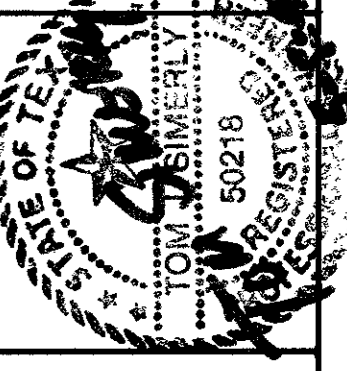
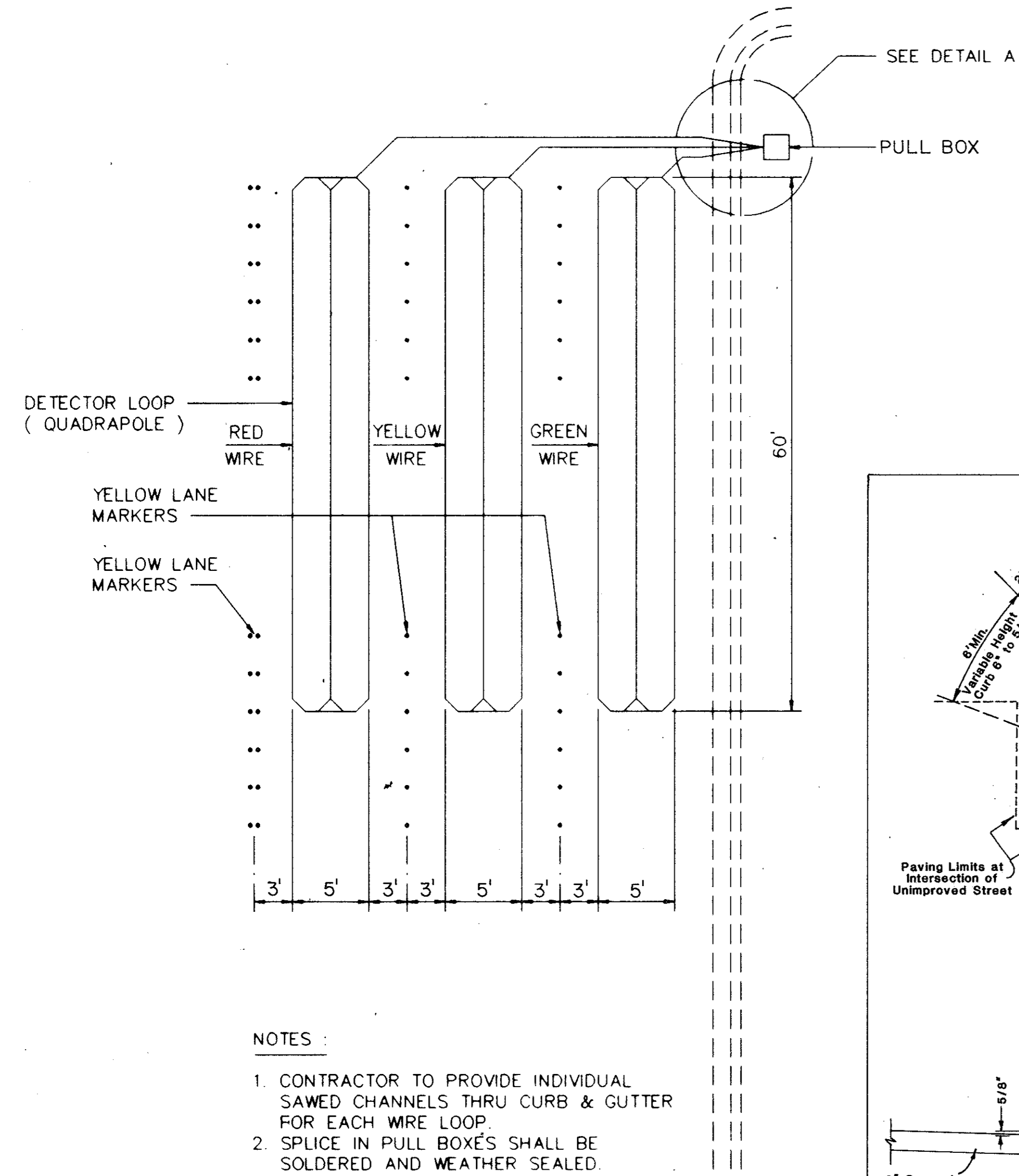
