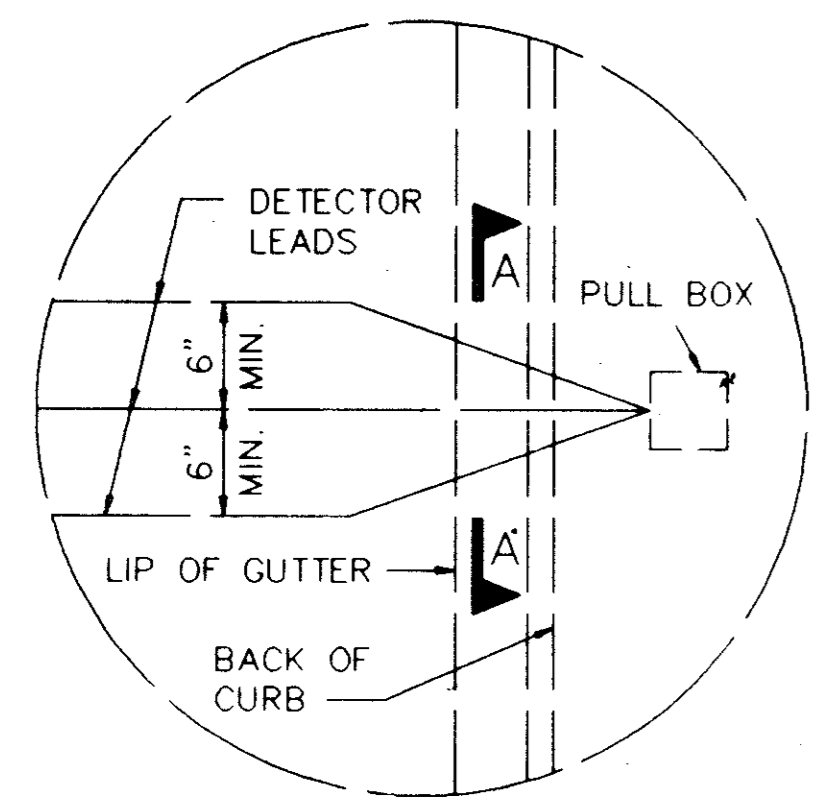
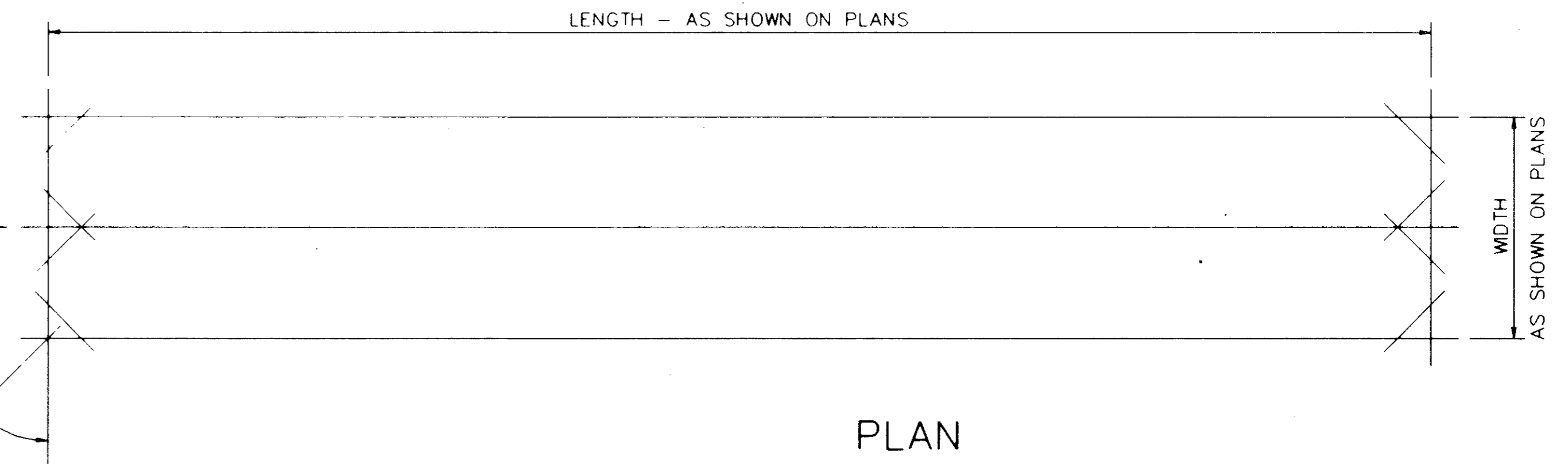
