

9 Standards and Definitions

9.1 *Signaling Requirements*

9.1.1 For new installations, new area developments, a common cycle time for all intersections must be selected (usually $90s \leq \text{cycle time} \leq 120s$). For existing installations or intersection within an already existing signal area/ cluster the cycle time must be in line with adjacent signalized intersections.

9.1.2 Standard phasing would be split phasing (one phase for each approach) and the standard inter-green would be 5s. This is based on a standard layout with four approaches, central median, right-turn slip lanes and all movements permitted.

9.1.3 Any variation from the standard setup (different layout, phasing, cycle time or inter-green) needs to be explained in detail in the report. This needs to be done separately for each affected intersection and needs to include:

- Preliminary junction layout
- Figure showing proposed phasing
- Explanation for different layout/phasing
- Cycle time if different and explanation for difference
- Inter-greens if not 5s and explanation for difference

Signal Phasing

Apart from split phasing, "lead/lag" phasing may be used in Abu Dhabi to accommodate large through movements.

Other opportunities may be offered by banning movements or grade-separation.

Dedicated turning phases (i.e. as result of the Ring & Barrier method) or permitted left-turns are currently not recommended for use in Abu Dhabi for safety reasons.