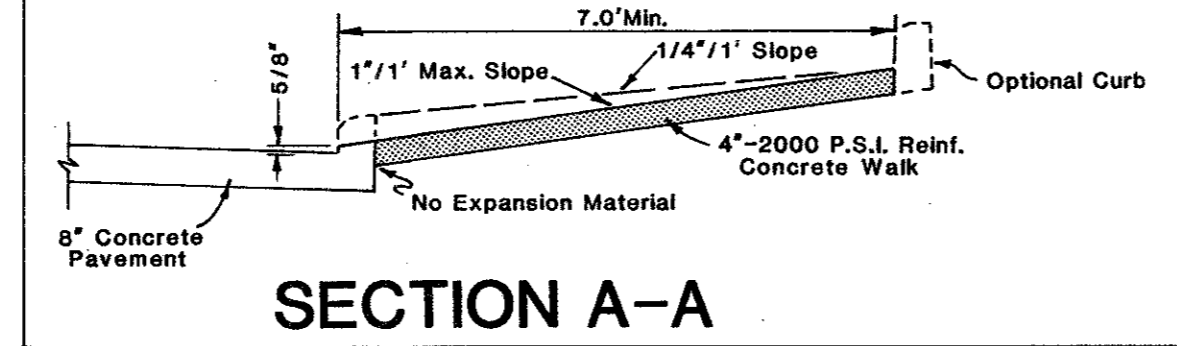
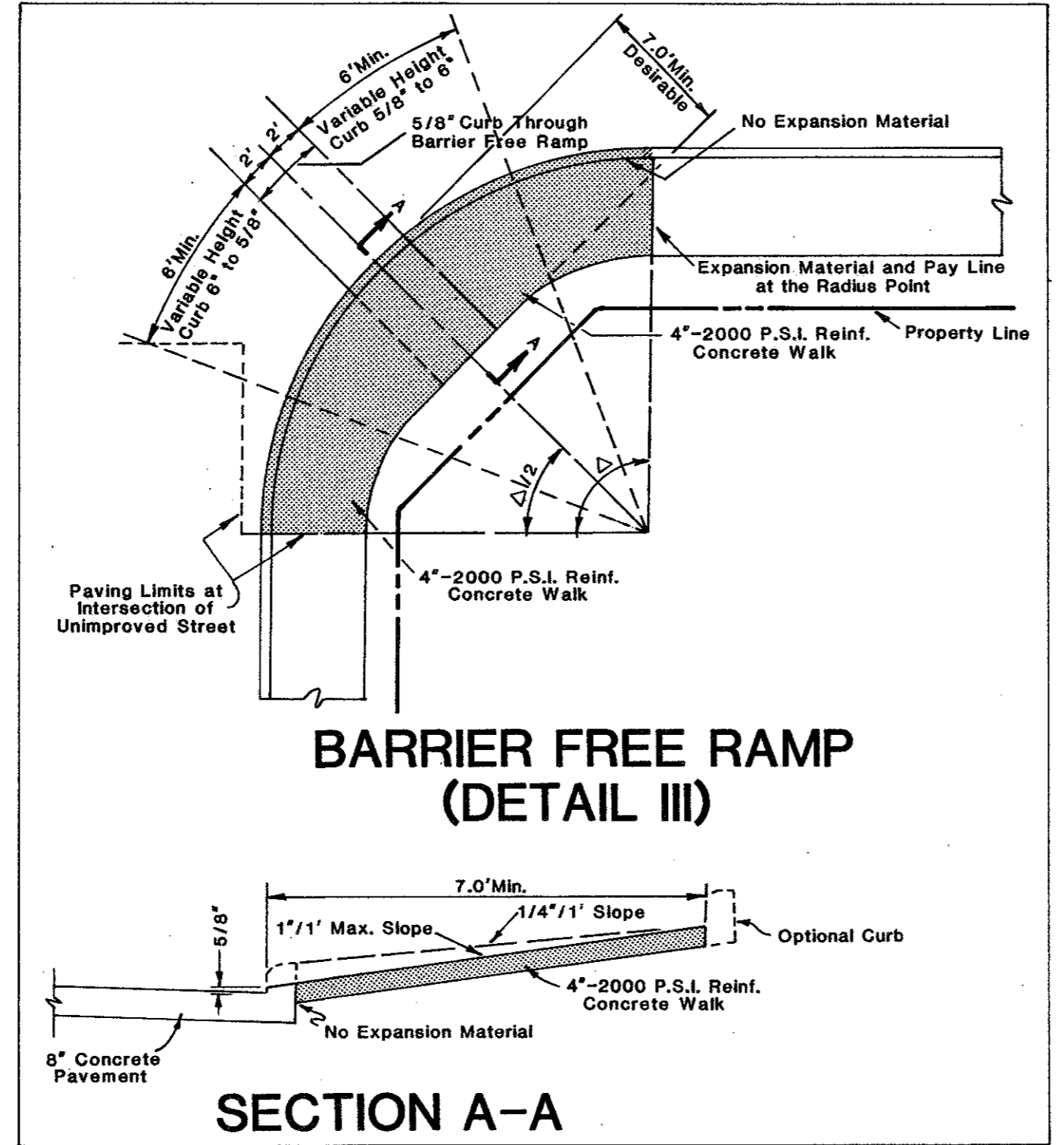
