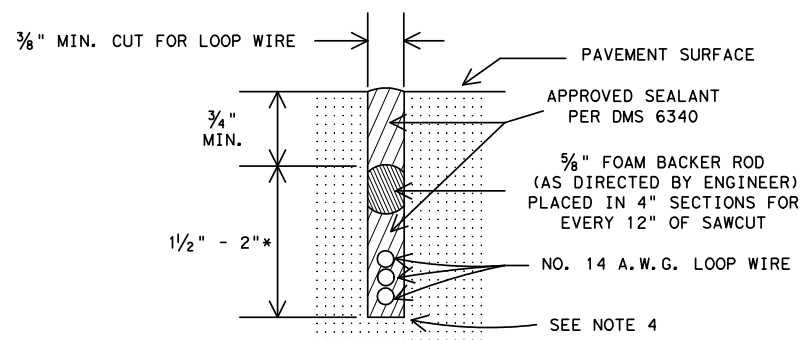
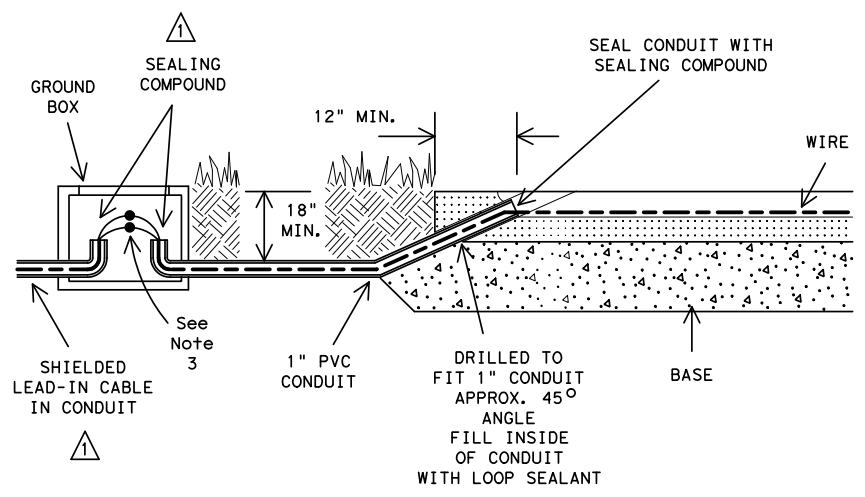


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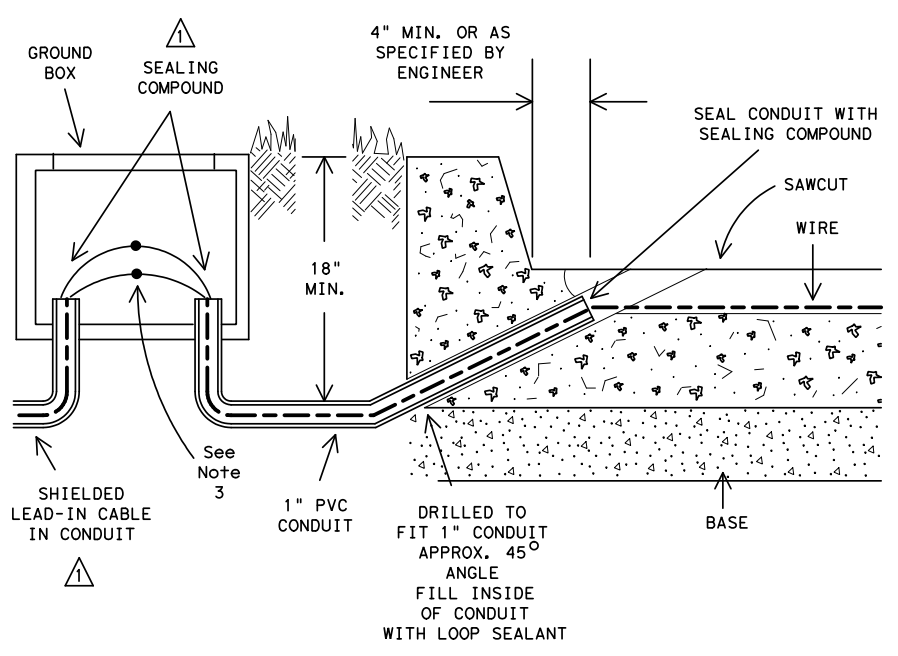


