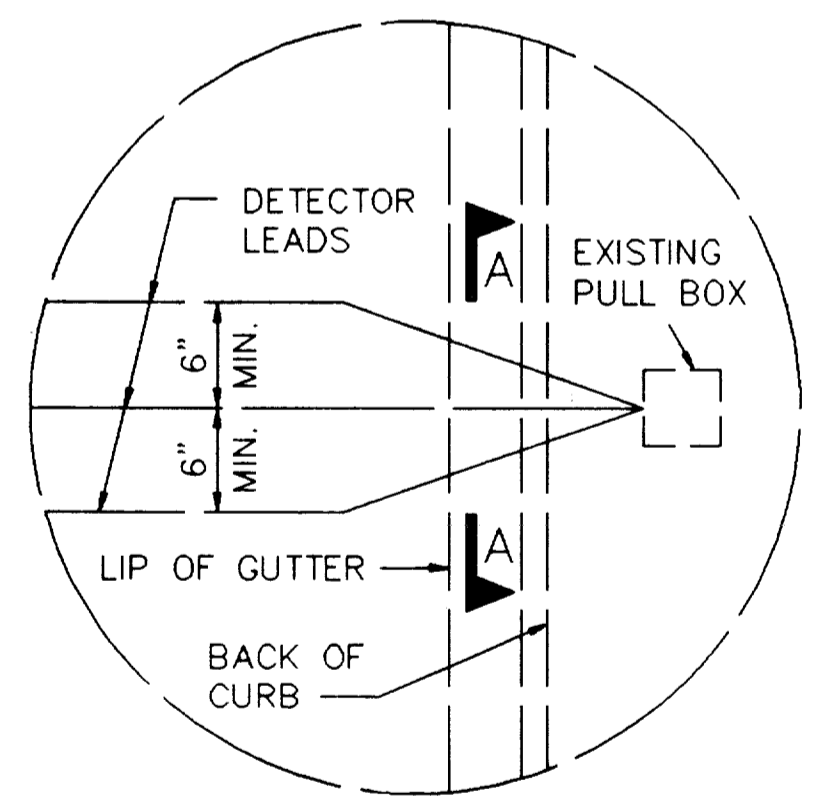


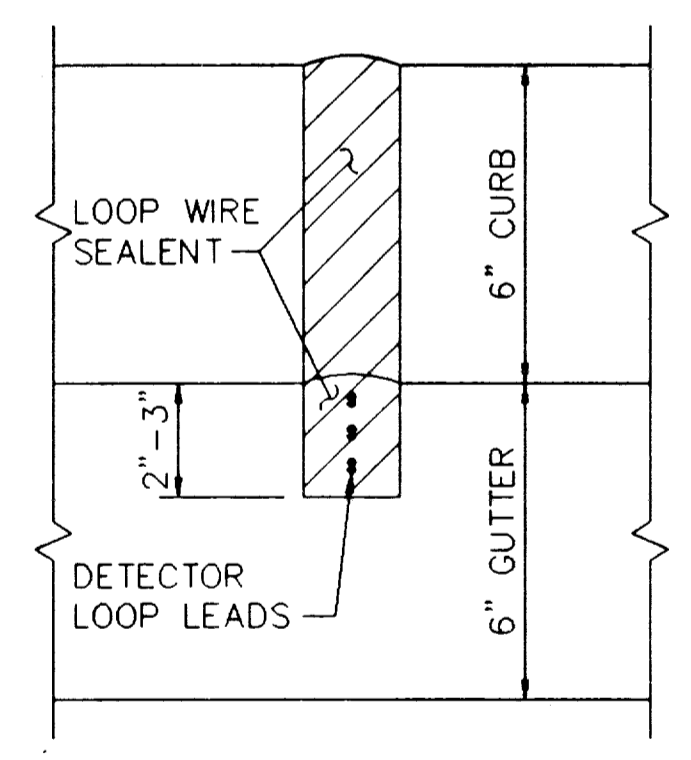
- GENERAL NOTES:**
1. NO NEW LOOPS ARE REQUIRED FOR WESTBOUND BELT LINE ROAD APPROACH.
 2. CONTRACTOR SHALL COMPLETE ALL TRAFFIC SIGNAL IMPROVEMENT AND RELOCATION WORK REQUIRED FOR THIS PROJECT TO ENSURE AN OPERATIONAL SIGNAL SYSTEM CONSISTENT WITH THE EXISTING SYSTEM.
 3. CONTRACTOR MAY OBTAIN EXISTING TRAFFIC SIGNAL LAYOUT PLANS FOR THE ADDISON ROAD - BELT LINE ROAD INTERSECTION FROM THE TOWN OF ADDISON.

