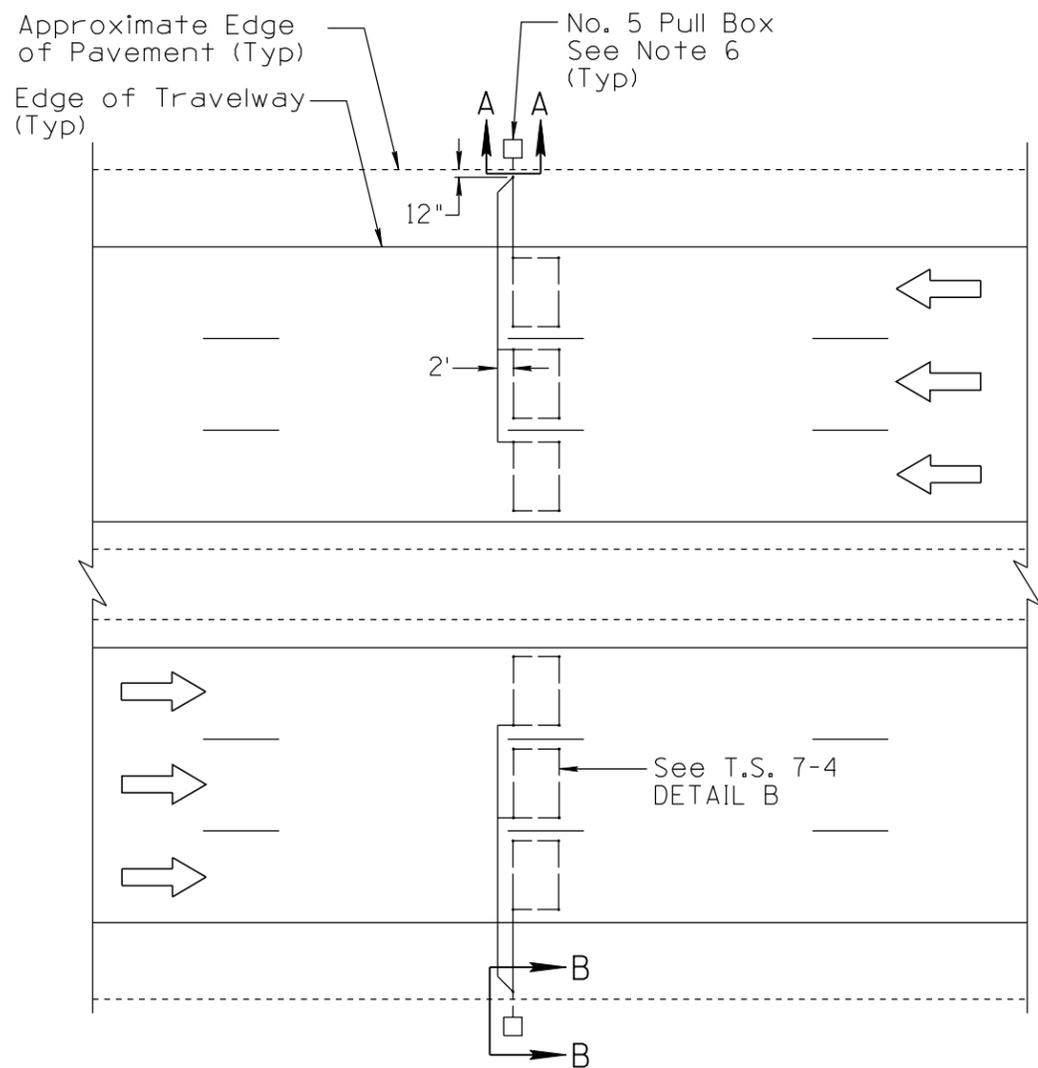


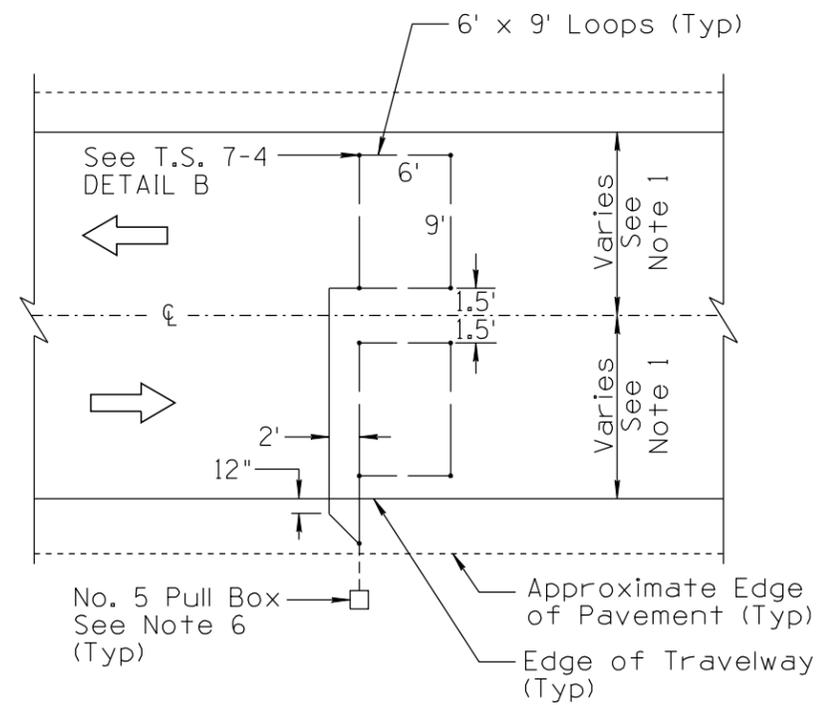
NO	DESCRIPTION OF REVISIONS	DATE	MADE BY
1	LOOP SIZE REVISED	2/09	J. GEIST
2	REVISED NOTES	3/09	L. LOPEZ
3	REVISED DETAILS		
4	REVISED DETAILS / FUTURE STANDARD DRAWING T.S. 6-1		

NOTES:

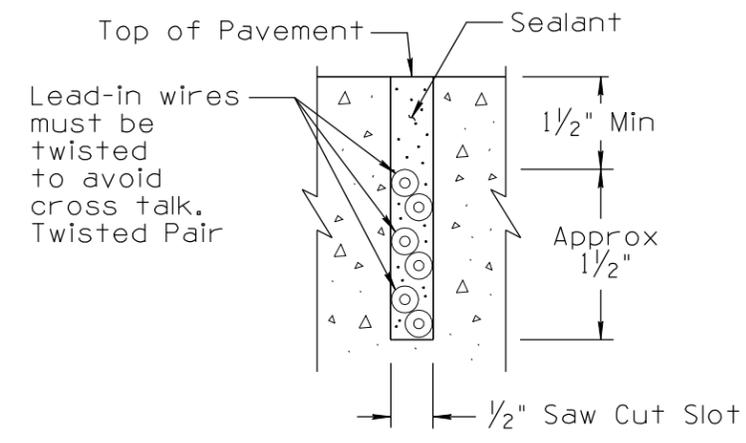
- The contractor shall install one detector loop in each lane. The loop shall be aligned in the center of the lane and perpendicular to the roadway centerline. On all installations of Traffic Counters the contractor shall install the loops in the pavement, including all connections to the pull box(es). Each loop shall use stranded copper No. 14 AWG HDPE polyethylene insulated conductor conforming to IMSA 51-7, "Traffic Signal Cable". Each loop shall consist of 3 turns of wire and shall be a continuous run from the loop to the loop 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.
- 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.
