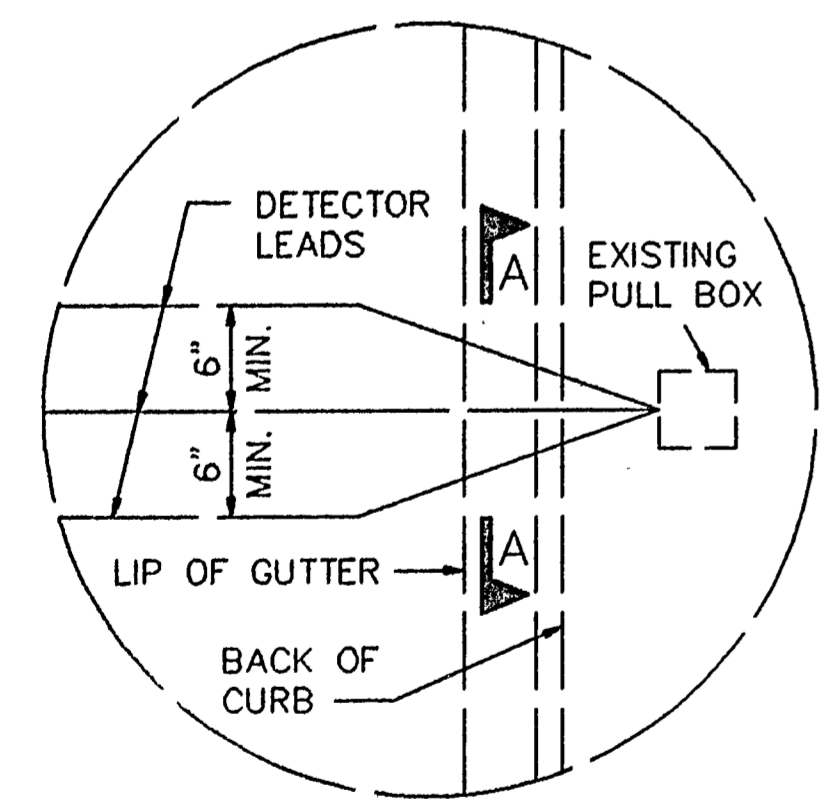
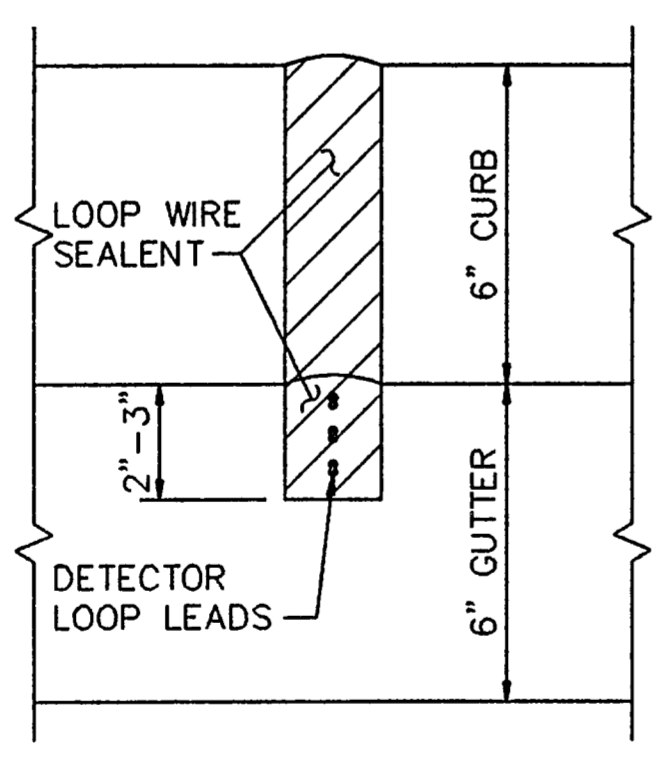


- NOTES :
1. CONTRACTOR TO PROVIDE INDIVIDUAL SAWED CHANNELS THRU CURB & GUTTER FOR EACH WIRE LOOP.
 2. SPLICE IN PULL BOXES SHALL BE SOLDERED AND WEATHER SEALED.

