRONT VIEW)

26.8 332S and 332 Cabinet Limitations – Conflict Monitor

1. 16 channels with 32 outputs of conflict monitoring (green & yellow)
 - a. Monitor all green, flashing yellow arrow, and walk indications
 - b. Do not monitor solid yellows (exception: solid yellow cannot be separated from the flashing yellow arrow when using a center flash signal head and therefore will be monitored)
2. Flashing yellow arrow
 - a. Use the overlap green outputs

Example

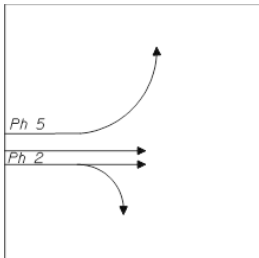
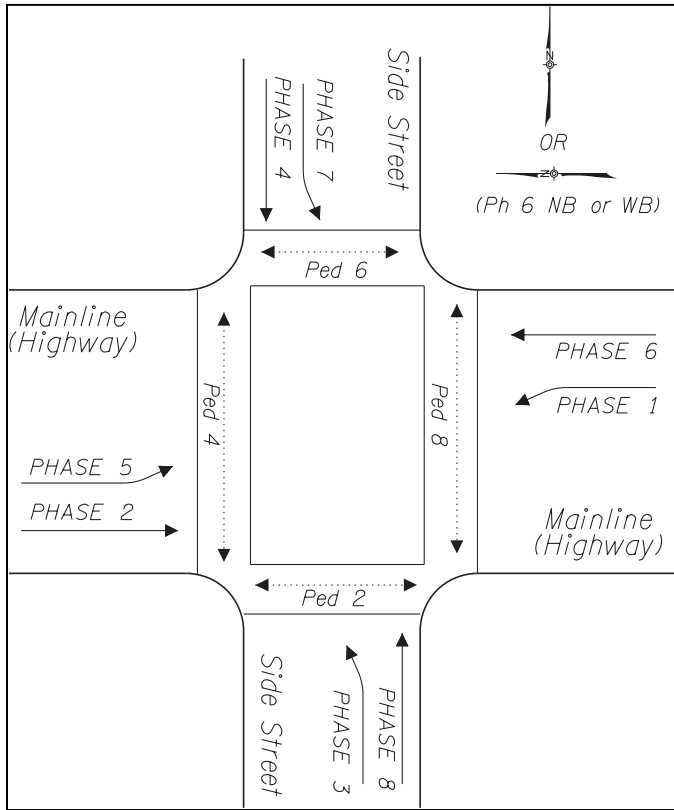
- 3 section FYA signal head on Phase 1 (center flash)
 - Use R & G outputs on switch pack 1 (phase 1)
 - Monitor G on channel 1
 - Use G output on switch pack A1 (OLA) for FYA and solid YA
 - Monitor FYA/YA on channel 9

CONFLICT MONITOR – TYPICAL CONNECTOR PIN ASSIGNMENTS							
Term	Function	Pin	CHANNEL ASSIGNMENTS (TYPICAL)		Pin	Function	Term
130	SP2-G	1	Ch	PH	A	SP2-Y	129
115	SP3-W	2	1	1	B	SP8-G	136
135	SP8-Y	3	2	2	C	SP9-W	121
103	SP5-G	4	3	3	D	SP5-Y	102
106	SP6-W	5	4	4	E	SP11-G	109
108	SP-11Y	6	5	5	F	SP12-W	112
133	SP7-G	7	6	6	H	SP7-Y	132
114	SP3-Y	8	7	7	J	SP1-G	127
126	SP1-Y	9	8	8	K	SP9-Y	120
124	SP10-G	10	9	OLA, Ø1FYA/YA	L	SP10-Y	123
105	SP6-Y	11	10	OLB, Ø3FYA/YA	M	SP4-G	118
117	SP4-Y	12	11	OLC, Ø5FYA/YA	N	SP12-Y	111
A123	ASP1-G	13	12	OLD, Ø7FYA/YA	P	NC	-
-	NC	14	13	2PED	R	ASP2-G	A126
-	T&B	15	14	4PED	S	ASP4-G	A116
-	T&B	16	15	6PED	T	NC	-
-	NC	17	16	8PED	U	T&B	-
-	T&B	18	T&B = Tied & Bundled		V	ASP5-G	A103
-	NC	19			W	NC	-
TB01-9	EQ Gnd	20			X	NC	-
TB01-10	AC-	21			Y	DC Gnd	TB02-2
C4-37	Watch Dog	22			Z	Ext. Reset	TB02-5
TB02-1	+24VDC	23			AA	T&B	-
LRCaL	Interlock	24			BB	Stop Time	TB02-3
TB02-2	Interlock	25			CC	NC	-
-	NC	26			DD	NC	-
-	NC	27			EE	Clapper	TB01-12
TB01-11	Norm. Closed	28			FF	AC+	TB01-11

