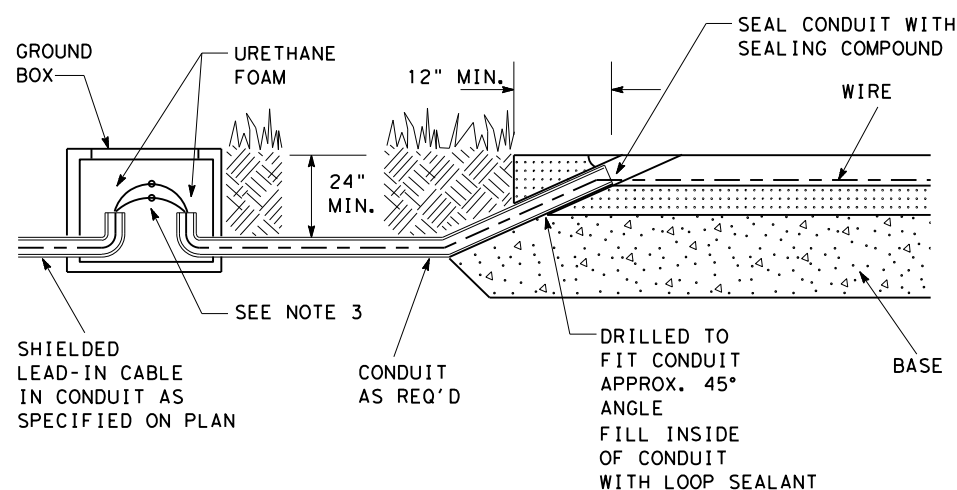
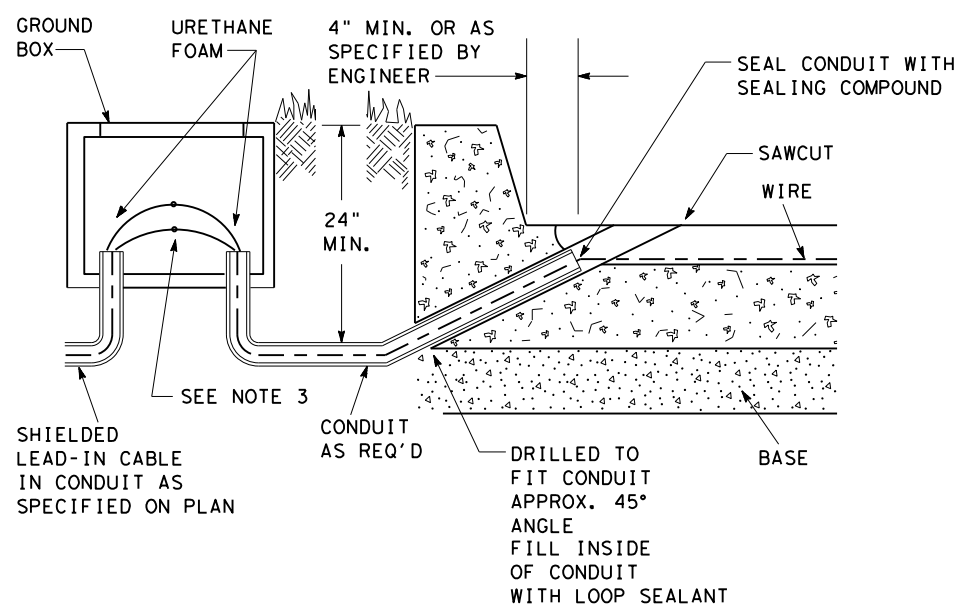


