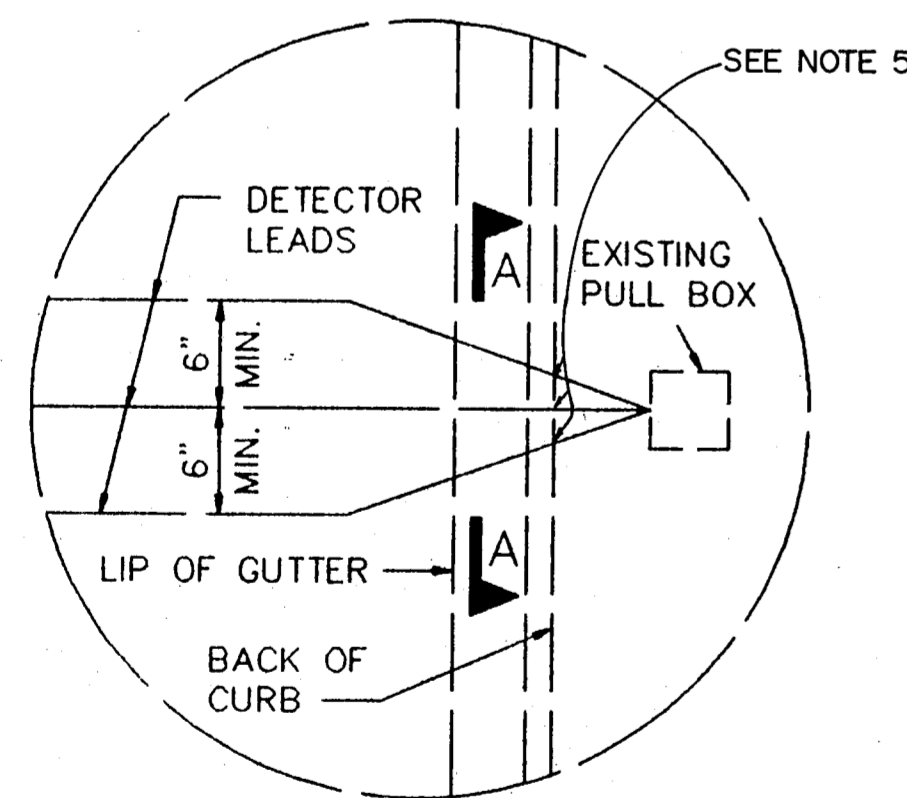


NOTES :

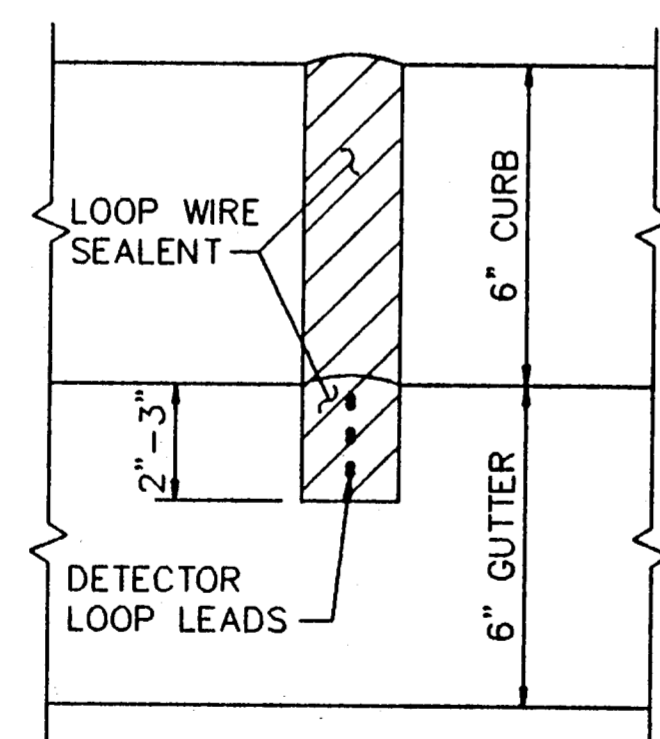
1. CONTRACTOR TO PROVIDE INDIVIDUAL SAWED CHANNELS THRU CURB & GUTTER FOR EACH WIRE LOOP.
2. SPLICE IN PULL BOXES SHALL BE SOLDERED AND WEATHER SEALED.