LOOP SAW CUT CROSS-SECTION

* SAWCUTS IN BRIDGE DECKS ARE TYPICALLY 1" DEPTH MAXIMUM
SAWCUTS IN BRIDGE DECKS AND ACROSS EXPANSION JOINTS SHALL BE AS APPROVED BY ENGINEER



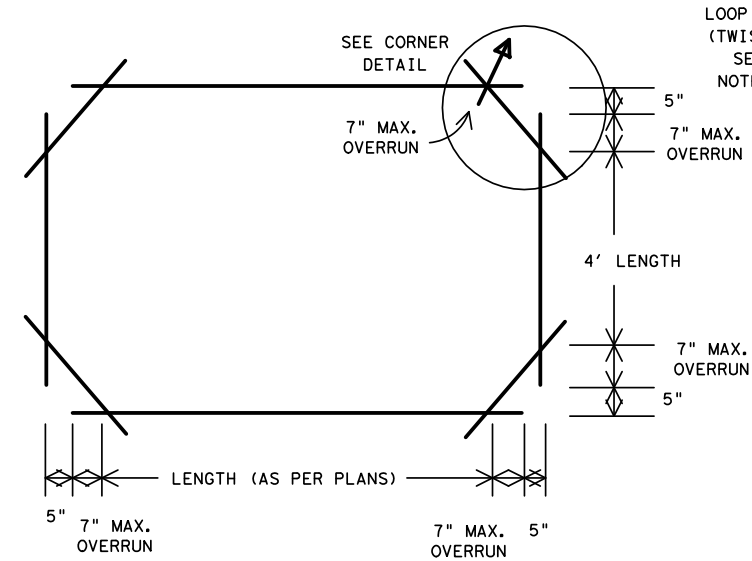
TYPICAL LEAD IN CONFIGURATION (WITHOUT CURBING)



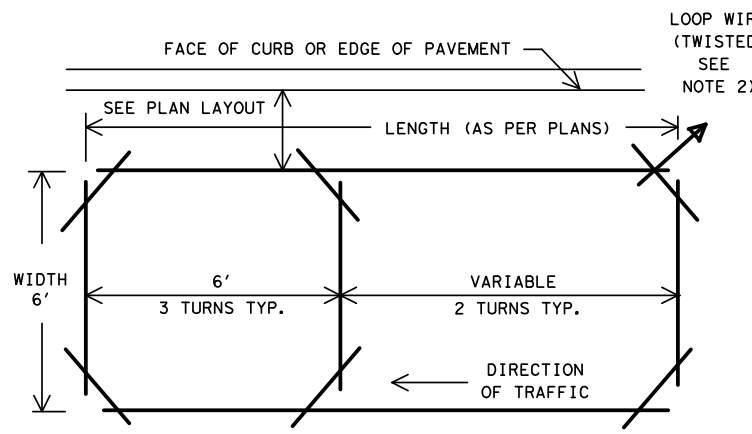
TYPICAL LEAD IN CONFIGURATION (WITH CURBING)

TYPICAL LOOP DETECTOR LAYOUTS

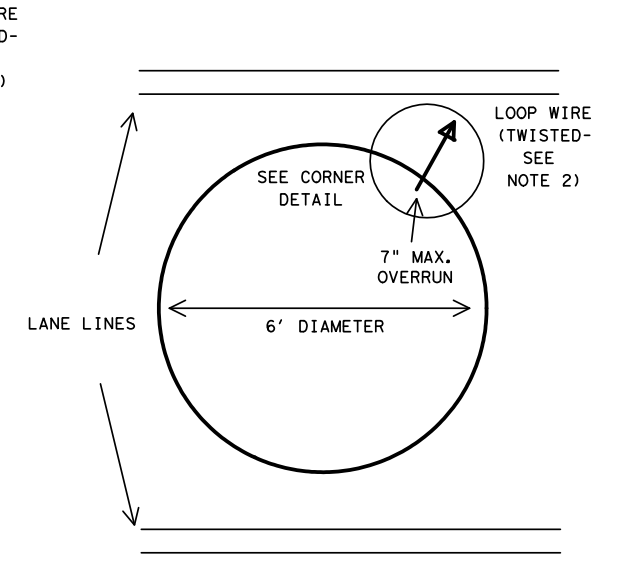
(AS SPECIFIED IN PLANS)