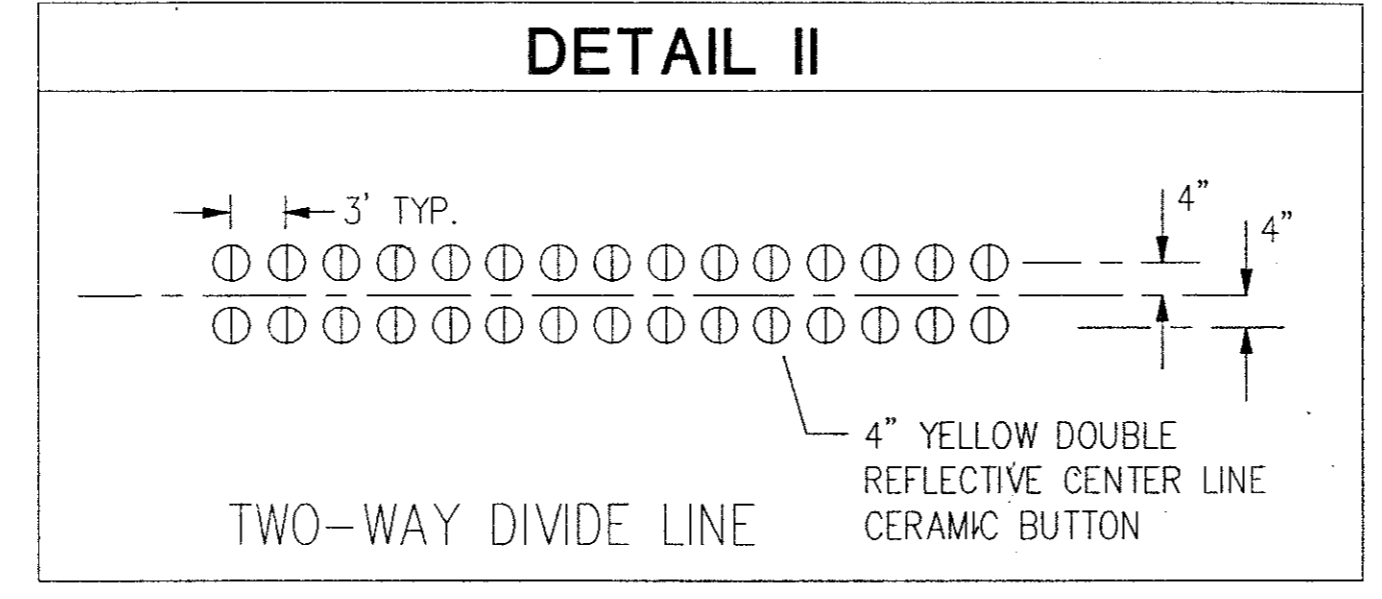
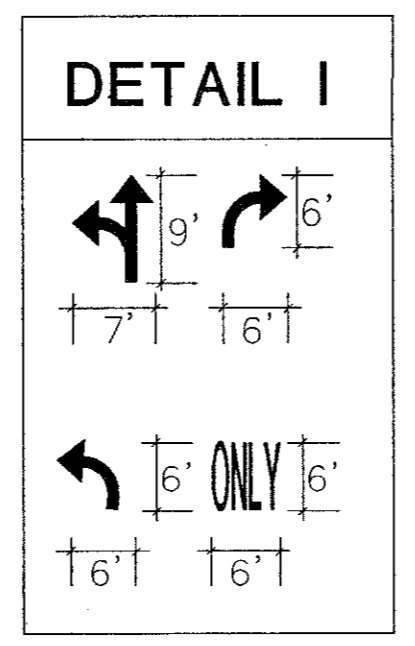


