SPEED/CLASSIFICATION LOOP ASSEMBLY WITH AXLE SENSORS PLACEMENT DETAIL

Saw-cut the sensor slot long enough to include the sensor cable connection. The connection will be embedded in the bonding agent with the sensor element.

END OF SENSOR MOUNTS EVEN WITH INSIDE EDGE OF STRIPE

OVER-SAW

1.25 inch to 2 inch dia. opening drilled to loop depth (smooth, no rough edges)

Loops are 6 ft. x 6 ft. and centered in the lane

12 ft.

15 ft.

Notes:
Loop slot shall be 0.25 inches wide (max.) by 1.5 inches to 2 inches deep.
Four turns of #12 AWG, type BHHW stranded copper wire shall be placed in the slot. Backer rod shall be used to hold the loop wire in the bottom of the slot.
Loop leads shall be twisted at the rate of 10 to 12 twists per foot.
The twisted pair shall extend to the pull box with three feet of spare length sealed in the pull box.
All leads (Inductive loop & vehicle sensor) shall be identified according to the lane numbering convention shown on sheet 8 and 9.

TYPICAL UNENCAPSULATED CLASS II VEHICLE SENSOR

TOP VIEW

END VIEW

Note:
These are typical dimensions, actual dimensions, element cross-sectional and standoff may vary depending on manufacturer and model.

LOOP WIRE / HOMERUN CABLE SPLICES

3M Part No. 35706 (or equal)
Scotchcast Insulating Resin
Electrical Splice Kit Pouch

3M Part No. 5-31 (or equal)
Closed End Electrical Crimp Sleeve

Lead-ins must be totally encapsulated by the splice mixture (including outer insulation)

LOOP AND PIEZOELECTRIC VEHICLE SENSOR DETAIL

Shielded Homerun Cable To Cabinet

Rev: 01-04-05

TRAFFIC MONITORING

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

INTERIM STANDARDS
THIS SHEET REPLACES SHEET 5 OF 5 IN THE DESIGN STANDARDS BASKET DATED JANUARY 2005

APPROVED BY: SE 5 of 9