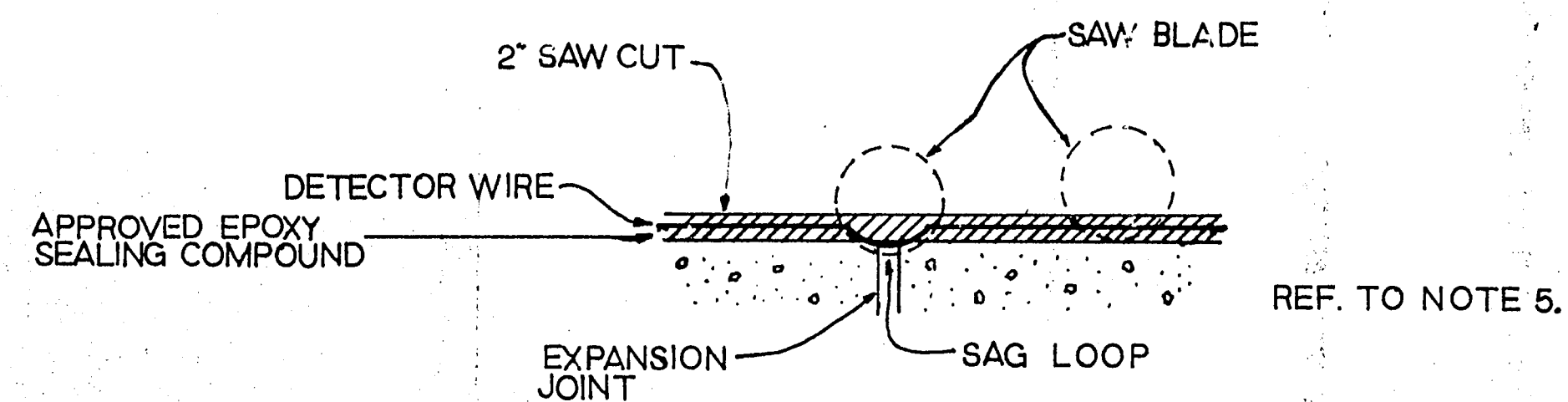


SAW-CUT PATTERN FOR DETECTOR

NOTES

1. INSTALLATION OF WIRE LOOPS IS TO BE MADE IN THE SHORTEST TIME PRACTICAL, NOT TO EXCEED A 4HR. MAX. & SCHEDULED DURING OFF PEAK HOURS TO MINIMIZE DELAY TO VEHICLE TRAFFIC.
2. THE PAVEMENT CUT IS TO BE CUT W/ A CONCRETE SAW TO NEXT LINES. AND LOOSE MATERIAL REMOVED. THE CUT SHOULD BE CLESH 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 IS 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 PERMISSABLE.
5. WHEN SAW CUT CROSSES A TRANSVERSE EXPANSION JOINT LOWER THE DEPTH 2" WHEN SAW IS CENTERED OVER EXPANSION JOINT.
6. CONTRACTOR TO PROVIDE INDIVIDUAL SAWED CHANNELS THRU CURB & GUTTER FOR EACH WIRE LOOP.
7. SPLICES IN PULL BOXES SHALL BE SOLDERED & HEATHER SEALED.



REF. TO NOTE 5.

STANDARD TRAFFIC SIGNAL DETAILS

DATE:
SCALE:
1" = 20'
SHEET NO.