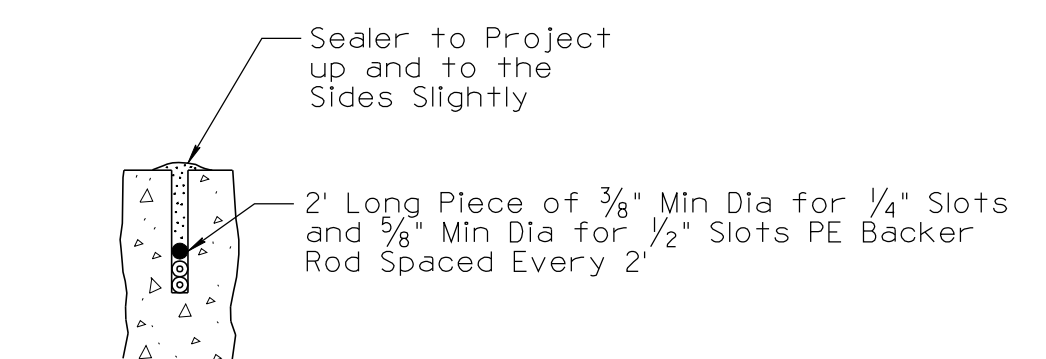
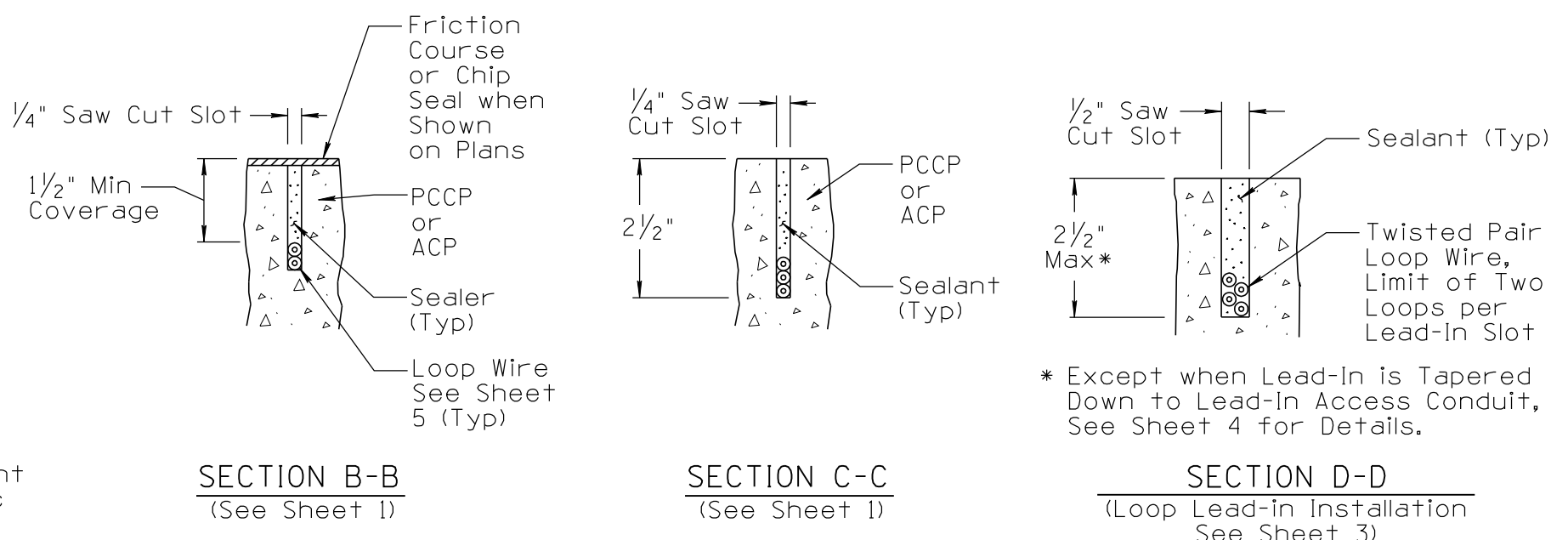
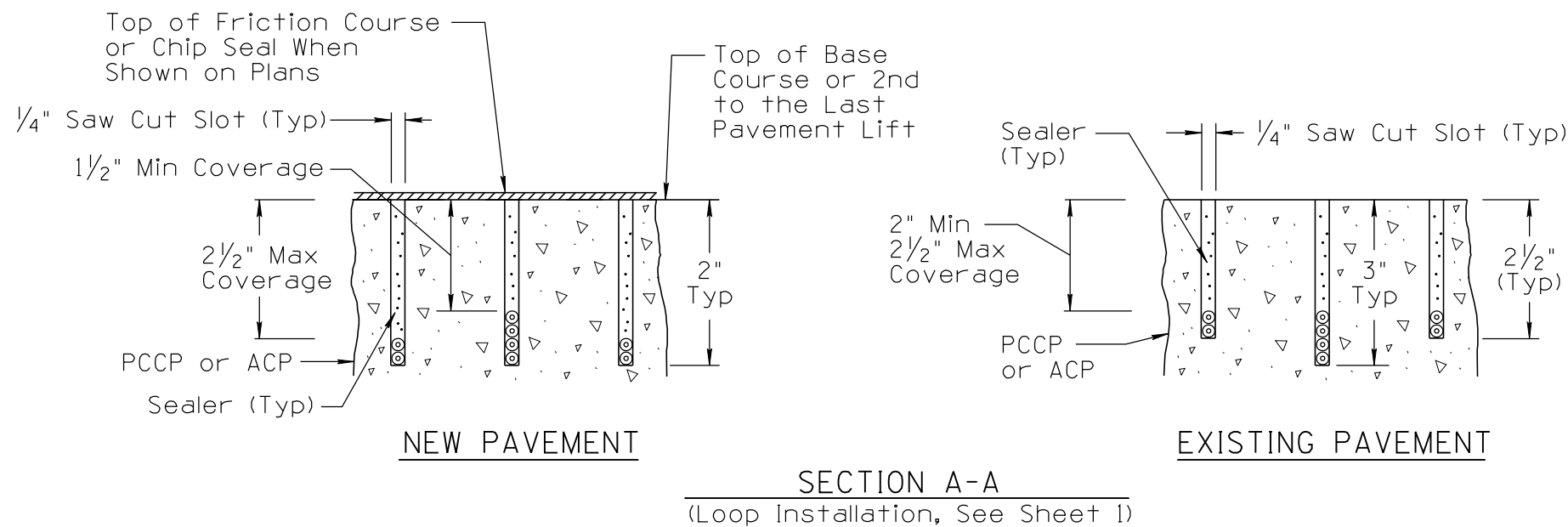