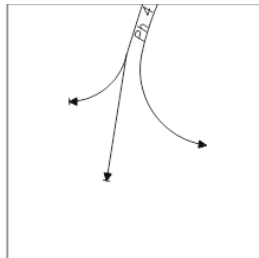
CONFLICT MONITOR

CONFLICT MONITOR DIODE CARD							
CHANNEL ASSIGNMENT							
Ch.1 _____	Ch.5 _____	Ch.9 _____	Ch.13 _____				
Ch.2 _____	Ch.6 _____	Ch.10 _____	Ch.14 _____				
Ch.3 _____	Ch.7 _____	Ch.11 _____	Ch.15 _____				
Ch.4 _____	Ch.8 _____	Ch.12 _____	Ch.16 _____				
YELLOW INHIBIT JUMPERS							
1	2	3	4	5	6	7	8
9	10	11	12	13	14	15	16
DIODES – Diode Removed Notes Movement Allowable (Diode IN4148)							
1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9
1-3	2-4	3-5	4-6	5-7	6-8	7-9	8-10
1-4	2-5	3-6	4-7	5-8	6-9	7-10	8-11
1-5	2-6	3-7	4-8	5-9	6-10	7-11	8-12
1-6	2-7	3-8	4-9	5-10	6-11	7-12	8-13
1-7	2-8	3-9	4-10	5-11	6-12	7-13	8-14
1-8	2-9	3-10	4-11	5-12	6-13	7-14	8-15
1-9	2-10	3-11	4-12	5-13	6-14	7-15	8-16
1-10	2-11	3-12	4-13	5-14	6-15	7-16	8-16
1-11	2-12	3-13	4-14	5-15	6-16	10-16	9-15
1-12	2-13	3-14	4-15	5-16	11-16	10-15	9-14
1-13	2-14	3-15	4-16	12-16	11-15	10-14	9-13
1-14	2-15	3-16	13-16	12-15	11-14	10-13	9-12
1-15	2-16	14-16	13-15	12-14	11-13	10-12	9-11
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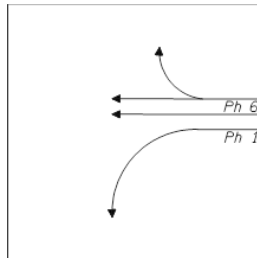
26.9 Phasing Standards



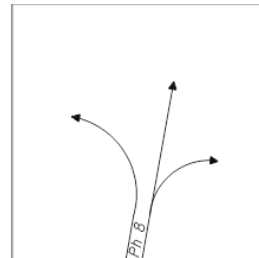
CHANNEL A



CHANNEL B



CHANNEL C



CHANNEL D























































FIRE PREEMPTION OPERATION





26.10 Signal Pole & Signal Head Information

Signal Head Placement/Spacing Dimensions	
From the stop line to signal face	45' minimum
From the stop line to signal face	180' or greater requires a near-side head
Spacing of heads for the same phase	8' minimum, 10' desirable
Spacing of heads to adjacent phase	6'-12' desirable
Spacing of heads (except Type 4L head) to adjacent sign	3' minimum
Spacing of Type 4L head to adjacent sign	4' minimum
Signal Pole Placement	
18" minimum from face of curb to any equipment mounted on pole.	
5' recommended minimum from face of curb	
6' recommended minimum from EP	
5' recommended minimum clearance on all sides of a raised island	

Mast Arms		
Mast Arm Length	Std. Dwg. TM650	
	Pole Type	Pole Type w/Illum.
15'	SM1	SM1L
20'	SM2	SM2L
25'	SM2	SM2L
30'	SM3	SM3L
35'	SM3	SM3L
40'	SM4	SM4L
45'	SM4	SM4L
50'	SM5	SM5L
55'	SM5	SM5L
Std. Dwg TM655		
60'	N/A	SM6L
65'	N/A	SM6L
70'	N/A	SM7L
75'	N/A	SM7L