- 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 emulsified crack filler sealant per the Standard Specifications. Sealant for detector loops in Portland cement pavement (PCCP or PRCP) or finish AC course shall be hot rubber sealant or approved two-part epoxy loop sealant.
- 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.
- Contact MPD Traffic Monitoring Section, at (602) 712-8585, no less than 14 working days prior to the installation of the loop detectors.
- See Standard Drawing T.S. 1 Series for pull box and pull box installation details.
- 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.



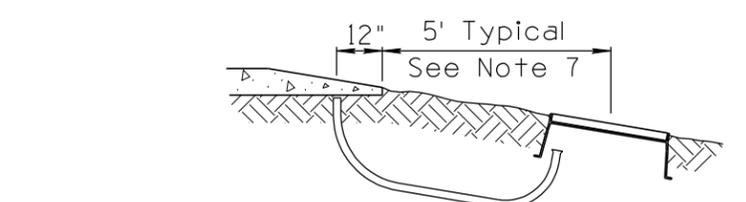
LOOP INSTALLATION IN MULTI-LANE DIVIDED HIGHWAY



LOOP INSTALLATION IN UNDIVIDED HIGHWAY



SECTION A-A



SECTION B-B

NOT TO SCALE

DESIGN APPROVED	ARIZONA DEPARTMENT OF TRANSPORTATION INTERMODAL TRANSPORTATION DIVISION TRAFFIC SIGNALS & LIGHTING STANDARD DRAWINGS	REVISION 11/09
SIGNATURES		DRAWING NO. T.S. 7-2
APPROVED FOR DISTRIBUTION	VEHICLE DETECTOR LOOPS FOR TRAFFIC COUNTERS	Future T.S. 6-1
ON FILE		SHEET NO. 1 OF 1

\$ FILE \$
\$ DATE \$