



## NOTES

1. REFER TO CONTRACT DRAWINGS FOR DETECTION ZONE LOCATIONS, PROGRAMMING SHEETS FOR DETECTOR MAPPING AND CHANNEL ASSIGNMENTS.
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 5.0m 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. ACTUATION MOVEMENTS REQUIRE A SECOND DETECTION ZONE FOR EACH PRESENCE APPROACH LANE. THE PRESENCE DETECTION ZONE SHALL EXTEND 1.5m IN FRONT OF THE STOP BAR OVERLAPPING THE SCATS DETECTION ZONES WITH AN OVERALL LENGTH OF 9.0m. ALL SIDE STREET ACTUATION DETECTION ZONES SHALL HAVE THE SAME TAG FOR ALL RESPECTIVE APPROACH LANES.
6. ACTUATION ZONES SHALL BE CENTERED IN THE APPROACH LANE 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.
11. IF WAVETRONIX DETECTORS ARE USED THE NEW 'TRACK STOP BAR' FEATURE MUST STAY 'DISABLED'.