



# Traffic Systems Design Directive

169 Brick Store Landing Road, Smyrna, DE

Number (Year - #)  
**2017-2**

Requestor Name: Matt Buckley, WRA (on behalf of Jack Hardy)

Date Submitted: 03/15/2017

Applicable Chapter / Section / Page / Figure in current manual: See attached

Description of Current Practice: See attached

Recommended Change: See attached

Requires modification to Traffic Design Manual?

Yes

No


Date Received: \_\_\_\_\_

Received By: \_\_\_\_\_

Based upon the conditions presented, it is recommended that this be approved as an updated Traffic Systems Design Practice and included as a revision to the Traffic Design Manual (if applicable).

Recommended By:   
Requestor

Date: 3/15/17

Recommended By:   
Design / Construction / Safety / Studies Manager

Date: 3/16/17

Approved By:   
(Signature)

Date: 3/16/17

Status / Date Completed: \_\_\_\_\_

CHAPTER IV

Page 123, Section E, Item 5c

Provision:

Signal Pre-Emption / Priority

[...] Signal preemption detectors should be designed and installed on all approaches of DeIDOT owned and maintained signals.

Suggested Revision:

Signal Pre-Emption / Priority

[...] Signal preemption detectors should be designed and installed on all approaches of DeIDOT owned and maintained signals. The optical detectors should face "outside the box" – i.e., typically nearside closest to the stop line and facing approaching traffic (see enclosed figure).

Support:

When installed nearside and facing outward/upstream, optical reflection interference from adjacent overhead signs, signal housings, backplates, etc. can generally be minimized.