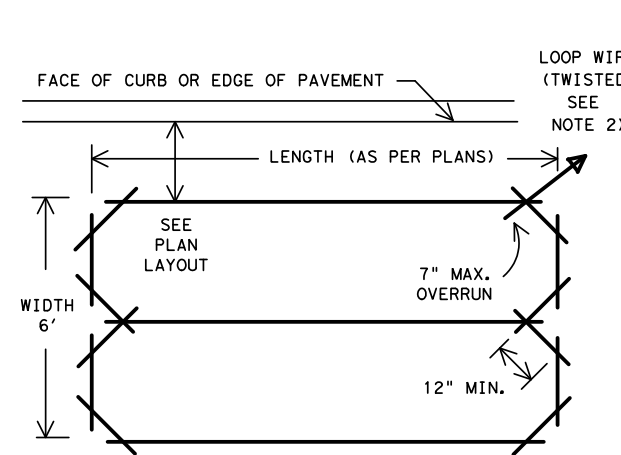
RECTANGULAR



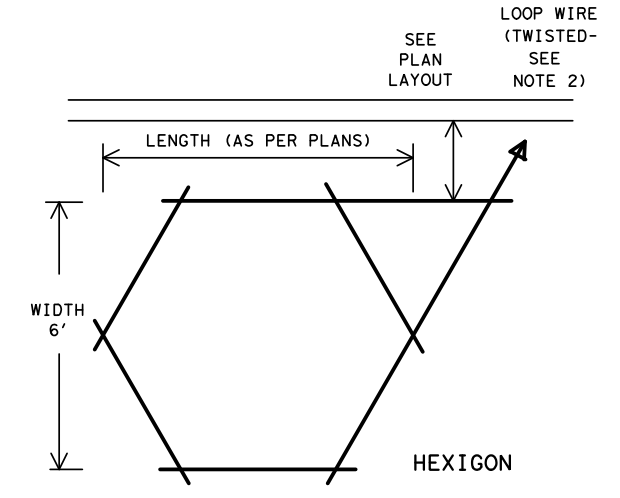
POWER HEADER



CIRCULAR



QUADRAPOLE



HEXIGON

GENERAL NOTES:

- The pavement cut is to be made with a concrete saw to neat lines and loose material removed. The cut shall be clean and dry when the wire and sealing compound is placed.
- Loop wire shall be 14 AWG Stranded Type XHHW. Wire from the loop to the ground box shall be twisted a minimum of 5 turns per foot. No splices shall be permitted in the loop or in the run to the ground box.
- The home run cable from the pull box to the controller shall be IMSA 50-2 shielded cable and shall be soldered to the loop wire. The solder joints shall be sealed with Scotchcast or other method acceptable to the Engineer. The shield shall be grounded only at the controller end. Loop home run cable shall be two conductor 14 AWG shielded, Type XHHW.
- All wire placed in the saw cut shall be sealed by fully encapsulating it in a sealant acceptable to the Engineer. Sealing compound shall be in accordance with DMS 6340.
- The loop location, configuration and number of turns shall be as indicated on the plans or as directed by the Engineer.

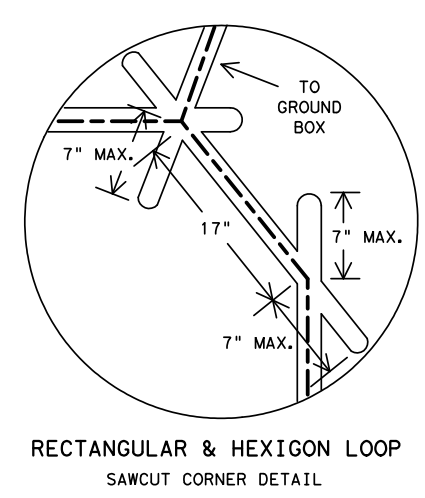
Recommended Number of Turns for Loop Detectors

PERIMETER SIZE (FT.)	NUMBER OF TURNS	APPROXIMATE LOOP SIZES INCLUDED
24' or Less	3 or 4	5' x 5', 6' x 6'
25' - 110'	2 or 3	6' x 10', 6' x 45'
110' or More	1 or 2	6' x 50' or Longer

- A separate saw cut shall be made from each loop to the edge of pavement or as specified by the Engineer.
- Splices between the loop lead-in cable and loop detector shall be made only in the ground box near the loop it is serving.
- Circular loops may use prewound loops encased in continuous pvc tubing. Sawcut width may be adjusted to accommodate tubing.
- The lead-in wire in the circular loop shall be coiled at the 3 inch drilled corner to reduce bending stress.
- Loop duct may be used as specified by Engineer.

