

## **General Signal Design Preferences – 1/30/20**

The information in this document consists of CTDOT Division of Traffic Engineering design preferences not currently referenced in the Traffic Control Signal Design Manual (TCSDM) and preliminary versions of proposed updates to the TCSDM.

The following design preferences should be incorporated wherever possible.

1. Order of preference for the proposed layouts of support structures at typical signalized intersections:
  - a. Mast Arms
  - b. Span pole/span wire design with no utility pole connections
  - c. Span pole/span wire design with utility pole connection(s)
  - d. Span wire design with utility pole connections only
  - e. Pedestal mounted primary signal heads
  
2. Pedestrian Information
  - a. See TCSDM Interim Pedestrian Considerations and associated Pedestrian Signal Design – Technical Info documents.
  - b. Concurrent Phasing and/or Concurrent Phasing with Leading Pedestrian Intervals (LPI) is now an option for designs. At this time, it will typically be used to replace existing Side Street Green facilities unless “No Pedestrian Crossing” or Exclusive Pedestrian Phasing are determined to be more appropriate for that location.