App.	
Revisions	
No.	Date



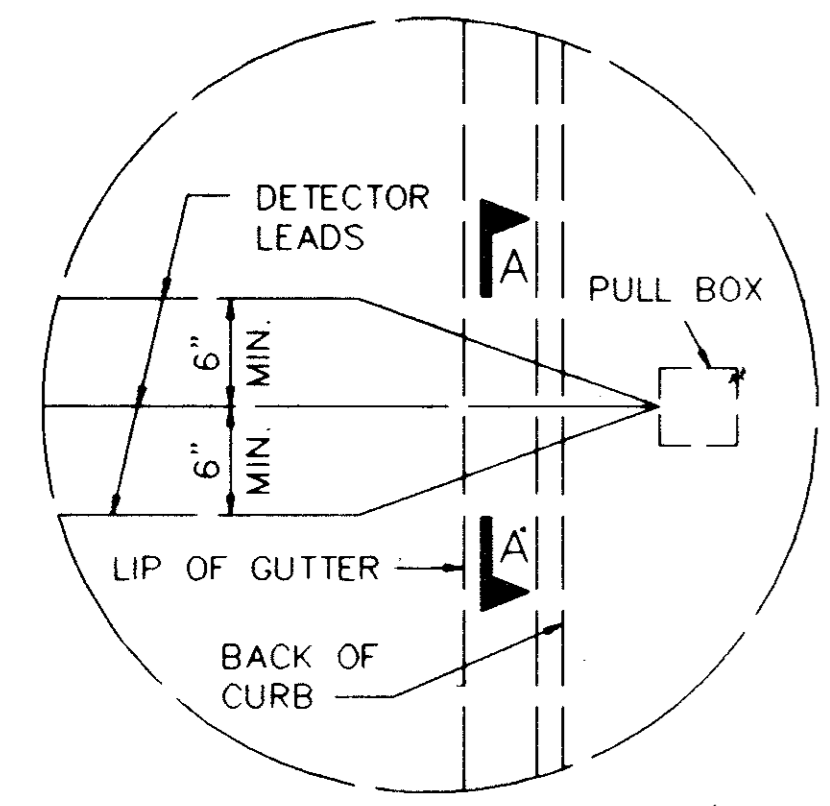
TRAFFIC SIGNAL DETAILS

Barton-Aschman Associates, Inc.

