NOTES:
1. Loop detectors at PCCP areas on bridge decks shall be preformed loops. They shall be factory formed of 
   3/8" I.D. polypropylene (equivalent to Schedule 40) or 250 psi 3/8" I.D. hydraulic hose 
   and shall be hot applied rubberized sealant filled with No. 16 AWG stranded wires with TFFN insulation. The entire 
   homerun approaching the pull box shall be fabricated from 250 psi 3/8" I.D. hydraulic 
   hose containing conductors encased in rubberized sealant. See Special Provisions.
2. The detector loop layouts shown are general in nature only. The 
   contractor shall verify the length and direction of the homeruns 
   with actual field conditions.
3. Wiring diagram for loops shall be per requirements of the details 
   on this sheet. Each homerun 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 
   pour.
5. Loops in bridge decks shall be 6' Dia. round preformed loops. 
   They shall be wired and placed according to the wiring and 
   placement diagrams shown above.
6. No cutting of reinforcing steel will be allowed for the placement 
   of detector loops and homeruns.
7. Each homerun tube shall be tagged in the pull box with a stainless 
   steel band to identify each lane and loop combination. Example: 
   L1A, L1B, L1E, L1F. Lane 'L' is defined as the outside lane near the right side 
   curb.
8. The homerun "F" connector shall be used as a loop winding polarity 
   indicator. Homerun "F" connectors located at more than 1 ft. 
   offset shown shall not be accepted.
9. Loop detectors shall be located on 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.