26.11 Sign Information

SIGN NUMBERS & SIZE (signs beginning with an "O" are Oregon specific)	SIGN TYPES		RECOMMENDED OR REQUIRED
	Aluminum	Part Time Restriction	
R6-2L 30"x36" 			Required for one-way streets. One way signs can be installed on the mast arm (R6-2L) OR ground mounted (R6-1L). See MUTCD 2B.40(P10)
R6-2R 30"x36" 			Required for one-way streets. One way signs can be installed on the mast arm (R6-2R) OR ground mounted (R6-1R). See MUTCD 2B.40(P10)
R10-11A 30"x36" 			Region Traffic Engineer Operational Approval Required
OR3-12 30"x36" 			
R5-2 30"x30" 			
OR3-5TD 30"x36" 			
R3-6L 30"x36" 			
R3-6R 30"x36" 			
OR3-5TT 30"x36" 			
R3-5L 30"x36" 			Required for a trap lane (where a through lane becomes a mandatory turn lane at the intersection) if the trap lane does not have a signal head with arrow indications
R3-5R 30"x36" 			Required for a trap lane (where a through lane becomes a mandatory turn lane at the intersection) if the trap lane does not have a signal head with arrow indications
R3-5A 30"x36" 			
R3-3 36"x36" 			Use of appropriate lane use signs is preferred over R3-3
R3-2 36"x36" 			Use of appropriate lane use signs is preferred over R3-2. PTR version used for RxR applications
R3-1 36"x36" 			Use of appropriate lane use signs is preferred over R3-1. PTR version used for RxR applications
R5-1 36"x36" 			
R10-28 24"x30" 			For overhead mounting
OR20-1 24"x12" 			
R10-6 24"x36" 			
R10-12 30"x36" 			Required with a Type 4L signal head. Recommended when a permissive left turn phase has an exclusive left turn lane. Optional otherwise.
OR10-15 30"x36" 			Required with a Type 5 signal head
W3-8 36"x36" 			
OR20-5 24"x30" 			
W3-4 36"x36" 			
W16-13p 24"x18" 			
OR3-7a 30"x9" 			

OR22-14 30"x36" 	OR17-1 30"x36" 	OR10-10R 30"x36" 	OR10-10L 30"x36" 
"RIGHT TURN YIELD TO PEDS ON GREEN BALL symbol" sign replaced by OR10-15	"LEFT TURN YIELD TO ONCOMING TRAFFIC" replaced by R10-12	"RIGHT TURN SIGNAL" sign	"LEFT TURN SIGNAL" sign

SIGNS NO LONGER USED

26.12 Junction Box & Conduit Information

Minimum Junction Box Type/Size				
Type/Size		Location/use		
JB-3T: Two (Tandem) 30"x17"x12" boxes		The same quadrant as the signal controller: first access point for all signal, detector, and interconnect circuits.		
JB-2: Single 22"x12"x12" box		All quadrants without the signal controller: secondary access point for signal, detector, and/or interconnect circuits		
JB-1: Single 17"x10"x12" box		All approach legs: detector and/or interconnect circuits		
Type	Size	Total Conduit Diameters Allowed (Inches)	Remarks	Material
JB-1	17"x10"x12"	12	Non-traffic areas only	Concrete
JB-2	22"x12"x12"	18	Non-traffic areas only	Concrete
JB-3	30"x17"x12"	34	Non-traffic areas only	Concrete
Junction Box Spacing				
300' maximum spacing. Check with the region electrical crew for the preferred spacing.				
Conduit Requirements*				
Conduit crossing mainline or side street			2" minimum	
Spare conduit from large signal pole to nearest junction box (if alternative detection is NOT used on project)			2"	
Spare conduit from controller cabinet to nearest junction box			2"	
Minimum conduit size allowed			1 ½"	
Maximum conduit size allowed			3"	
Max wire fill for new conduits			70% of NEC maximum	
Max wire fill for existing conduits			100% of NEC maximum	

*Note: Regions may have a minimum value that is larger than the statewide minimum standard. Verify with region traffic and region electrical crew.

26.13 Electrical Crew Preferences

The electrical crew that will be maintaining the signal (ODOT or local agency) shall have a chance to review and comment on signal plans during the design phase. Send plan sheets directly to the electrical crew lead/manager or ensure that they are included on the plan distribution list for project milestone reviews.

26.14 Final Design/Drafting Checklist

Before submitting plans for design review/approval (see chapter 2), use the following checklist.

