TYPICAL VEHICLE SENSOR NODE CONFIGURATION

INTERSECTION DETECTION CROSS ROAD ACTIVATED (LOCKING)

NOT TO SCALE

MICHIGAN DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS DELIVERY STANDARD PLAN

(SPECIAL DETAIL)
FHWA APPROVAL DATE

Plan: SIG-420-A
Rev.: 06/19/2013

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TYPICAL VEHICLE SENSOR NODE CONFIGURATION
INTERSECTION DETECTION LEFT-TURN ACTIVATED
PERMISSIVE PROTECTED (NON-LOCKING)
TYPICAL VEHICLE SENSOR NODE CONFIGURATION
INTERSECTION DETECTION LEFT-TURN ACTIVATED
PROTECTED ONLY (LOCKING)
TYPICAL VEHICLE SENSOR NODE CONFIGURATION

NOT TO SCALE

ADVANCE DETECTION

MICHIGAN DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS DELIVERY STANDARD PLAN

(SPECIAL DETAIL)
FHWA APPROVAL DATE

SIG-420-A

SHEET 5 of 10
TYPICAL 6’ X 6’ DETECTION ZONE

TYPICAL 6’ X 20’ DETECTION ZONE

TYPICAL 6’ X 30’ DETECTION ZONE
TYPICAL VEHICLE SENSOR NODE (NON-LOCKING) INSTALLATION DIAGRAM

FOR A TWO PHASE (NON-COORDINATED) APPROACH WITH (NON-LOCKING) PERMISSIVE OR
PERMISSIVE-PROTECTED LEFT TURN PHASING

NOT TO SCALE
TYPICAL VEHICLE SENSOR NODE (LOCKING) INSTALLATION DIAGRAM

FOR AT TWO PHASE APPROACH WITH (LOCKING)
PROTECTED ONLY LEFT TURN PHASING
TYPICAL VEHICLE SENSOR NODE (NON-LOCKING) INSTALLATION DIAGRAM

FOR A TWO PHASE (COORDINATED) APPROACH WITH (NON-LOCKING)
PERMISSIVE OR PERMISSIVE-PROTECTED LEFT TURN PHASING

NOT TO SCALE
TYPICAL VEHICLE SENSOR NODE (LOCKING) INSTALLATION DIAGRAM

FOR A TWO PHASE APPROACH WITH PROTECTED ONLY LEFT TURN PHASING

* RIGHT TURNS MAY BE NON-LOCKING OR LOCKING WITH RIGHT TURN DELAYS

NOT TO SCALE