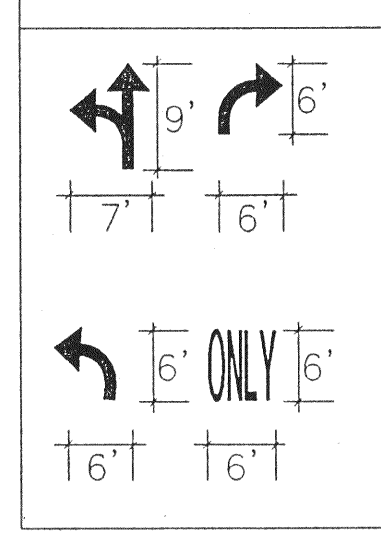
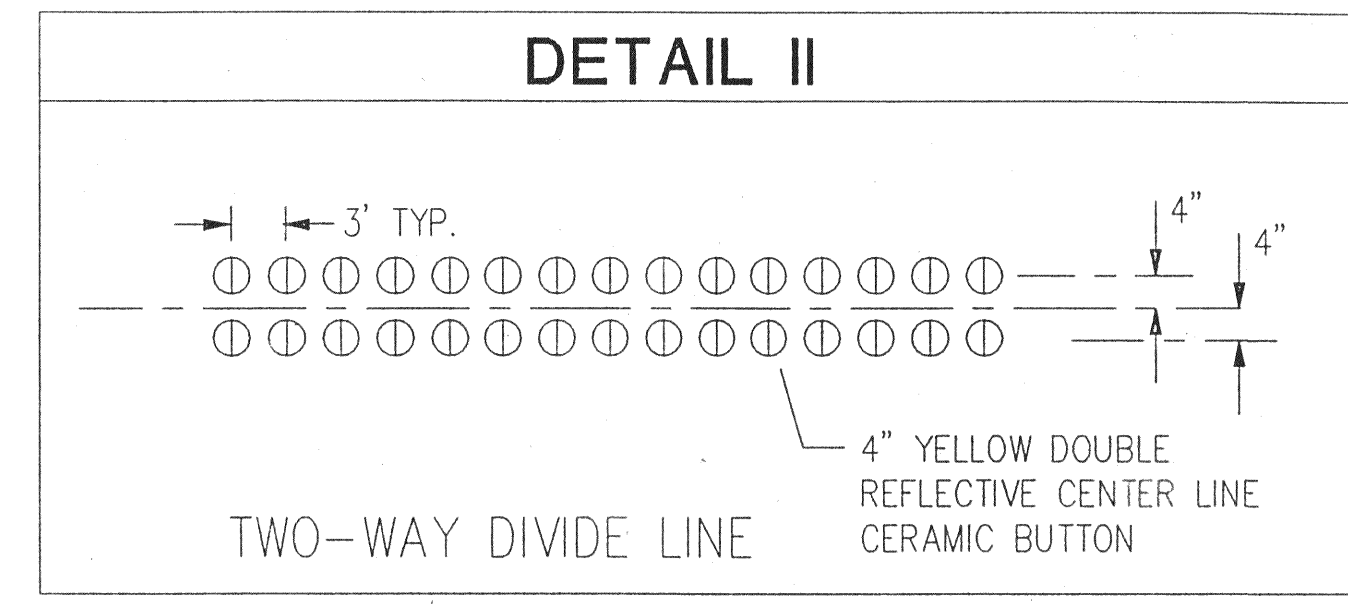


