IN URBAN AREA, DETECTOR LOCATION IN 2 LANES TO SUIT EXISTING OR FUTURE METERING SIGNALS.
IN RURAL AREA, LOCATE SINGLE PAIR OF DETECTORS WHERE TRAFFIC IS IN A SINGLE LANE.

DISSET DETECTORS TO FACILITATE RECEPTION BY BP.

PREFERRED SIGNAL CONTROLLER AND AP LOCATION IS AT RAMP ENTRANCE.

PREVIOUSLY PEDESTAL

RAMP NOSE

PROVIDE DETECTOR PAIR PER LANE

PREFERRED COMMUNICATION IS DIRECT WIRELESS CONNECTION BETWEEN BP & AP; ALTERNATIVELY, BOUNCE SIGNAL VIA RP AT STOP LINE. SEE NOTE 5.

LOCATE DETECTORS CENTRALLY WITHIN EACH LANE; 2 X 20mm.

PROVIDE DETECTORS IN SHOULDER IF USED FOR TRAFFIC. E.G., PART-TIME LANE, BUS LANE, ETC.

NOTES:

1. DISTANCE OF STOP LINE DETECTORS FROM NOSE IS SUBJECT TO LOCATION OF STOP LINE.
2. DISTANCE OF MAINLINE DETECTORS FROM NOSE SUBJECT TO THE NUMBER OF LANES AT THE NOSE AND OVERALL Merging DISTANCE.
3. REFER TO RAMP AND SIGNAL STANDARD DRAWINGS TC-2290 TO TC-2294.
4. MOUNTING HEIGHT OF ALL APs TO BE BETWEEN 8m AND 10m OR AS APPROPRIATE.
5. ANGLE OF ALL AP TO FACILITATE RECEPTION FROM NEARBY SENSORS AND FROM RP AT THE RAMP AND RP ON THE OPPOSITE SIDE OF THE FREEWAY.
6. ANGLE OF RP TO FACILITATE RADIO RECEPTION FROM NEARBY SENSORS AND RADIO TRANSMISSION TO AP.
7. AP AT RAMP TO BE MOUNTED NEAR CONTROLER ON FREEWAY RAMP SIGNALS POLE; MAST ARM EXTENSION OR GANTRY AS PER DETAIL. RAMP SIGNAL STANDARD DRAWINGS OR SEPARATE POLE AS APPROPRIATE.