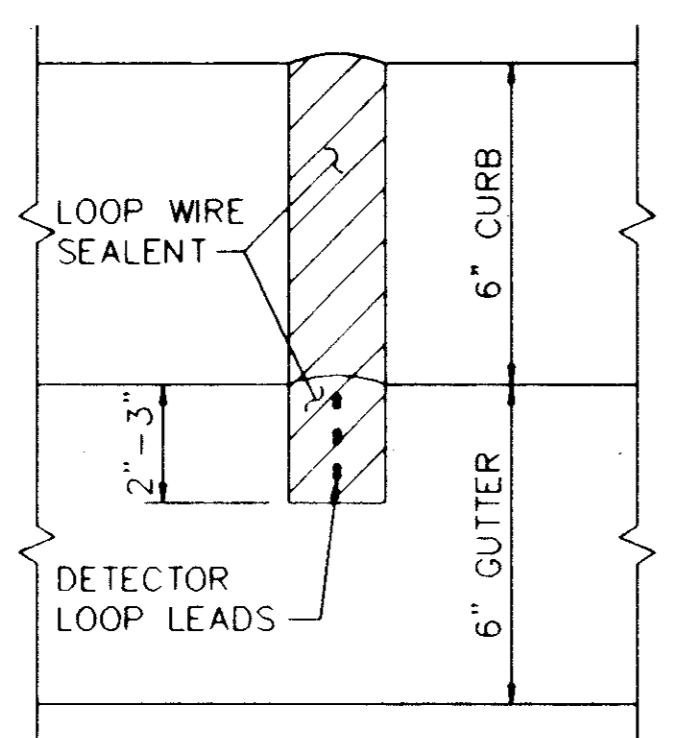


- NOTES:
- CONTRACTOR TO PROVIDE INDIVIDUAL SAWED CHANNELS THRU CURB & GUTTER FOR EACH WIRE LOOP.
 - SPLICE IN PULL BOXES SHALL BE SOLDERED AND WEATHER SEALED.