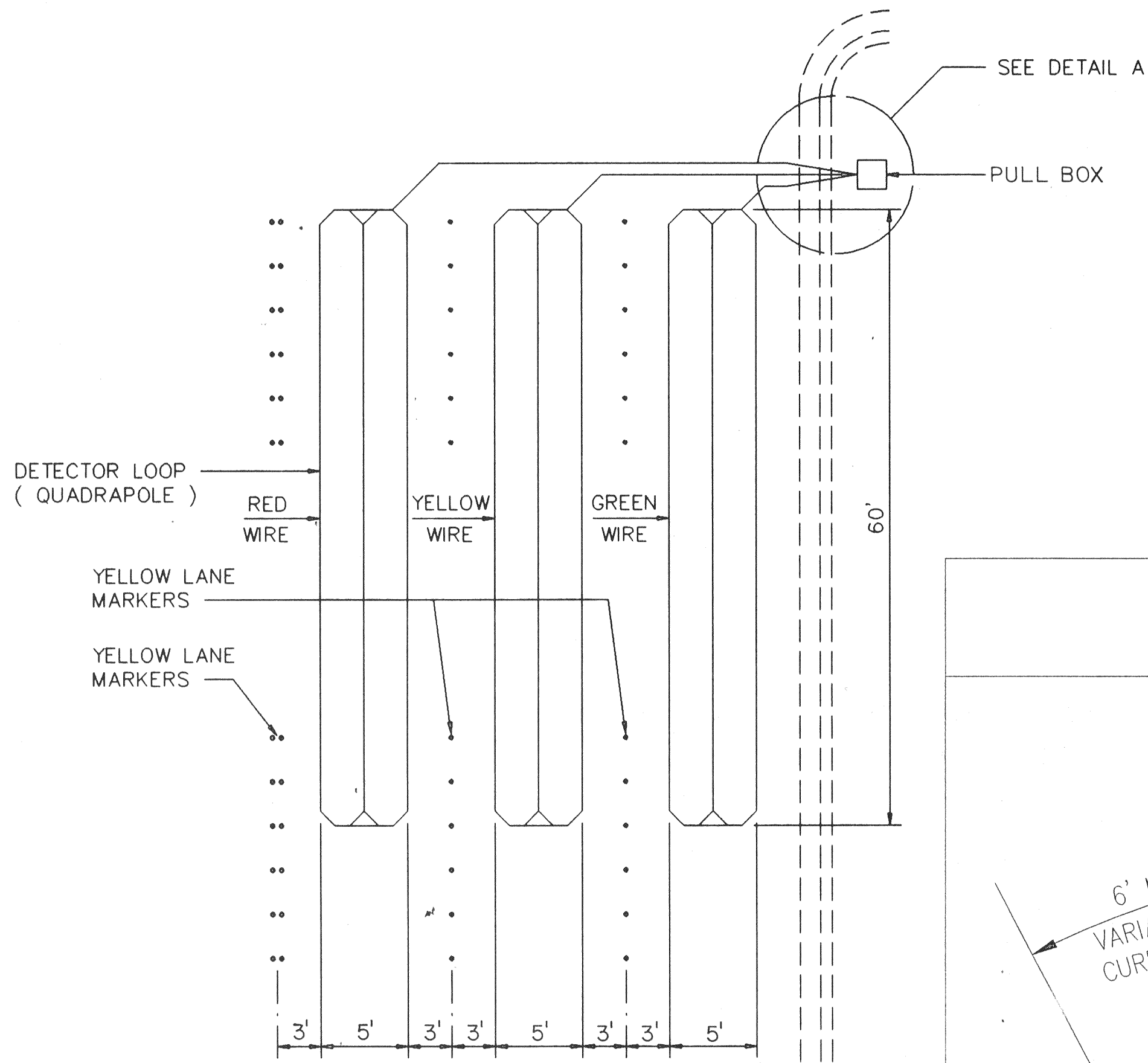