LOOP SAW CUT CROSS-SECTION

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

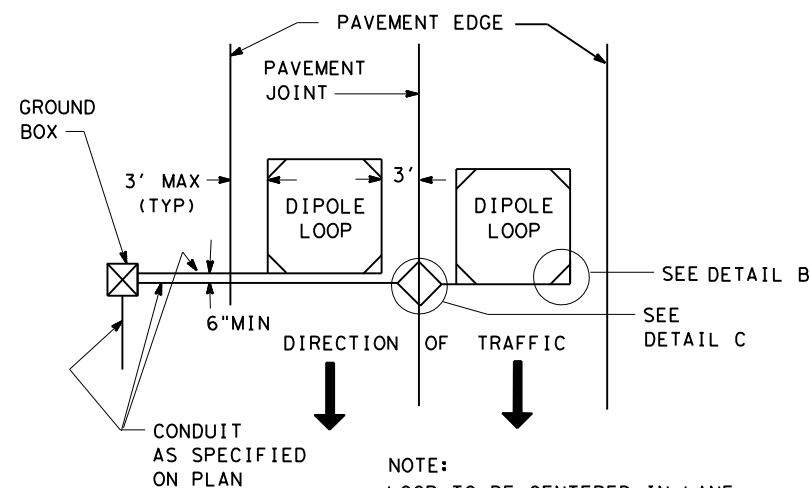


**TYPICAL LEAD IN CONFIGURATION
(WITHOUT CURBING)**

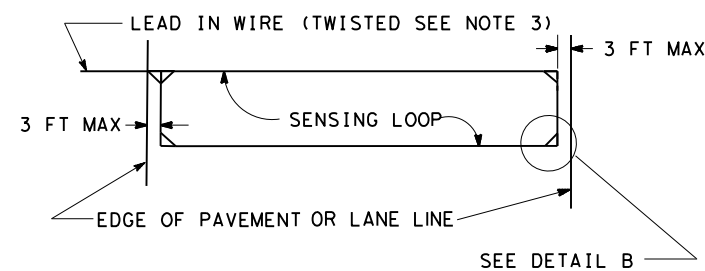


TYPICAL LEAD IN CONFIGURATION (WITH CURBING)

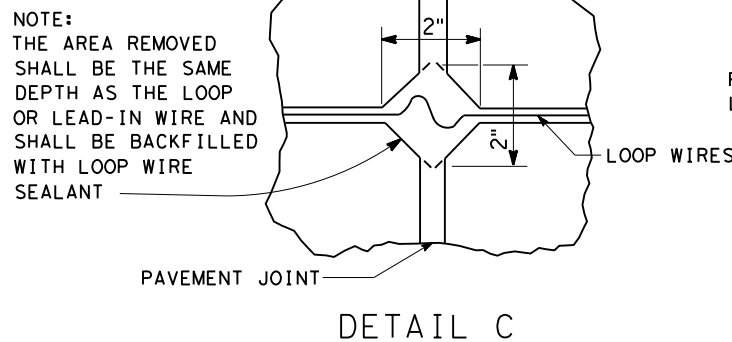
TYPE DET.	NUMBER OF LANES	LENGTH	WIDTH	TURNS OF WIRE
PULSE	1	6 FT.- 12 FT.	6 FT.	4
PULSE	2	13 FT.-26 FT.	6 FT.	3
PULSE	3	27 FT.-39 FT.	6 FT.	2
PULSE	4	40 FT.-46 FT.	6 FT.	1
PRES- ENCE	1	40 FT.	6 FT.	2



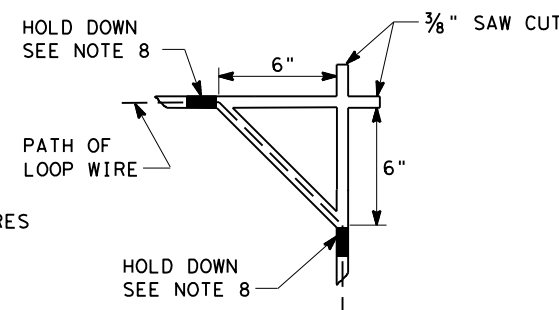
PAVEMENT JOINT DETAILS



TYPICAL LAYOUT OF DIPOLE LOOP



DETAIL C



DETAIL B

TYPICAL ALL FOUR CORNERS
(DIPOLE LOOPS)

NOTES:

1. INSTALL THE LOOP WIRES IN THE SHORTEST TIME PRACTICAL, NOT TO EXCEED 4 HOURS MAXIMUM AND SCHEDULE THIS WORK DURING OFF- PEAK HOURS TO MINIMIZE DELAY TO VEHICLE TRAFFIC.
2. CUT PAVEMENT WITH A CONCRETE SAW TO NEAT LINES AND REMOVE LOOSE MATERIAL. ENSURE A CLEAN AND DRY CUT WHEN PLACING THE SEALING COMPOUND.
3. TWIST LEAD-IN WIRES A MINIMUM OF FIVE TURNS PER FOOT AND DO NOT DISTURB THEM AFTER THE LOOP HAS BEEN TUNED. DO NOT TWIST LOOP WIRES IN SAW CUT.
4. SEAL WIRE PLACED IN THE SAW CUT BY FULLY ENCAPSULATING IT IN A SEALANT ACCEPTABLE TO THE ENGINEER. SEALING COMPOUND SHALL BE IN ACCORDANCE WITH DMS 6340.
5. INSTALL TWO-CONDUCTOR #14 SHIELDED CABLE FROM THE BASE OF A STEEL POLE OR TOP OF A WOOD POLE TO THE CONTROLLER OR AS APPROVED BY THE ENGINEER.
6. ENSURE CONNECTIONS ARE SOLDERED. SEAL SOLDER JOINT WITH SCOTCH CAST OR OTHER METHOD ACCEPTABLE TO THE ENGINEER.
7. FURNISH #14 XHHW LOOP WIRE LOOSELY ENCASED IN A FLEXIBLE VINYL OR PLASTIC TUBE. APPLY A WATERPROOF SEAL TO THE ENDS OF THE VINYL OR PLASTIC TUBING ENCASED THE WIRE IMMEDIATELY AFTER PLACING THE WIRE TO PREVENT MOISTURE FROM ENTERING THE TUBE.
8. SECURE THE LOOP WIRE IN PLACE EVERY 2 FT. WITH SHORT STRIPS OF RUBBER OR NEOPRENE FLEXIBLE TUBING OR POLYETHYLENE FOAM SEALANT BACKER APPROXIMATELY 1 IN. IN LENGTH. LEAVE STRIPS IN PLACE AND FILL THE SLOT WITH LOOP SEALER.
9. INSTALL SAWCUT OF SUFFICIENT DEPTH TO PROVIDE FOR A MINIMUM OF 1 IN. DEPTH OF SEALER OVER THE WIRE.
10. INSTALL EACH LOOP DETECTOR LEAD-IN IN A SEPARATE SAWCUT FROM THE DETECTOR TO THE EDGE OF ROADWAY. SEPARATE THE SAW CUTS AT A MINIMUM OF 6 IN. INSTALL EACH LOOP DETECTOR RUN IN A SEPARATE CONDUIT (SIZE AS REQUIRED) FROM THE EDGE OF ROADWAY TO A GROUND BOX AS SHOWN ON THE PLAN LAYOUT.
11. PLACE LOOP WIRE IN A FLEXIBLE VINYL OR POLYETHYLENE TUBING OF 0.184 IN. MINIMUM I.D., 0.031 IN. MINIMUM WALL THICKNESS AND 0.26 IN. MAXIMUM O.D., HAVING A SMOOTH BORE. ENSURE THE TUBING DOES NOT ADHERE TO THE LOOP WIRE IN ANY WAY. ENSURE TUBING IS CAPABLE OF RESISTING DETERIORATION FROM OILS, SOLVENTS AND TEMPERATURES UP TO 212°F. ENSURE TUBING IS HIGHLY ABRASION RESISTANT AND REMAINS FLEXIBLE FROM -22°F TO 212°F.

**SIGNAL DETAILS/STANDARDS
LOOP DETECTOR DETAILS**

LDD

FILE:	DN:	CK:	DW:	CK:
© TxDOT 2015	DIST	FED REG	PROJECT NO.	SHEET
REVISIONS	HOU	6		
8/2004	COUNTY	CONTROL	SECT	JOB
7/2012 SPELLING				HIGHWAY
7/2015 *C TO *F				