1. Rectangular detector loops shall not be used at the stop line or for dilemma zone detector.

2. If a pullbox is not specified in the plans, the waterproof splice enclosure shall be soldered. The enclosure shall not contain visible air bubbles (voids) greater than "x".

3. Loop detectors wire to lead-in cable splices within the encapsulated splice enclosure shall be soldered. If the controller cabinet is mounted on that pole or pedestal, in which case the loop wires shall be routed directly into the cabinet.

4. Wire installations in new asphalt may be sawed and cleaned and dried prior to installation of sealant.

5. Loop detector wire in tubing shall be as specified in CMS Table 732.19-1.

6. Saw slots and probe holes shall be thoroughly cleaned and filled prior to installation of sealant.

7. Slot sealant shall be a prequalified product in accordance with Supplement 1048.

8. Loop detector sealant shall be one A.D.D. loop per travel lane.

9. Extension loops shall be tested using the motorcycle target.
1. The drilled hole shall be location as shown above and within the full depth pavement. It shall not be drilled or cut through the paved berm, curb or curb and gutter section.

2. In areas of poor pavement condition, the saw slot depth shall be increased to insure adequate wire embedment. All field adjustments shall be subject to the approval of the Engineer.

TYPICAL DRILLED HOLE LOCATIONS

1. Where multiple loops use a single lead-in cable, series connections shall be used.

2. A maximum of 3 loops (2 wires spliced shall be used in any encapsulated splice kit.

MULTIPLE LOOP LAYOUT

1. Only one set of loop wires shall be run in a saw slot over to the conduit hole location.

2. All adjacent saw slots shall have a minimum distance of 1' between them. No saw slot shall be located within 1' of a longitudinal or transverse joint in P.C.C. pavements if the slot is parallel to the joint.

3. Stop line detector loops shall each be on a separate detector unit channel to enhance motorcycle detection.

4. Loops shall be centered in lane.

JOINT CROSSING DETAIL IN P.C.C. PAVEMENTS

1. Only one set of loop wires shall be run in a saw slot over to the conduit hole location.

2. All adjacent saw slots shall have a minimum distance of 1' between them. No saw slot shall be located within 1' of a longitudinal or transverse joint in P.C.C. pavements if the slot is parallel to the joint.

3. Stop line detector loops shall each be on a separate detector unit channel to enhance motorcycle detection.

4. Loops shall be centered in lane.

CONDUIT DRILLED HOLE DETAIL

1. The drilled hole shall be located as shown above and within the full depth pavement. It shall not be drilled or cut through the paved berm, curb or curb and gutter section.

2. In areas of poor pavement condition, the saw slot depth shall be increased to insure adequate wire embedment. All field adjustments shall be subject to the approval of the Engineer.