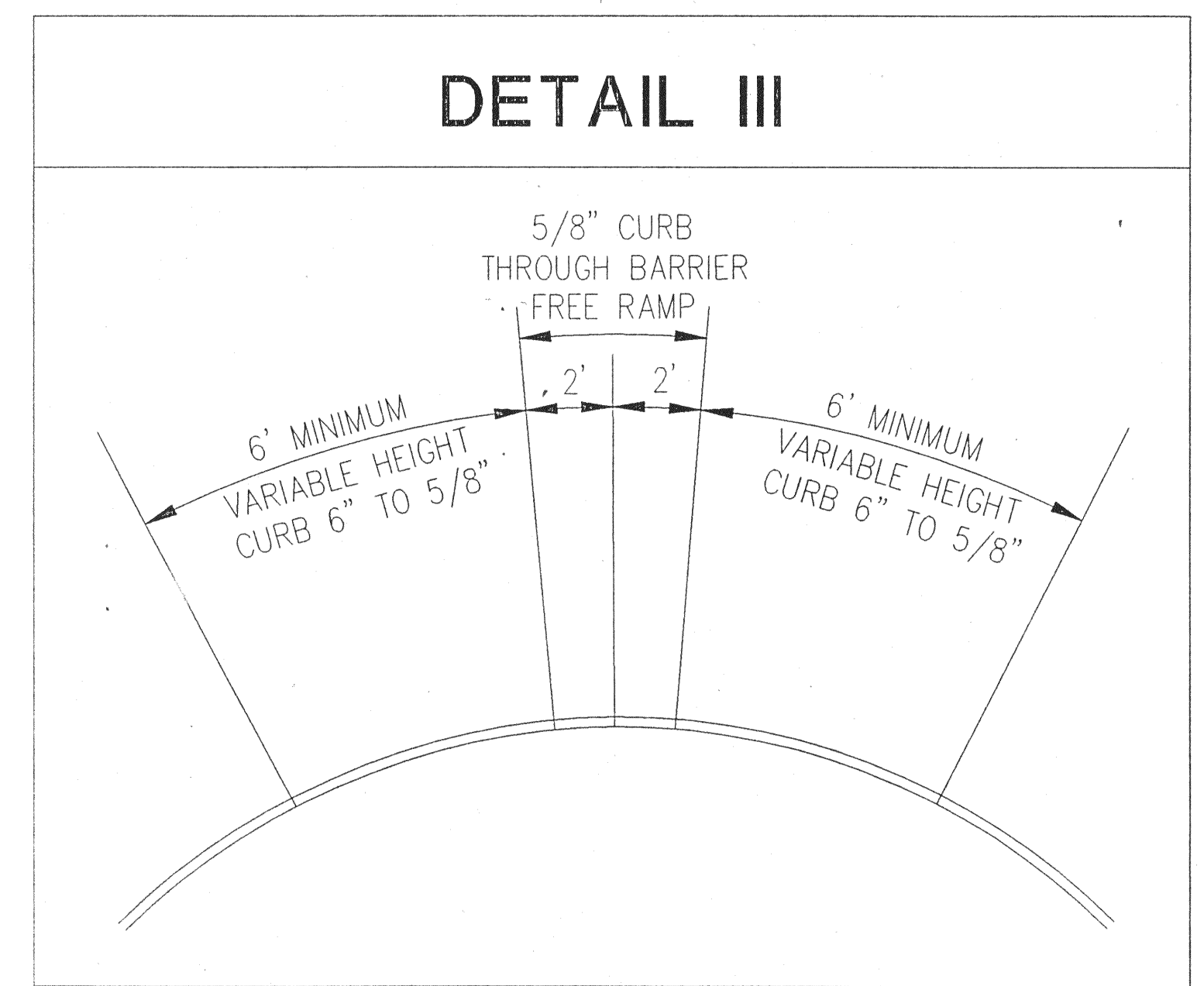
**DETAIL I**



