7. RECOMMENDATIONS

Most jurisdictions installing traffic signals is the increased capital costs associated with any new equipment. Introduction of vehicle-actuated signals to Sri Lanka may lead to added costs of replacement of existing pretimed signal controllers, installation of new actuated signal controllers, placing appropriate detectors, regular monitoring and maintenance of the whole traffic signal systems.

In most situations, the traffic signal system is integrated with the street lighting system along the sides of the road. This provides an existing conduit system, which can easily be used for the detector lead-in cables at no extra cost. In situations where it is required to have additional auxiliary detectors, e.g at the stop line a total of 12 extra detectors would be required for an intersection with two-straight through lanes and a separate left turn lane. *At an average cost of $500 per inductive loop detector the total increase in cost to the signal installation would be $6000. This is minor in comparison to the approximately $100,000 that a complete installation costs at today's prices(Shaflik, 1995)*. In fact, most installations require a set of two-detectors per lane. All that is required to have a stop line detector and a second detector located farther back (advanced detector) to increase the efficiency and safety of the actuated signal.

- Proper placement of vehicle detectors also significantly increase the performance of a traffic signal installation not only by increasing traffic flow, but also by reducing individual and total delay and by increasing safety to the travelling public.
- Since, the Government of Sri Lankan (GOSL) efforts to allocate funds to maintain the existing infrastructure and facilities of National Road Network; the decision has to be taken at government level to introduce new traffic management systems as vehicle-actuated traffic signals.
- Semi-actuated traffic signals could be incorporated to intersections, which are connected with minor roads where traffic demand is very stochastic or very low. In addition, semi-actuated signals shall be introduced to access roads and ramps, which are connected with major developing highways or expressways in Sri Lanka, to offer continuous traffic flow along these major routes.

- Coordinated signals could readily be adapted to certain adjoining intersections before introducing vehicle-actuated signals.