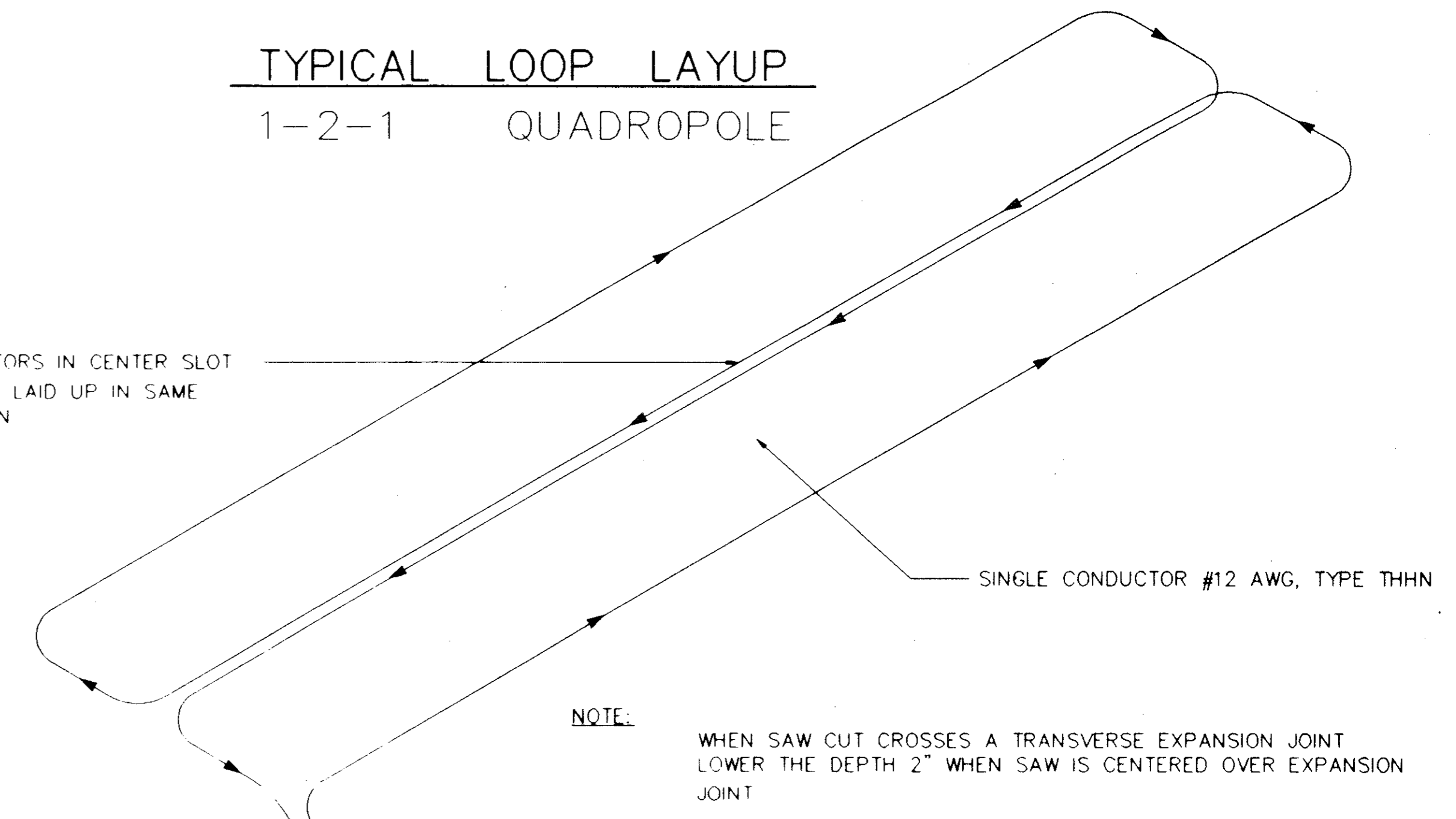
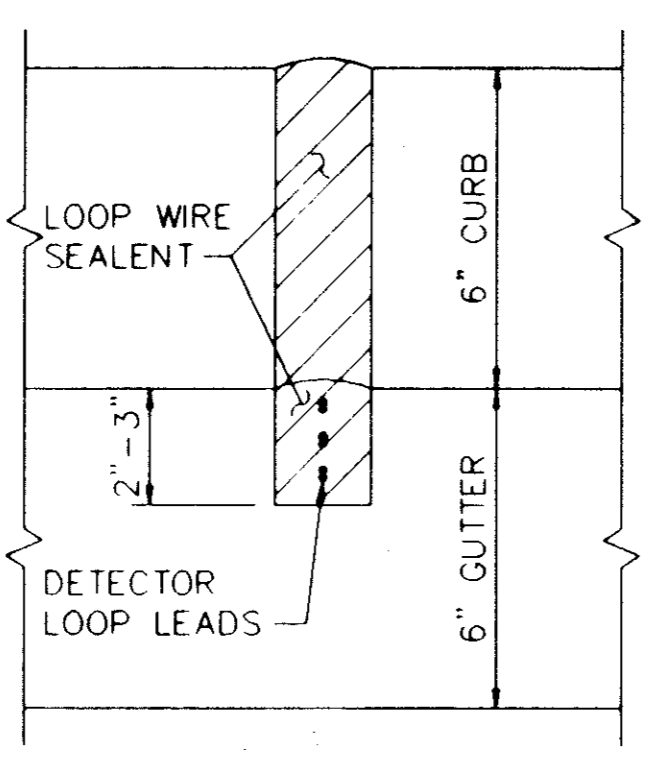