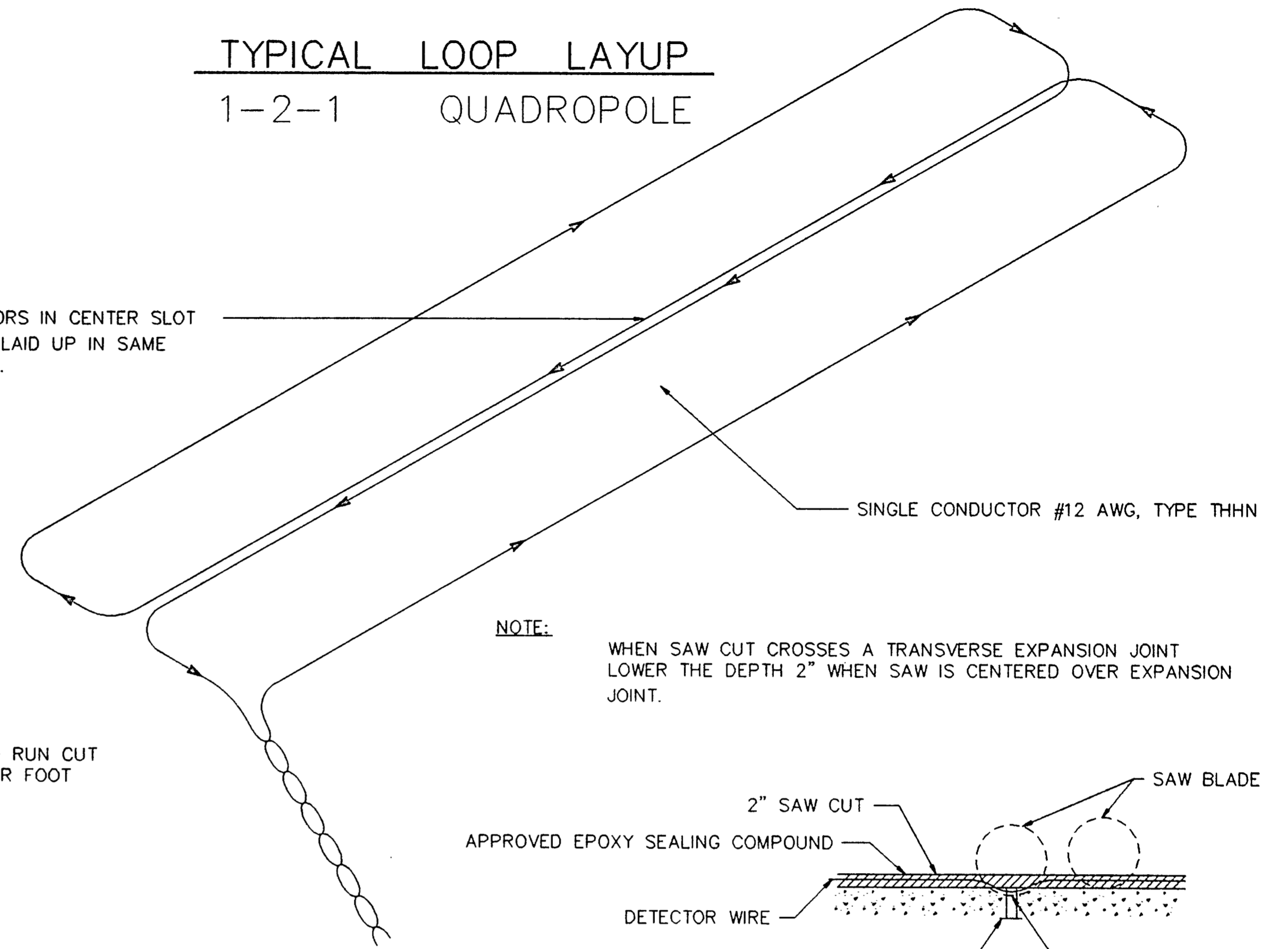
PLAN



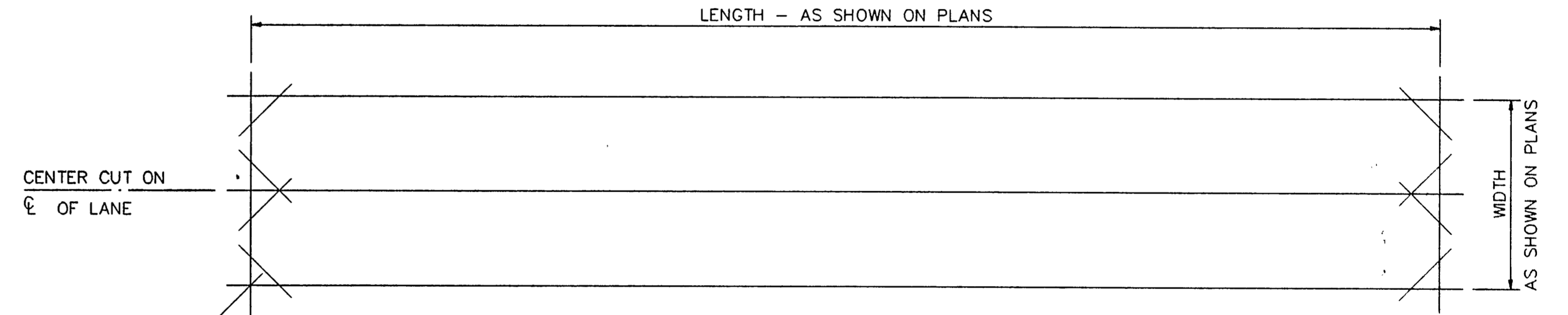
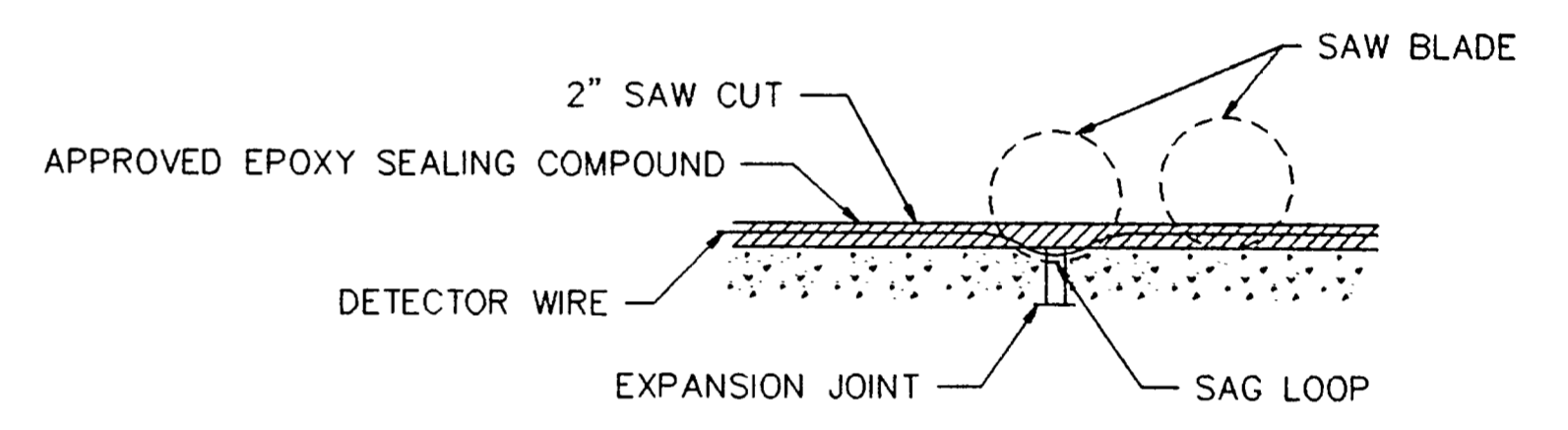
DETAIL A
VEHICLE LOOP DETECTOR LAYOUT



SECTION A-A

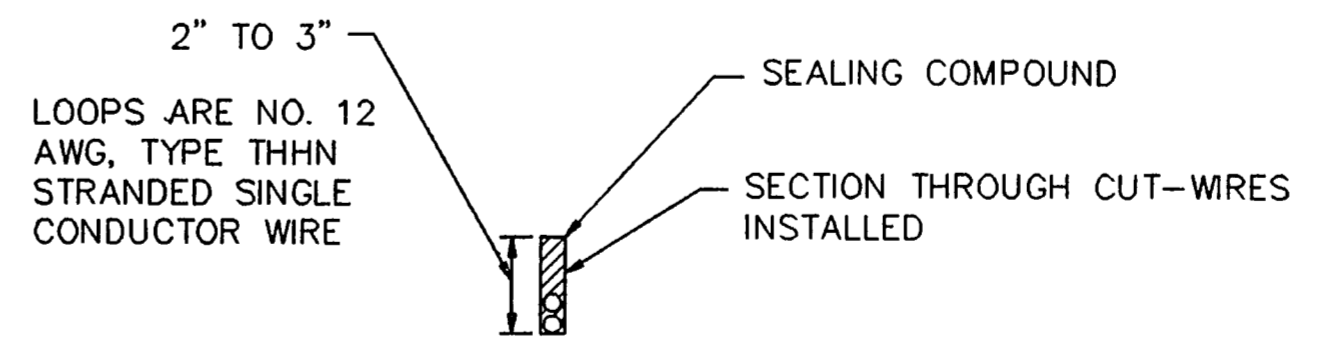


WIRES TWISTED IN LEAD RUN CUT AT LEAST, 2 TURNS PER FOOT



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.



Tom Simerly
10-28-92

REVISIONS			
NO.	DESCRIPTION	DATE	BY

DUNAWAY ASSOCIATES,
INC.

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DESIGN BY: BDJ DATE: 2-14-92
DRAWN BY: SAM DATE: 2-14-92
CHECKED BY: BDJ DATE: 2-14-92
APPROVED BY: DATE: _____



TRAFFIC SIGNAL DETAILS
Scale: NONE

SHEET
16
OF
19
91268-16