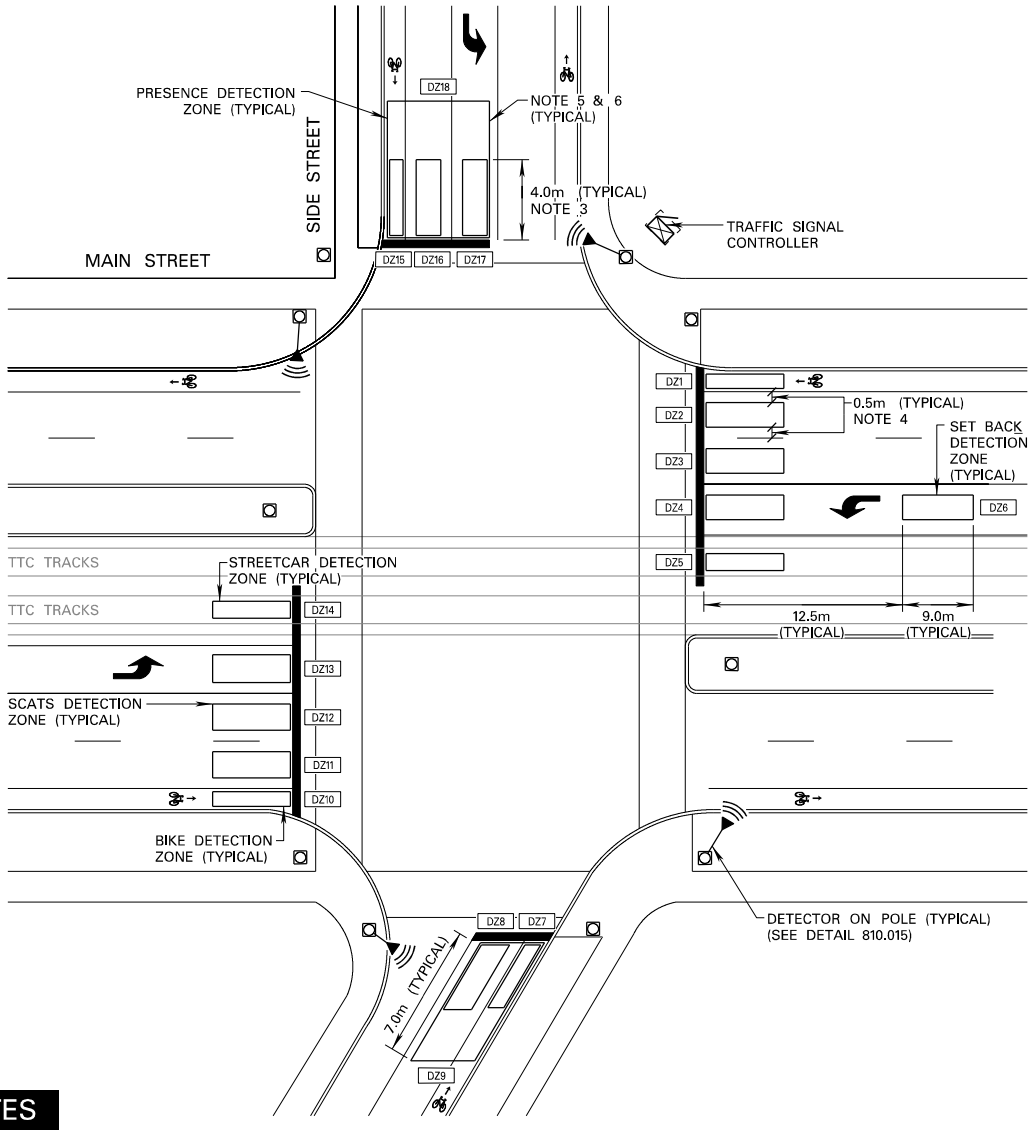

NOTES

1. REFER TO CONTRACT DRAWINGS FOR DETECTION ZONE LOCATIONS.
2. EACH APPROACH LANE INCLUDING EXCLUSIVE BIKE LANES AND STREETCAR LANES REQUIRE PRESENCE DETECTION ZONES FOR SCATS.
3. SCATS DETECTION ZONES SHALL BE LOCATED AT THE STOP BAR WITH AN OVERALL LENGTH OF 4.0m BEHIND THE STOP BAR.
4. STOP BAR DETECTION ZONES SHALL BE CENTERED IN THE LANE AND EXTEND OUTWARDS UP TO 0.5m FROM THE LANE LINE, CURB EDGE, MEDIAN ISLAND OR PARKING LANE.
5. SIDE STREET ACTUATION REQUIRES A SECOND DETECTION ZONE FOR PRESENCE. THE PRESENCE DETECTION ZONE SHALL BE LOCATED AT THE STOP BAR OVERLAPPING THE SCATS DETECTION ZONES AND EXTEND A MINIMUM OF 7.0m BEHIND THE STOP BAR. A SINGLE DETECTION ZONE SHALL COVER ALL APPROACH LANES.
6. SIDE STREET ACTUATION ZONES SHALL BE CENTERED IN THE APPROACH AND EXTEND OUTWARDS UP TO 0.5m FROM THE LANE LINE, CURB EDGE, MEDIAN ISLAND OR PARKING LANE.
7. WHERE DEDICATED FULLY PROTECTED LEFT TURN LANES EXIST PRESENCE DETECTION ZONES SHALL NOT BE OVERLAPPED WITH ADJACENT LANES AND REMAIN INDEPENDENT.
8. DETECTION ZONES SHALL BE INSTALLED PARALLEL TO THE STOP BAR, LANE LINE, CURB EDGE OR MEDIAN ISLAND.
9. DETECTION ZONES SHALL BE NUMERICALLY LABELLED CLOCKWISE STARTING FROM THE TRAFFIC CONTROLLER WITH THE TAG 'DZ' FOLLOWED BY THE RESPECTIVE NUMBER (I.E. DZ1. DZ2).
10. MAXIMUM NUMBER OF DETECTION ZONES PER INTERSECTION SHALL NOT EXCEED 24.

TORONTO
Transportation Services

TYPICAL SCATS DETECTION ZONE DETAIL DESIGN (SEMI–ACTUATED CONTROL)

SCALE: NOT TO SCALE

REVISION DATE: SEPTEMBER, 2023

Traffic Management Section

APPROVED BY: _ _

DRAWN BY: T.H.

PLAN No. 810.019