PLAN



DETAIL A

VEHICLE LOOP DETECTOR LAYOUT



SECTION A-A

TYPICAL LOOP LAYUP
1-2-1 QUADROPOLE

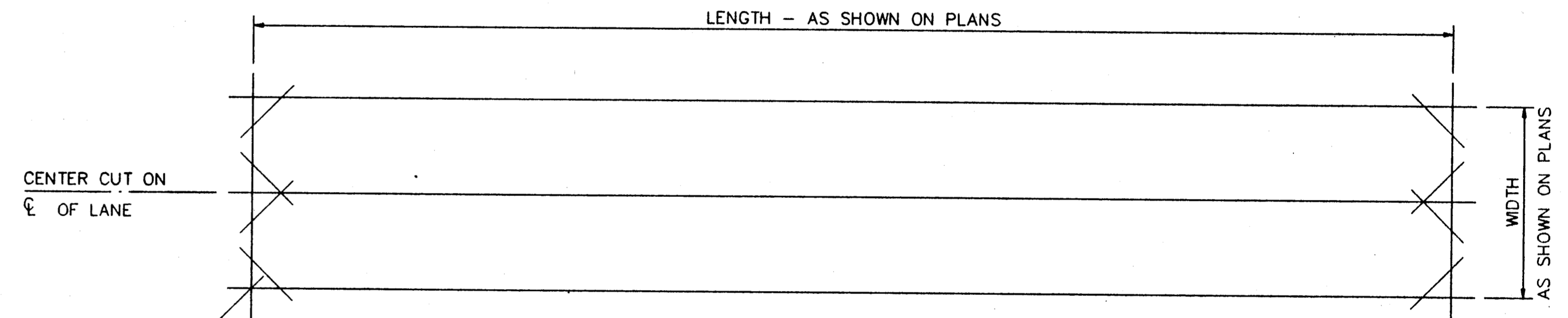
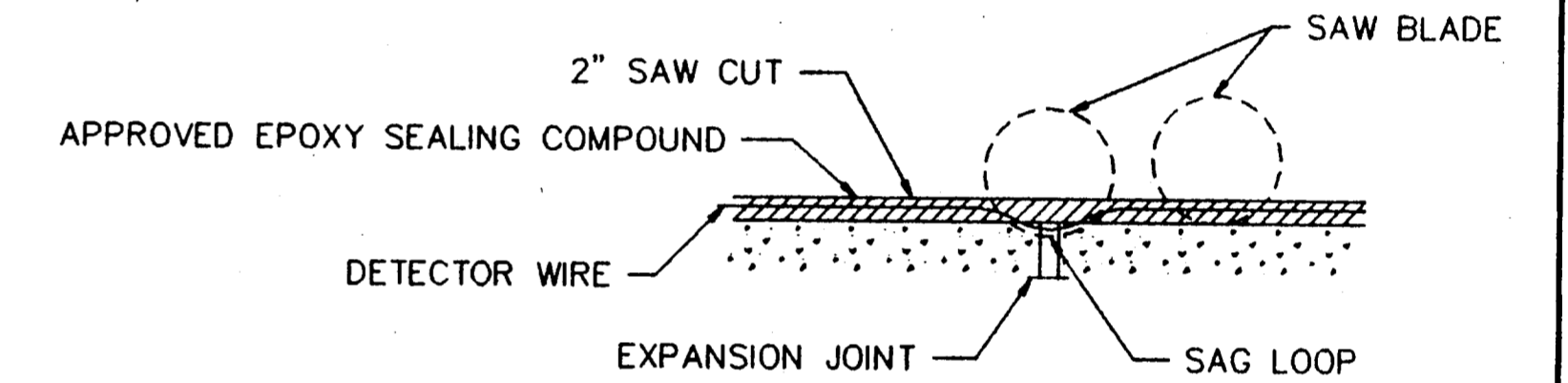
CONDUCTORS IN CENTER SLOT MUST BE LAID UP IN SAME DIRECTION.

SINGLE CONDUCTOR #12 AWG, TYPE THHN

NOTE:

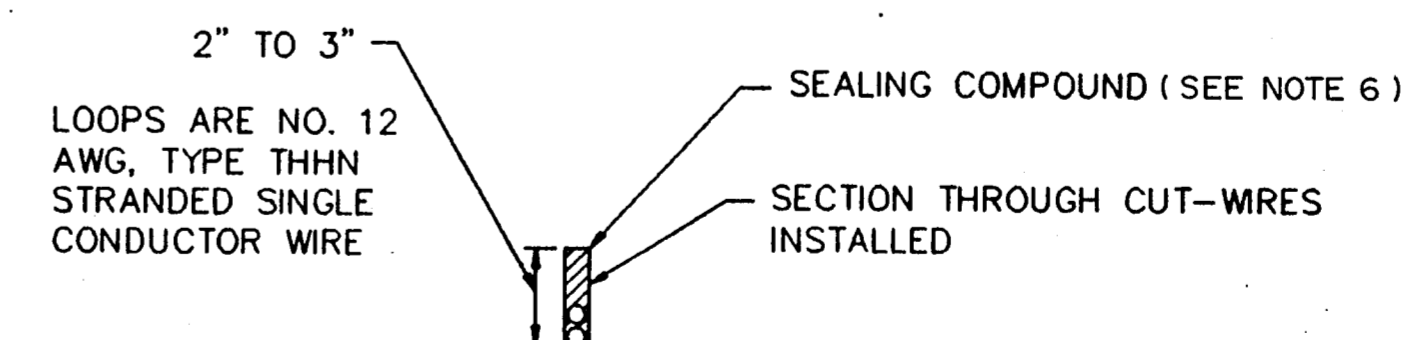
WHEN SAW CUT CROSSES A TRANSVERSE EXPANSION JOINT LOWER THE DEPTH 2" WHEN SAW IS CENTERED OVER EXPANSION JOINT.

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.
6. 3 M LOOP SEAL REQUIRED (SEE TOWN OF ADDISON SPECIFICATION)

Lawrence A. Cates
01/16/93

AS BUILTS

I CERTIFY THIS PROJECT WAS CONSTRUCTED IN GENERAL CONFORMANCE WITH THESE CONSTRUCTION PLANS AND WILL FUNCTION AS DESIGNED.

Joe Fiedler
9-12-92

LOOP DETECTOR DETAILS						
BELTLINE RD. EAST OF MARSH LN.						
TOWN OF ADDISON, TEXAS						
LAWRENCE A. CATES & ASSOC. CONSULTING ENGINEERS DALLAS, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
L.A.C.	L.A.C.	8/24/92	N.T.S.		92023	T II