PLAN



DETAIL A

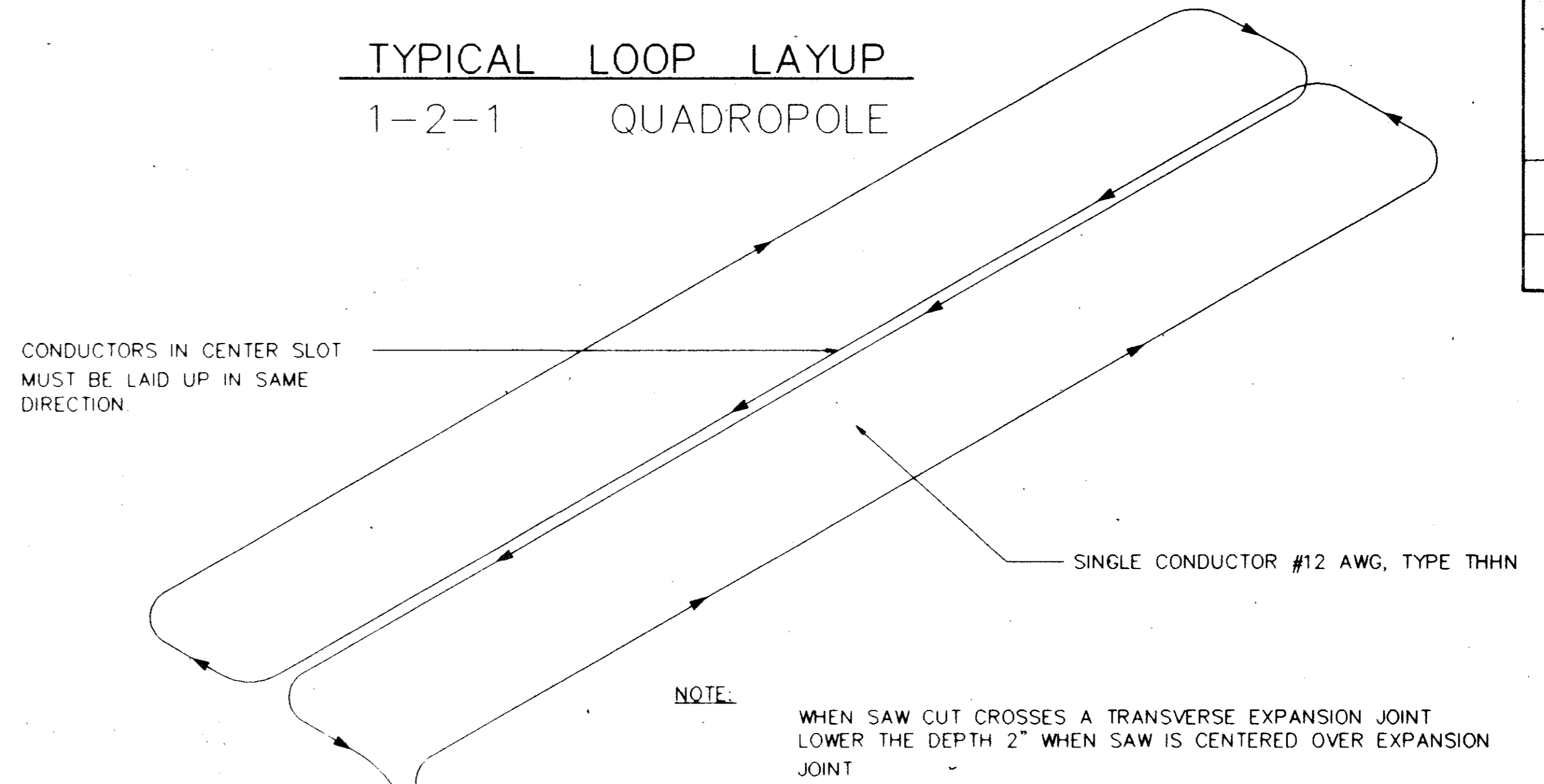


SECTION A-A

VEHICLE LOOP DETECTOR LAYOUT

- 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.
- 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.
- THE LEAD-IN WIRES ARE TO BE TWISTED A MINIMUM OF TWO TURNS PER FOOT AND REMAIN UNDISTURBED AFTER THE LOOP HAS BEEN TUNED.
- 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.
- ALL LOOPS TO PENETRATE CURB IN A SEPERATE CONDUIT