Signal Design/Drafting Checklist		For Information See:
APPROVALS		
1	RTE/STRE Operational approval(s) complete & plans match PSOD (phasing, crosswalk closures, fire preemption, etc.)	Section 3.1 and 5.7
2	Loop detection is approved by the state traffic signal engineer and correctly detailed	Section 6.1.1
3	LPIE documentation complete	Section 19.4
COORDINATION WITH OTHERS		
4	Coordination with ITS unit on interconnect/communication plan is complete	Chapter 7
5	Coordination with workzone designer is complete (temporary features, staging a signal turn-on to avoid obstructing the view of existing signal indications, etc.)	Chapter 11
6	Coordination with sign designer is complete (custom signs, determining bid items)	Section 5.3 & 5.3.2
7	Coordination with geotech designer is complete (pole foundations)	Section 9.3.4
8	Coordination with roadway designer and striping designer is complete (ADA ramps, turning templates, accesses, stationing/scale bar, lane shifts, raised medians, stop bars, crosswalks, crosswalk closures, etc.)	Section 5.1 & 5.4
9	Coordination with illumination designer is complete	Section 5.6
10	Coordination with region utility specialist and utility is complete	Section 5.5.4
11	Coordination with region mobility liaison is complete (overhead vertical clearance)	Section 5.5.2
12	Coordination with region electrical crew maintaining the installation is complete	Section 2.9
13	Coordination with region signal timer is complete (detection zone needs)	Chapter 6 & Chapter 20
BASIC DRAFTING – LAYOUT AND INFORMATION		
14	M series plan sheets in correct order	Section 21.7.2
15	All sheets are clear and easy to read (no inappropriate overlapping of features/bubble notes, unnecessary layers turned off, clutter minimized, etc.)	Chapter 21.2
16	All sheets meet basic drafting layout and info requirements (sheet scale, upper right title info, sheet title, north arrow, stationing/scale bar, lane use arrows, street names, striping, right-of-way, etc.)	Multiple subsections in Section 21.7
17	Current, standard symbology and bubble notes as per MicroStation workflow are used. Customization is limited to only what is necessary	Sections 21.4, 21.8.1, & 21.9
18	All bubble note variables have been filled out correctly on the plan sheets	Section 21.9.1
19	Reference bubble notes (EC, DC, IC, JB/SP, JB/DP, JB/IP, C, etc.) and cross reference text (see sheet MXX for legend) are used when necessary	Sections 21.3, 21.7.13 & 21.9.4
20	All title block information is complete	Section 21.7.3
21	List of applicable standard drawings is complete ("accompanied by dwgs. box")	Section 21.7.5
22	All digital signature blocks for EOR and traffic-roadway approval are complete	Section 21.7.4
23	Specifications, bid items, and cost estimate complete	Chapter 19
PLAN SHEET AND DESIGN ELEMENT SPECIFIC DRAFTING		
24	Statewide goals, priority and implementation have been incorporated into project	Section 4.1.2
25	All bubble notes used in the plan sheets are listed in the legend	Section 21.10.1
26	All Phase rotation diagrams and fire preemption diagrams complete	Sections 3.3 & 3.4
27	All poles and pedestals numbered	Section 21.8.3
28	All illumination equipment location and detailing correct	Section 5.6
29	All signal head type, phase, location, and detailing correct	Sections 5.2, 21.9.1 & 21.9.2
30	All pedestrian signal heads and pushbutton location, phase and detailing correct	Section 5.4*
31	All sign size, message, location, and detailing correct	Section 5.3
32	All fire preemption equipment location and detailing correct	Section 5.7
33	All non-invasive detection equipment location, type, mount and detailing is correct	Chapter 6
34	Pole entrance chart complete	Section 21.10.8 & Chapter 9
35	All service cabinet locations and detailing correct	Sections 5.8 & 5.11
36	All controller cabinet location, orientation, and detailing correct	Section 5.10
37	All Cabinet prints are complete (detection zones shown, etc.)	Chapter 20
38	All Junction box location, size and detailing correct	Section 5.12*
39	All Conduit routing, size, future/spare, and detailing is correct	Sections 5.13* & 21.8.2
40	All wire/cable number, type, gauge and detailing is correct for ALL equipment	Section 5.14*
41	Existing utility plan sheet complete	Section 21.10.7
42	Railroad preemption plan sheet complete	Section 21.10.6 & Chapter 16
43	All standard details necessary for project are incorporated into a DETAIL sheet	Section 9.5

*Also see application specific sections of the manual such as fire preemption, railroad, PTR signs, RRFB, etc.