**DETAIL II**

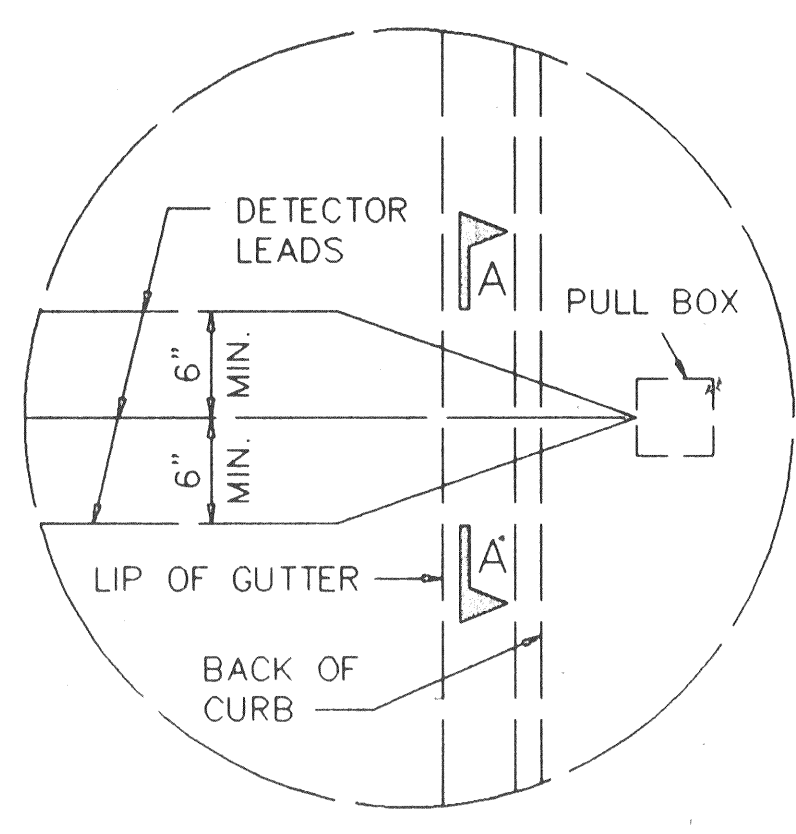


**DETAIL III**

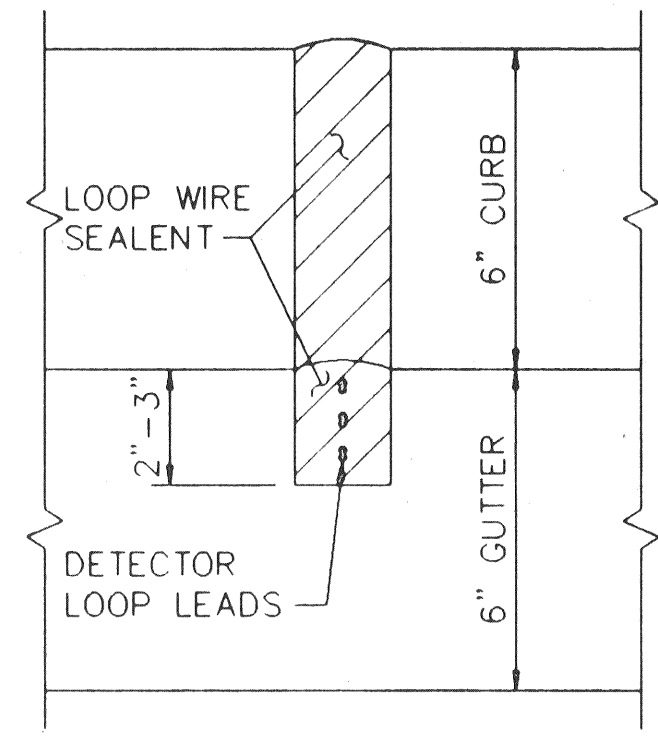


- NOTES :**
1. CONTRACTOR TO PROVIDE INDIVIDUAL SAWED CHANNELS THRU CURB & GUTTER FOR EACH WIRE LOOP.
  2. SPLICE IN PULL BOXES SHALL BE SOLDERED AND WEATHER SEALED.