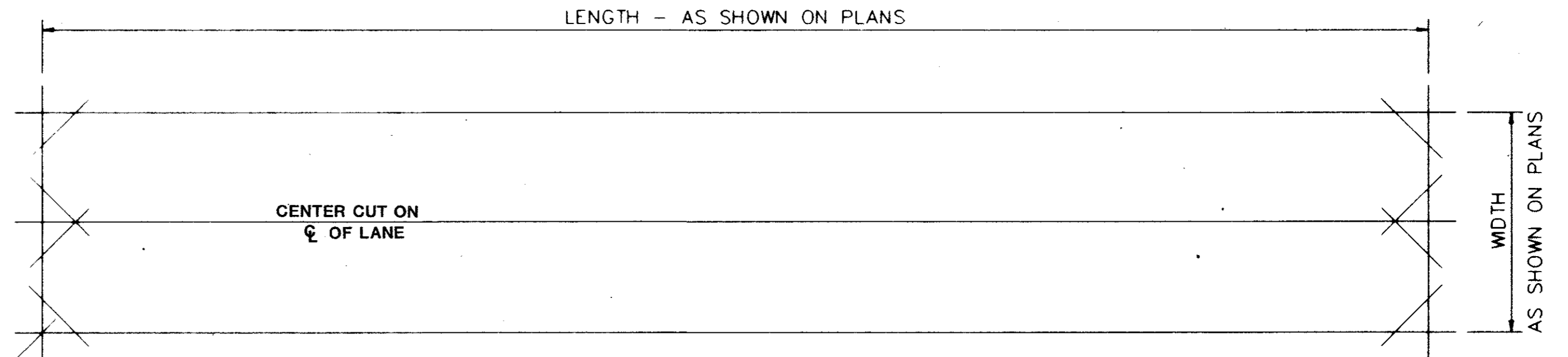
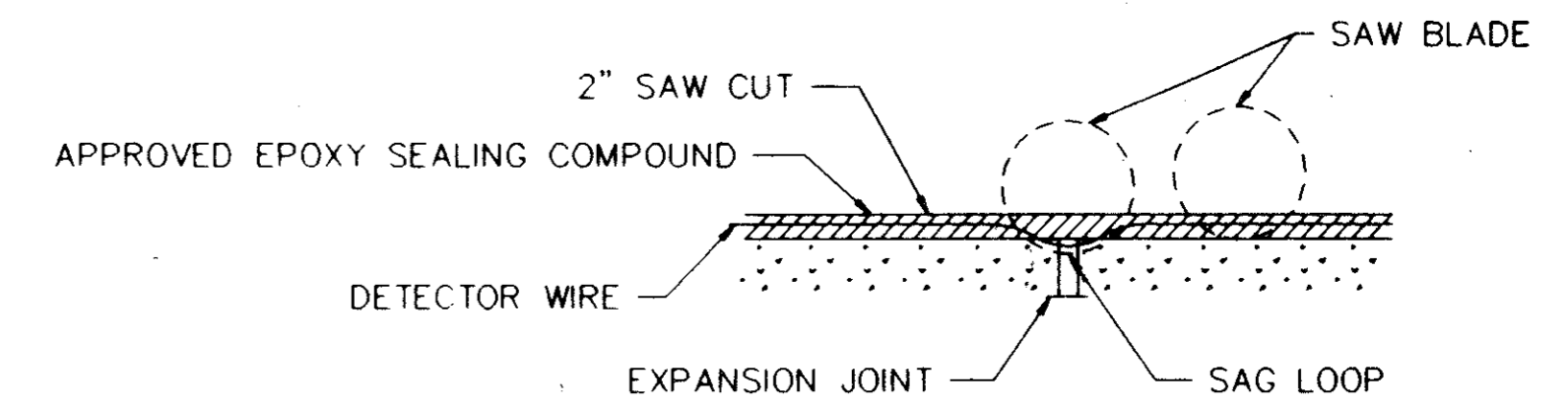
TYPICAL LOOP LAYOUT
1-2-1 QUADROPOLE



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

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

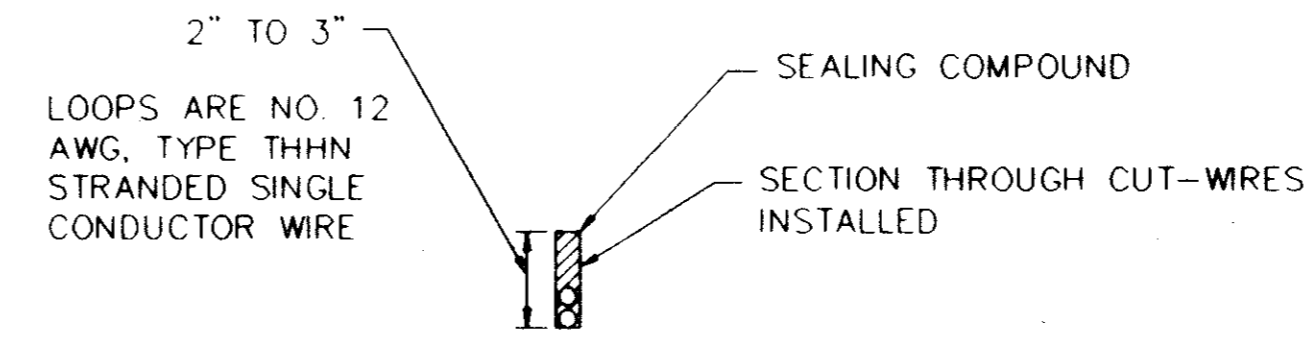
WIRES TWISTED IN LEAD RUN CUT AT LEAST, 2 TURNS PER FOOT



PLAN

SAW - CUT PATTERN FOR DETECTOR LOOPS

CUT FOR LEAD RUN TO PULL BOX AT CURB



Scale: H	Date: 8/2/85
Designed by:	
Drawn by:	
Checked by: TJS	
Approved by: TJS	
Project No. 854003.01000	