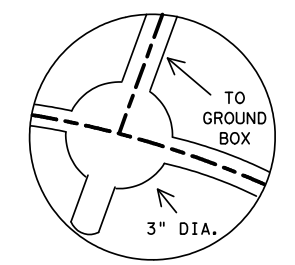
For additional information refer to "Texas Traffic Signal Detector" manual, TTI Report 1163-1.

TYPICAL CORNER DETAILS

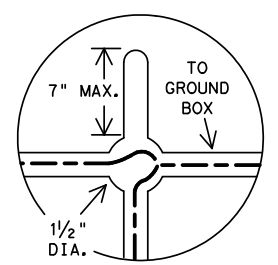


RECTANGULAR & HEXIGON LOOP SAWCUT CORNER DETAIL

7" OVERRUN BASED ON 24" DIAMETER SAW BLADE



CIRCULAR LOOP DRILLED CORNER DETAIL



RECTANGULAR & HEXIGON LOOP (ALT.) DRILLED CORNER DETAIL

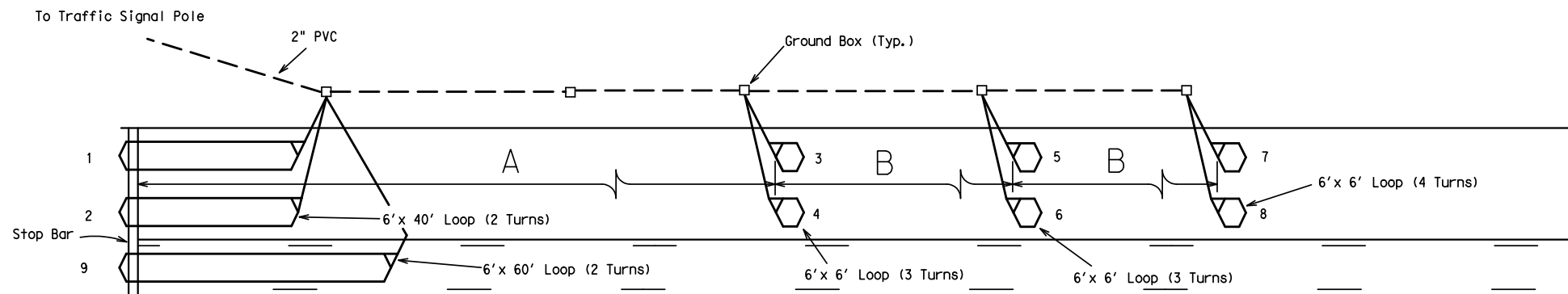


LOOP DETECTOR INSTALLATION DETAILS

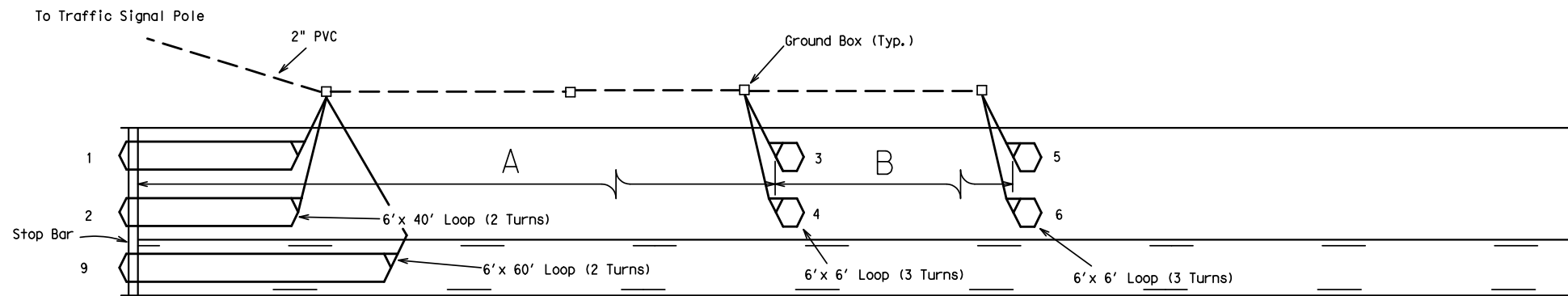
LD(1)-03

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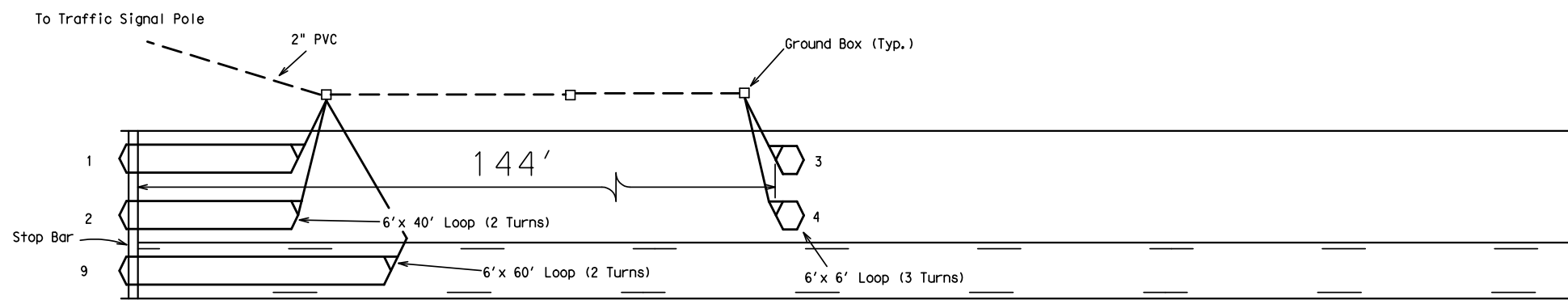
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55 MPH (A=225', B=95') 60 MPH (A=275', B=100')
 65 MPH (A=320', B=110') 70 MPH (A=350', B=125')



35 MPH (A=90', B=100') 40 MPH (A=110', B=130')
