GENERAL NOTES

1. If the loop lead-in is 75' or less from the edge of the loop detector or controller cabinet, continue the twisted pair to the cabinet. If the loop lead-in is greater than 75', continue the twisted pair to the specified pull box, splice to armored lead-in wire and continue to the detector or controller cabinet.

2. The width of all new cuts shall be sufficient to allow unframed placement of loop wire or lead-in cable into the saw cut. The depth of all new cuts except across expansion joints, shall be 3" at minimum and a maximum of 4".

3. On reconstructing or new roadway construction projects, the loop wire and lead-in cable may be installed in the asphalt structural course prior to the placement of the final asphalt wearing course. The loop wire and lead-in cable shall be placed in a saw cut in the structural course. The depth of the cable below the top of the final surface shall comply with note 2.

4. A nonmetallic hold down material shall be used to secure loop wire and lead-in to the bottom of saw cuts. Hold down material shall be placed at approximately 12" intervals around loop and 24" intervals on lead-in.

5. The minimum distance between the twisted pair of loop lead-in wire is 6" from the loop to 12" from the pavement edge or curb.

6. Splice Connections In pull boxes with U.L. listed, water tight, busway enclosures. Place one enclosure over the end of each conductor and place a third enclosure over the exposed end of the armored cable.

7. As an alternative, a larger diameter enclosure that will accommodate both the afoil of the conductor and the exposed end of the armored cable may be used.

8. The maximum area of asphalt to be disturbed shall be 5' x 5'. This area shall be restored as directed by the Engineer.

ALTERNATIVE 1

Drill A Hole Through The Curb At The Point Which The Required Saw-Cut Depth Is Obtained And Prior To Cutting The Top Inclined Edge Of The Curb, Slide A Section Of Flexible Conduit At Least 6" Into The Hole From The Back Side Of The Curb But Not Within 2" Of The Top Of The Hole. The Conduit Shall Then Be Cut To Size Within The Drilled Hole. Fill The Top Of The Hole With Loop Sealant To The Level Of The Curb Surface. A Nonmetallic Material Should Be Used To Prevent Excessive Loop Sealant From Entering The Flexible Conduit.

ALTERNATIVE 2

Drill A Hole 4" To 6" Larger In Diameter Than The Right Conduit To Be Used Through The Roadway Aislament (Concrete) Surface And Place At An Appropriate Angle To Intercept The Trench Or Pull Box Hole. Place A Predetermined Length Of Right Conduit In The Hole And Drive The Conduit Into The Trench Or Hole, (install A Fitted Bushing, Nonmetallic) On The Roadway End Of The Right Conduit. The Top Of The Right Conduit Shall Be Approximately 8" Below The Roadway Surface. Fill The Hole With Loop Sealant To The Level Of The Roadway Surface. A Nonmetallic Material Should Be Used To Prevent Excessive Loop Sealant From Entering The Right Conduit.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

VEHICLE LOOP INSTALLATION DETAILS

Drawn By
Approved By

1 of 8
CONCRETE PAVEMENT EXPANSION JOINTS

NOTES:

1. The "number of turns" indicated at the specified point on the loop refers to the number of passes of loop wire which are placed in the over-cut forming the complete loop.

2. Loop type or details not drawn to scale.

3. Loop Type E are centered in a single lane except Type D which is centered on two lanes.

4. The number of individual loops in the Type G loop may vary up to a maximum of four (4).

5. Lead-in may be connected to either end of loop.

6. The leading edge of loop Type A, C, D, E, F, may extend past the stop line a maximum of 22. The length of these loops may be extended to a maximum of 62. Each intersection should be individually designed and the modifications noted above is required if used or detailed in the plan.

7. Loop lead-in wire should not be installed in the same pull box with adjacent power cables.