- NOTES :**
1. CONTRACTOR TO PROVIDE INDIVIDUAL SAWED CHANNELS THRU CURB & GUTTER FOR EACH WIRE LOOP.
 2. SPLICE IN PULL BOXES SHALL BE SOLDERED AND WEATHER SEALED.

PLAN

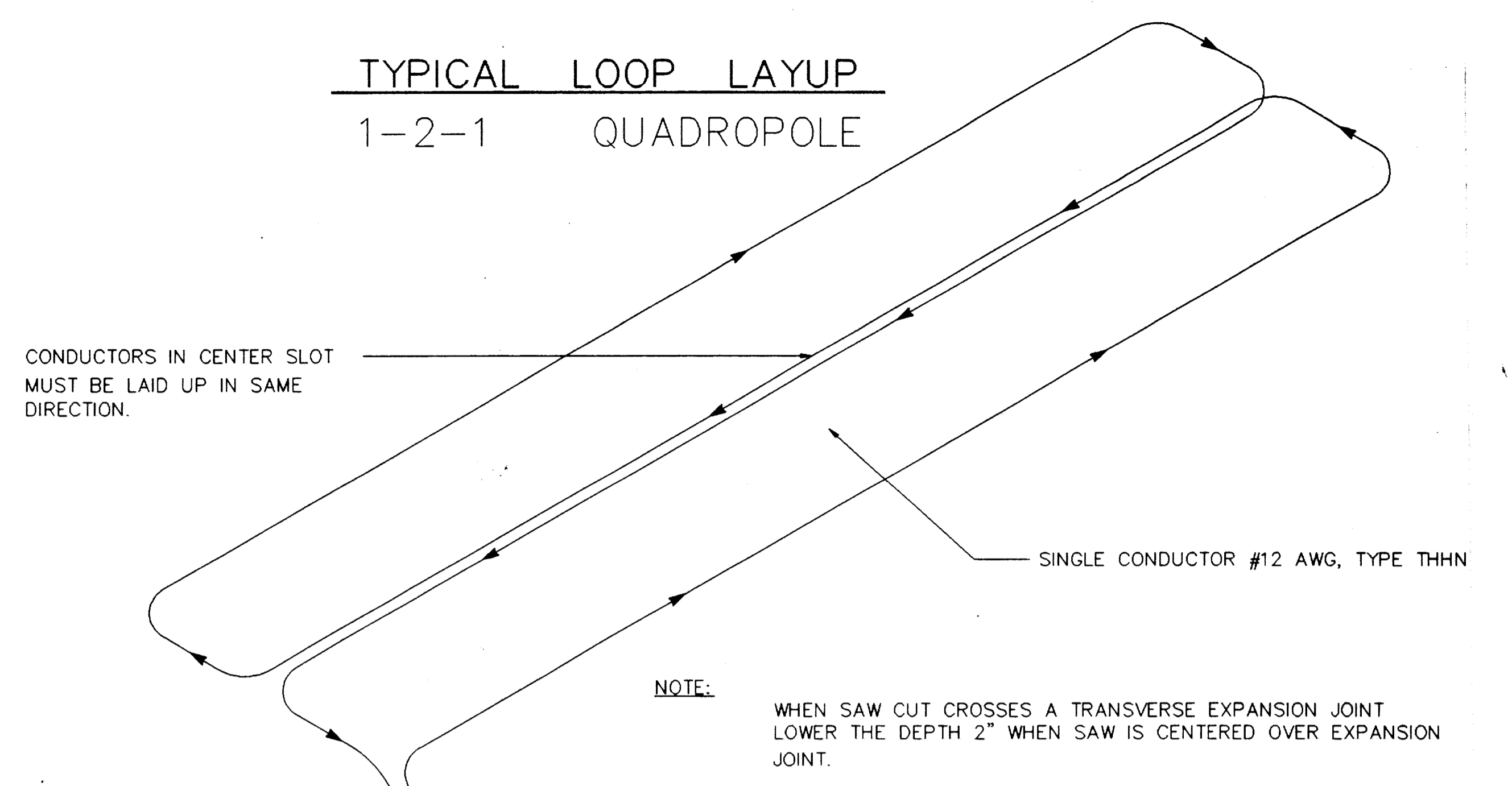


DETAIL A
VEHICLE LOOP DETECTOR LAYOUT

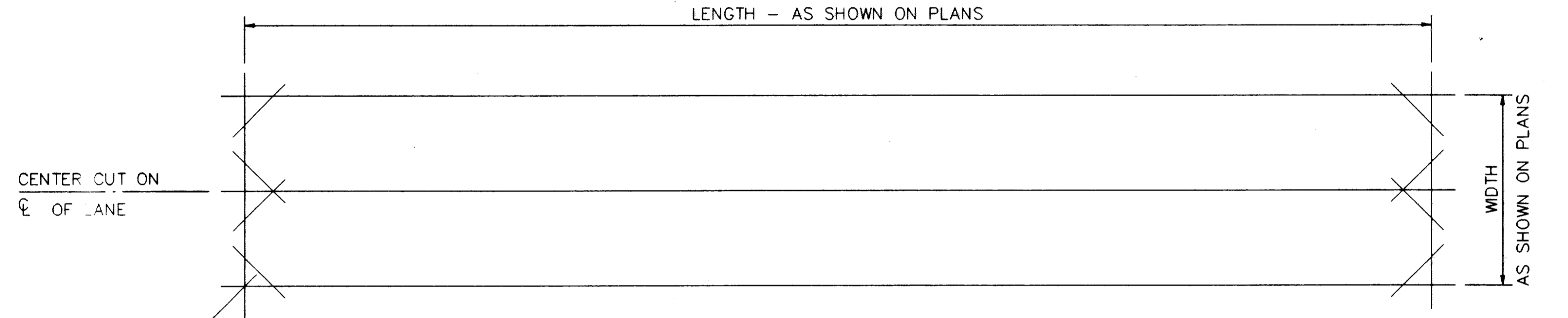
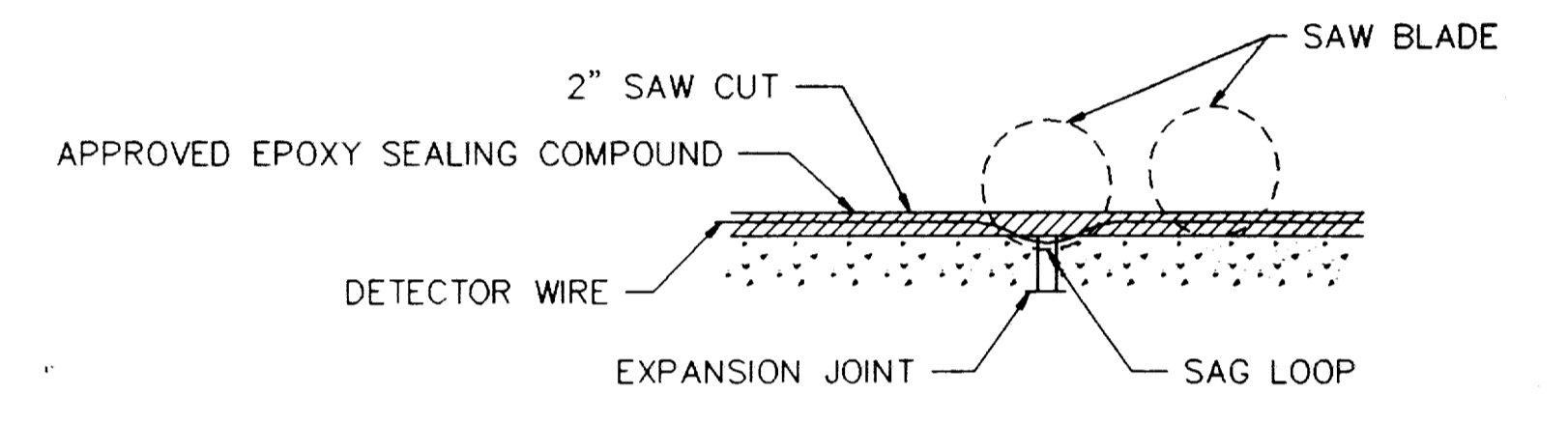