- NOTES:**
1. CONTRACTOR TO PROVIDE INDIVIDUAL SAWED CHANNELS THRU CURB & GUTTER FOR EACH WIRE LOOP.
 2. SPLICE IN PULL BOXES SHALL BE SOLDERED AND WEATHER SEALED.

PLAN

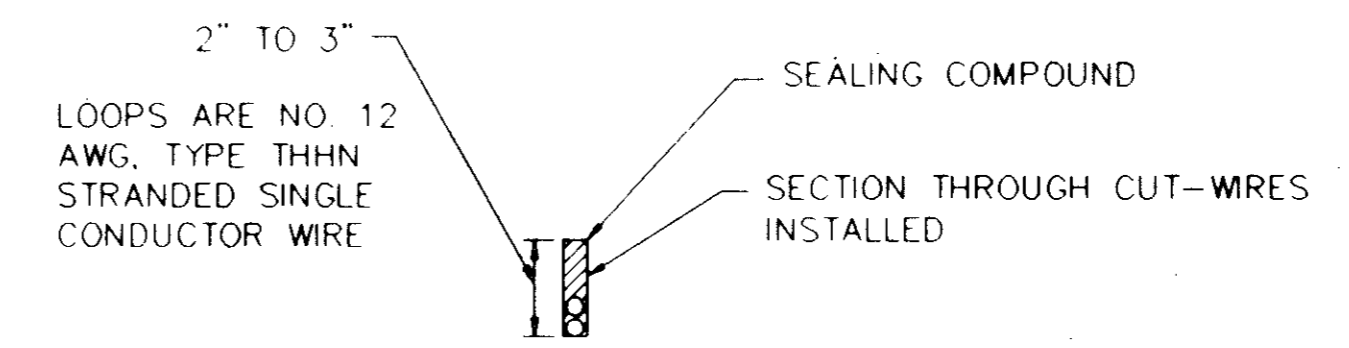


VEHICLE LOOP DETECTOR LAYOUT



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: _____ EH&A
 CHECKED BY: _____
 SCALE: _____ AS SHOWN
 DATE: _____ JULY, 1995
 FILE: _____

EH&A Espey, Huston & Associates, Inc.
 Engineering & Environmental Consultants
 13800 Montfort Drive, Suite 230
 Dallas, Texas 75240 (214) 387-0771

TRAFFIC SIGNAL DETAILS

MIDWAY ROAD DRAINAGE IMPROVEMENTS
 GREENHILL DRIVE TO TU RIGHT-OF-WAY
 for
 THE TOWN OF ADDISON

SHEET NO. _____
 OF _____ SHEETS
 JOB NO. 16285