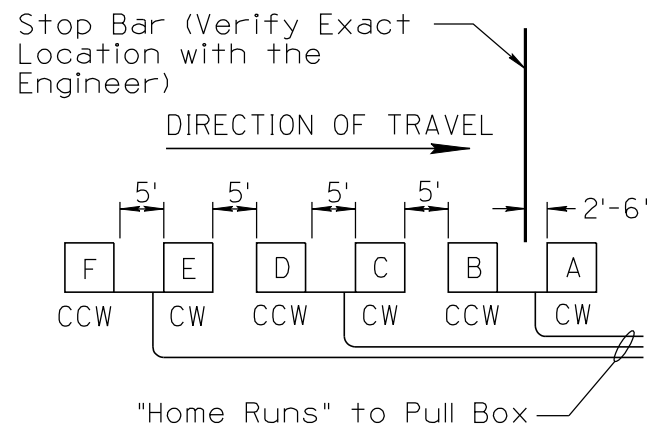
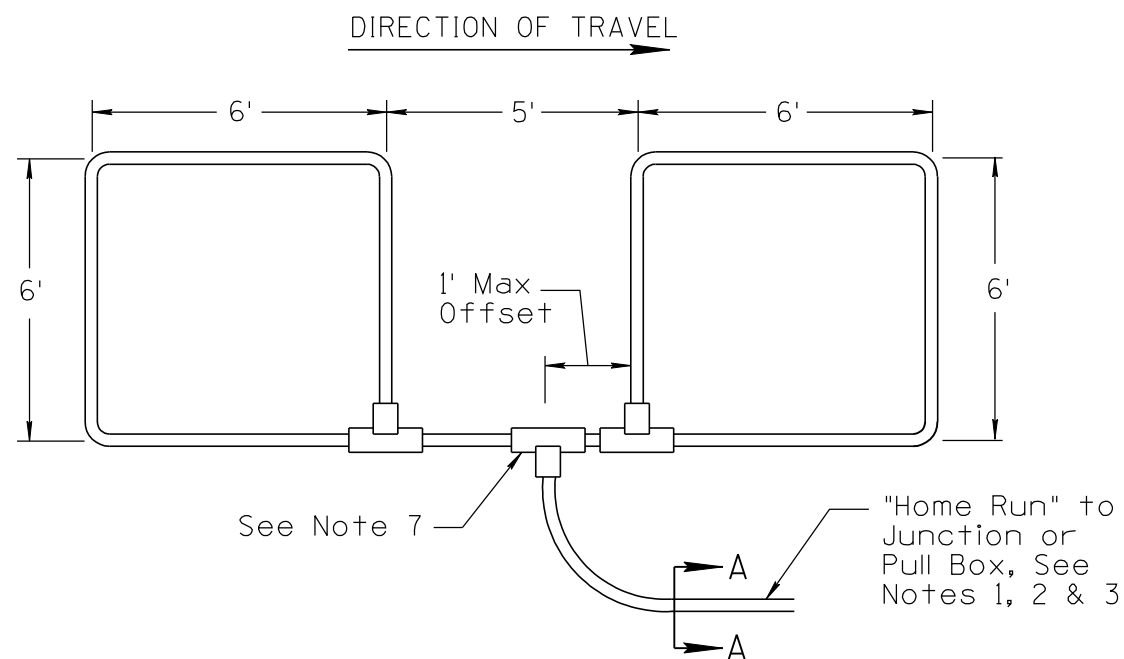


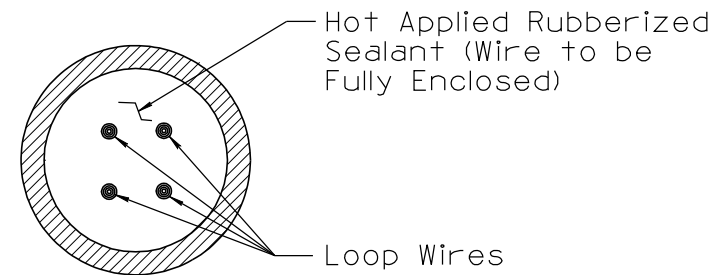
WIRING DIAGRAM
 (5 turns for each loop)



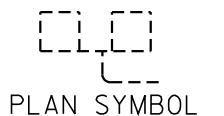
PLACEMENT DIAGRAM
 (For Multiple of 6 Loops)



PREFORMED 6' X 6' LOOP DETAIL FOR TRAFFIC SIGNALS PRESENCE DETECTION
 (Manufacture in Pairs)



SECTION A-A



NOTES:

1. Loop detectors in PCCP areas and on bridge decks shall be preformed loops. They shall be factory formed of 3/8" ID polypropylene (equivalent to Schedule 40) or 250 PSI 3/8" ID hydraulic hose and shall be hot applied rubberized sealant filled with #16 AWG stranded wires with TFFN insulation. The entire "Home Run" approaching the pull box shall be fabricated from 250 PSI 3/8" ID hydraulic hose containing conductors encased in rubberized sealant. See Specifications.
2. The detector loop layouts shown are general in nature only. The contractor shall verify the length and direction of the "Home Runs" with actual field conditions.
3. Wiring diagram for loops shall be per requirements of the details on this sheet. Each "Home Run" conductor pair, twisted 4 turns per foot shall be tagged by the manufacturer to identify current flow polarity (S=Start & F=Finish). All loops in the same lane shall be wound with alternate polarity in clockwise (CW) or counterclockwise (CCW) direction as shown above.
4. All loop assemblies shall be tested before and after concrete pours, per the required test specified on T.S. 7-1.
5. The preformed loops shall be installed in a manner which is consistent with the manufacturers recommendations.
6. Each "Home Run" tube shall be tagged in the pull box with a stainless steel band to identify each lane and loop combination. Example: 1AB, 1CD, 1EF, Lane No. 1 is defined as the outside lane near the right side curb.
7. The "Home Run" "T" connector shall be used as a loop winding polarity indicator.
8. Loop detectors shall be located in the center of the traveled lane. The exact location of stop bars and lane stripes shall be verified with the Engineer prior to loop installation.
9. Preformed loop detectors shall be installed in existing subgrade immediately below new PCCP, See T.S. 7-5 for Detail.
10. This loop configuration can be used as thru and turn movement presence detection (e.g. 6' x 6').

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. 7-4
APPROVED FOR DISTRIBUTION	PRE-FORMED LOOP DETECTORS IN PCCP	SHEET NO.	1 OF 1
ON FILE			