SECTION A-A

TYPICAL LOOP LAYUP
1-2-1 QUADROPOLE

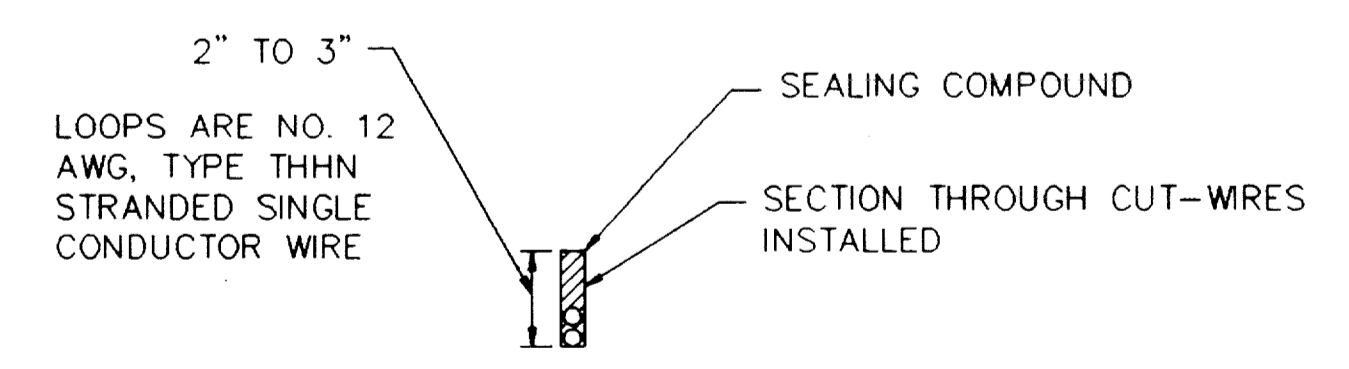


WIRES TWISTED IN LEAD RUN CUT AT LEAST, 2 TURNS PER FOOT



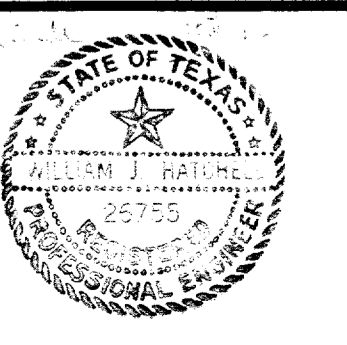
PLAN
SAW - CUT PATTERN FOR DETECTOR LOOPS

1. INSTALLATION OF WIRE LOOPS IS TO BE MADE IN THE SHORTEST TIME PRACTICAL, NOT TO EXCEED A 4 HR. MAX. AND SCHEDULED DURING OFF PEAK HOURS TO MINIMIZE DELAY TO VEHICLE TRAFFIC.
2. THE PAVEMENT CUT IS TO BE CUT WITH A CONCRETE SAW TO NEAT LINES AND LOOSE MATERIAL REMOVED. THE CUT SHOULD BE CLEAN AND DRY WHEN THE SEALING COMPOUND IS PLACED.
3. THE LEAD-IN WIRES ARE TO BE TWISTED A MINIMUM OF TWO TURNS PER FOOT AND REMAIN UNDISTURBED AFTER THE LOOP HAS BEEN TUNED.
4. EACH LOOP IS TO BE RETURNED TO CONTROLLER VIA ONE PAIR OF UNSPLICED SHIELDED LEAD-IN WIRES. MULTIPLE, TWISTED LEADS TO MORE THAN ONE LOOP IN SINGLE LEAD RUN SAW SLOT ARE NOT PERMISSIBLE.
5. ALL LOOPS TO PENETRATE CURB IN A SEPERATE CONDUIT.



NO.	REVISION	BY	DATE

DESIGNED BY: _____
 DRAWN BY: _____
 CHECKED BY: _____
 SCALE: _____
 DATE: _____



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 (214) 387-0771

TRAFFIC SIGNAL DETAILS

SHEET NO. _____
 OF _____ SHEETS
 JOB NO. _____