1. The contractor shall install one detector loop in each lane. The loop shall be placed in the center of the lane and perpendicular to the roadway centerline. For all installations of Traffic Counters the contractor shall install the loops in the pavement, including all connections to the pull boxes. Each loop shall use stranded copper No. 14 4X20 KORE polyethylene insulated conductor conforming to NEMA S-7. traffic Signal Cable. Each loop shall consist of 3 turns of wire and shall be a continuous run from the loop to the pull detector stub out. The two loop lead-in wires from the loop to the pull box shall be twisted together with a minimum of two turns per foot. For lanes wider than 12 feet, the contractor shall install loops wider than 9 feet per the following formula: Loop Width = Lane Width minus 3 feet.

2. Unless otherwise indicated on the project plans, the contractor shall install the loops in the new or existing pavement immediately below the final surface course.

3. Saw cuts shall be thoroughly and completely cleaned and cleared of any debris and sharp edges. In AC pavement detector loop saw cuts shall be sealed with an approved pre-mix admixed crack filler sealant per the Standard Specifications. Sealant for detector loops in Portland cement pavement (CCCP or PPCP) or finish AC course shall be hot rubber sealant or approved two-part epoxy loop sealant.

4. The contractor shall backfill the underground components with excavated material and compact the material in accordance with the Standard Specifications. Material not reused shall be disposed of by the contractor in an approved fashion.

5. Contact MPO Traffic Monitoring Section, at (602) 712-8585, no less than 14 working days prior to the installation of the loop detectors.


7. The field engineer may adjust the distance between the pull box and the edge of pavement base on field conditions. Unless otherwise noted on the plans.