**PLAN**



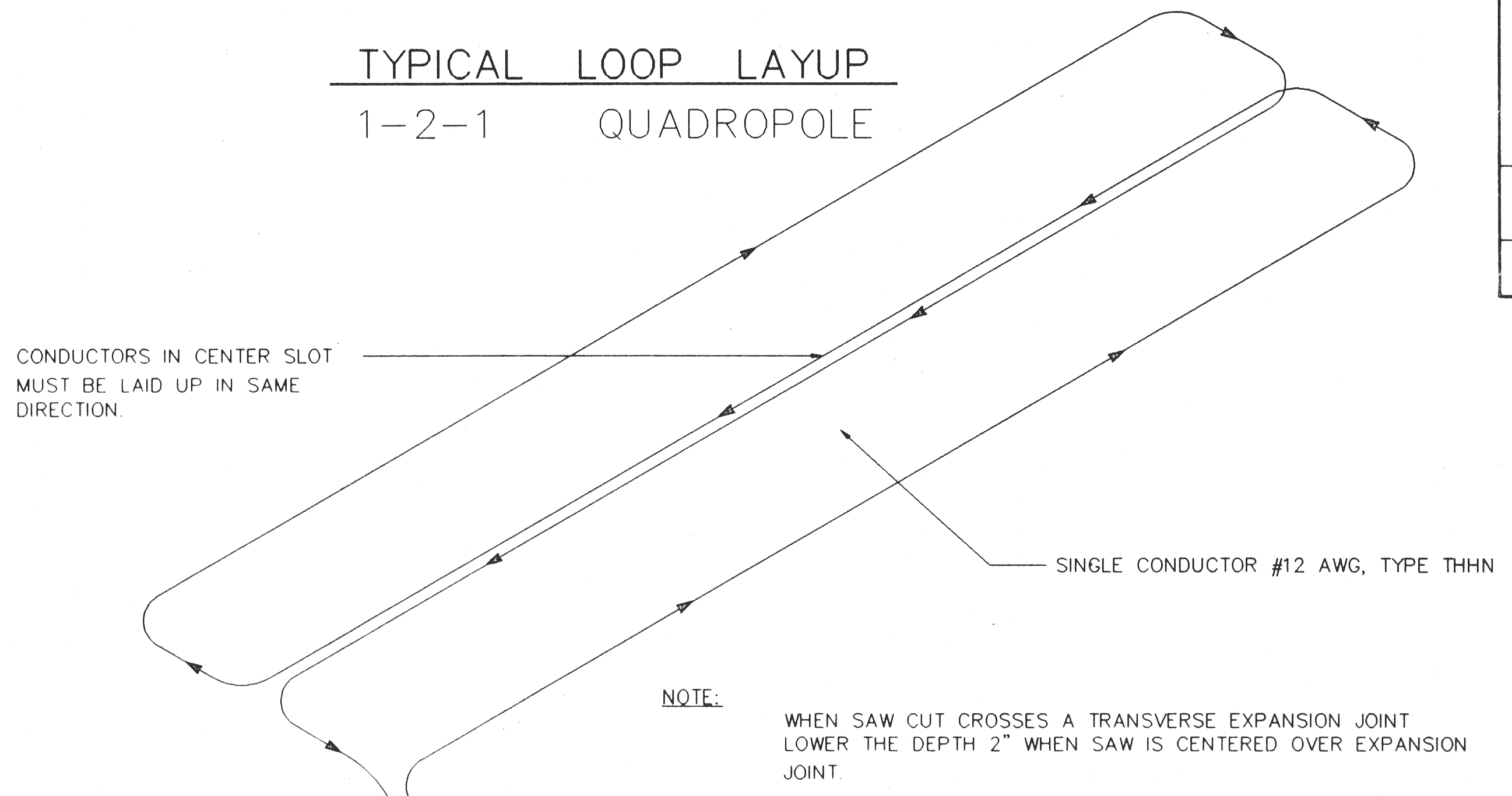
**DETAIL A**  
VEHICLE LOOP DETECTOR LAYOUT



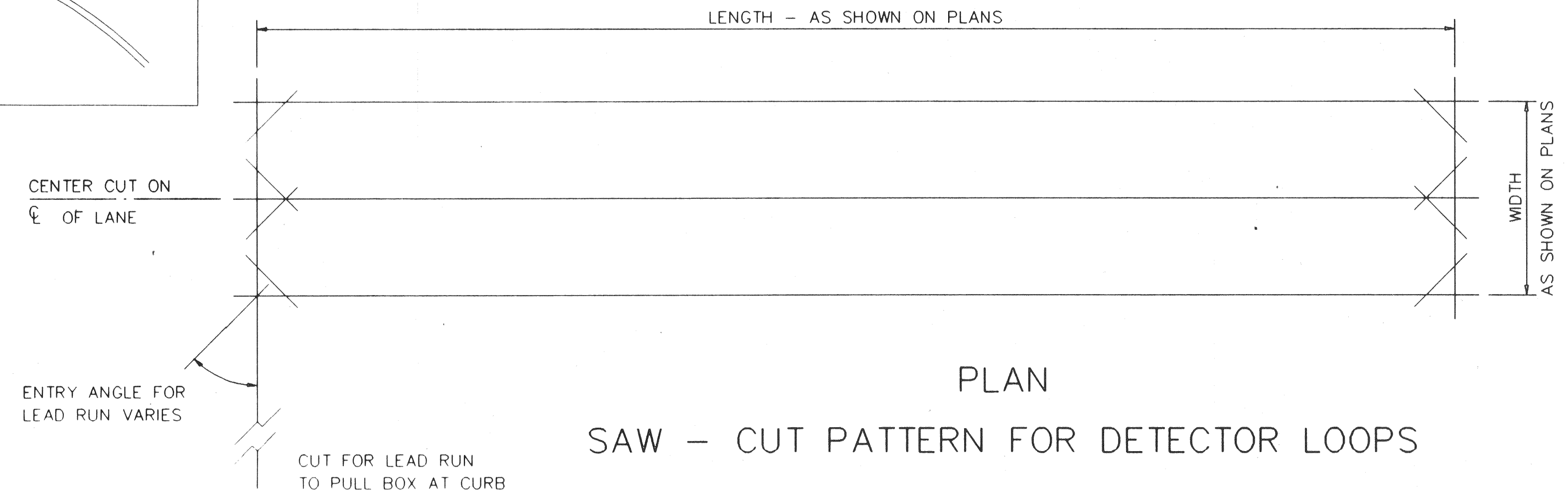
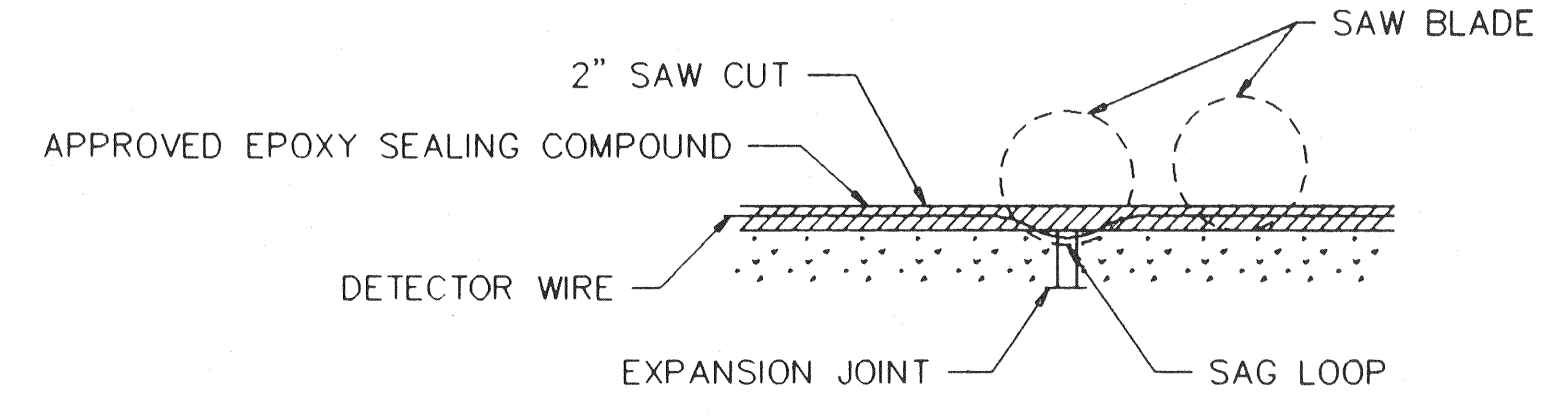
**SECTION A-A**

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

**TYPICAL LOOP LAYUP**  
1-2-1 QUADROPOLE



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



**PLAN**  
SAW - CUT PATTERN FOR DETECTOR LOOPS