DATE: 03/10
 MADE BY: C. COLE
 NO. 1 2 3 4
 DESCRIPTION OF REVISIONS
 2010 EDITION

NOTES CONTINUED:

5. The detector loops installed shall be the proper shape and size for the intended application. Care shall be taken to insure that they are located in proper relation to the stop lines, lane line, and/or cross walks.
6. The edge of a detector loop shall never be closer than two feet from the adjacent lane, except for bike lanes.
7. If there is a manhole or water valve cover that is in the way of the proposed loop then the Engineer and contractor shall confer to develop a solution. (e.g. cut around pattern)
8. The standard size loops, unless otherwise noted on the plans, shall be 6' by 70' quadrupole (quad) for thru movement presence, 6' by 50' quad for left turn presence and 6' x 6' for advance loops.
9. Once the locations have been reviewed and approved, the contractor shall utilize the marks to saw cut in the lead-in slots first, and then saw cut the loop slots second. The junction of loop cuts shall be core drilled.
10. The saw cuts slots and the drilled cores shall be completely cleaned with clean water and blown dry by means of an air stream free of oil or water. Excess material created by sawing and coring shall be removed from the roadway and disposed of in a manner which is acceptable to the Engineer. All cuts and cores and slots shall be closely inspected for jagged edges or protrusions prior to the placement of the wire. All jagged edges and protrusions shall be grounded or re-cut and cleaned again.
11. The wire shall be placed as far down in the saw cut as possible and in such a manner that the tube or insulation is not damaged. The bend in the wire at any one point shall not exceed 90 degrees. The wire shall be held in place during installation by strips of polyethylene (PE) foam sealant backer rods two inches in length, placed approximately every two feet closer spacing is to be used if need be. Wires crossing pavement joints or larger pavement cracks shall be protected with plastic sleeving extending a minimum of four inches either side of the joint or crack. Slots crossing joints or cracks are to be widened and deepened as necessary to accommodate the bridging sleeve.



NOT TO SCALE

DESIGN APPROVED	ARIZONA DEPARTMENT OF TRANSPORTATION INTERMODAL TRANSPORTATION DIVISION TRAFFIC SIGNALS AND LIGHTING STANDARD DRAWINGS	REVISION 03/10
SIGNATURE		DRAWING NO. T.S. 7-1
APPROVED FOR DISTRIBUTION	ON FILE	SHEET NO. 2 OF 5
SAW CUT AND CORING DETAILS		