 45 MPH (A=175', B=115') 50 MPH (A=220', B=130')

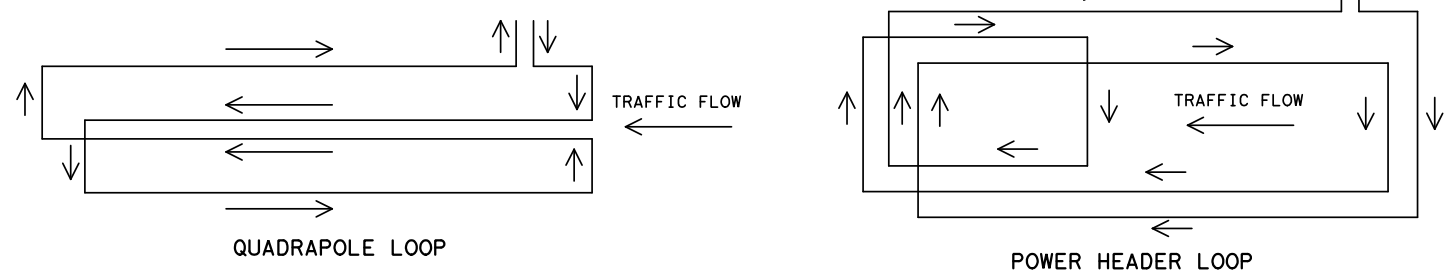


30 MPH

GENERAL NOTES:

- Loops 1 and 2 shall be connected to the controller cabinet by means of the same loop lead-in (2/C #14 AWG).
- Loops 3 thru 6 shall be connected to the controller cabinet by means of the same loop lead-in (2/C #14 AWG).
- Loops 7 and 8 shall be connected to the controller cabinet by means of the same loop lead-in (2/C #14 AWG).
- Loop 9 shall be connected to the controller cabinet by means of a loop lead-in (2/C #14 AWG). Loop 9 shall be placed only when a left turn lane exists.

LOOP WINDING DETAILS



**LOOP DETECTOR
PLACEMENT DETAILS**

LD (2) -03

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REVISIONS	COUNT	SECT	JOB	HIGHWAY
			COUNTY	SHEET NO.

DATE:
FILE: