<table>
<thead>
<tr>
<th><strong>Traffic Systems Design Directive</strong></th>
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<tr>
<td><strong>DeIDOT</strong></td>
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<tr>
<td><strong>169 Brick Store Landing Road, Smyrna, DE</strong></td>
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<tr>
<td><strong>Number (Year - #)</strong></td>
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<td><strong>2017-2</strong></td>
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<tr>
<th><strong>Requestor Name:</strong></th>
<th>Matt Buckley, WRA (on behalf of Jack Hardy)</th>
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<tr>
<td><strong>Date Submitted:</strong></td>
<td>03/15/2017</td>
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**Applicable Chapter / Section / Page / Figure in current manual:**
See attached

**Description of Current Practice:**
See attached

**Recommended Change:**
See attached

**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:**

**Date:** 3/15/17

**Recommended By:**

**Date:** 3/16/17

**Approved By:**

**(Signature)**

**Date:** 3/16/17

**Status / Date Completed:**

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Page 1 of 1

**Form Date:** 09/15/2014
Proposed Modifications to 2015 Traffic Design Manual

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.