
ORIGINATION FORM

Proposed Revisions to a Standard Plans Index
(Please provide all information — Incomplete forms will be returned)

Contact Information:

Date: June 5, 2021
Originator: Eric Griffin and Malcolm Tomatani
Phone: (850) 414-4709
Email: eric.griffin@dot.state.fl.us

Standard Plans:

Index Number: 695-001
Sheet Number (s): 1 through 7
Index Title: Traffic Monitoring Sites

Summary of the changes:

All Sheets: Renumbered
Sheets 1 through 7: Due to introduction of two new sheets, updated the total sheet number from 7 to 9.
Sheets 1, 2, 3, 4: Updated the name of the office from "Transportation Statistics" to "Transportation Data and Analytics".
Sheet 1: Added 12 Port Patch Panel, Managed Field Ethernet Switch, and Note 6 for installation.
Sheet 2: Added 12 Port Patch Panel, Managed Field Ethernet Switch, and Note 6 for installation.
Sheet 4: Change color scheme to vendor provided color scheme
Sheet 6: NEW SHEET describing the quartz piezoelectric weigh-in-motion installation for Type I Configuration.
Sheet 7: NEW SHEET describing the quartz piezoelectric weigh-in-motion installation for two distinct Type III Configurations. Added a note to contact the Transportation Data and Analytics office for correct layout based on vehicle classification unit.

Commentary / Background:

See additional sheet for background

Other Affected Offices / Documents: (Provide name of person contacted)

Yes	No	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Other Standard Plans – Rick Jenkins
<input checked="" type="checkbox"/>	<input type="checkbox"/>	FDOT Design Manual – Bobby Bull
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Basis of Estimates Manual – Melissa Hollis
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Standard Specifications – Daniel Strickland
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Approved Product List – Karen Byram
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Construction – Dan Hurtado
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Maintenance –

Origination Package Includes:

(Email or hand deliver package to Rick Jenkins)

Yes	N/A	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Redline Mark-ups
<input type="checkbox"/>	<input type="checkbox"/>	Proposed Standard Plan Instruction (SPI)
<input type="checkbox"/>	<input type="checkbox"/>	Revised SPI
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other Support Documents

Implementation:

<input type="checkbox"/>	Design Bulletin (Interim)
<input type="checkbox"/>	DCE Memo
<input type="checkbox"/>	Program Mgmt. Bulletin
<input checked="" type="checkbox"/>	FY-Standard Plans (Next Release)

Contact the Roadway Design Office for assistance in completing this form

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Contact Information:

Date: June 5, 2021

Originator: Eric Griffin and Malcolm Tomatani

Phone: (850) 414-4709

Email: eric.griffin@dot.state.fl.us

Standard Plans:

Index Number: 695-001

Sheet Number (s): 1 through 7

Index Title: Traffic Monitoring Sites

Additional Information, as needed:

These revisions were submitted by Malcolm Tomatani and Eric Griffin.

The interstate traffic monitoring sites are being connected to the FDOT statewide fiber optic network via a 12 strand drop cable, patch panel, and switch. Quartz piezoelectric weigh-in-motion sensors are being installed in two different ASTM configurations (Type I and Type III). The Type III configuration is further described based on the vehicle classification unit.

Weight sensor language was added to Specs 695 and 995 according to all volume, classification and Weigh-In-Motion Traffic Monitoring Stations. All current revisions are necessary based on current updates to specification language and industry standards.

ORIGINATION FORM

Proposed Revisions to a Standard Plans Index
(Please provide all information — Incomplete forms will be returned)

Contact Information:

Date: June 6, 2021
Originator: Derwood Sheppard
Phone: (850) 414-4334
Email: derwood.sheppard@dot.state.fl.us

Standard Plans:

Index Number: 695-001
Sheet Number (s): 6-7
Index Title: Traffic Monitoring Site

Summary of the changes:

- Sheet 6 (New Sheet 8) - Update Elevation View to match foundation details on Sheet 7 (New Sheet 9); Change "4" Nominal Aluminum Pole" to "4.5" OD Aluminum Pole; Added Solar Panel callout.
- Sheet 7 (New sheet 9) - Update Foundation Details to show bars and stirrups; Update note 2 to reference Spec 646; Update Note 6; Change all references "4" Nominal Aluminum Pole" to "4.5" OD Aluminum Pole.

Commentary / Background:

The foundations within Indexes 646-001, 654-001, 695-001, and 700-120 are being updated to be more consistent between applications. A structural analysis was completed to determine if the foundations could be revised to provide a more consistent design between the various applications.

Other Affected Offices / Documents: (Provide name of person contacted)

- | Yes | No | |
|-------------------------------------|-------------------------------------|---|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Other Standard Plans – Derwood Sheppard |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | FDOT Design Manual – |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Basis of Estimates Manual – |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Standard Specifications – |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Approved Product List – |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Construction – |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Maintenance – |

Origination Package Includes:

(Email or hand deliver package to Rick Jenkins)

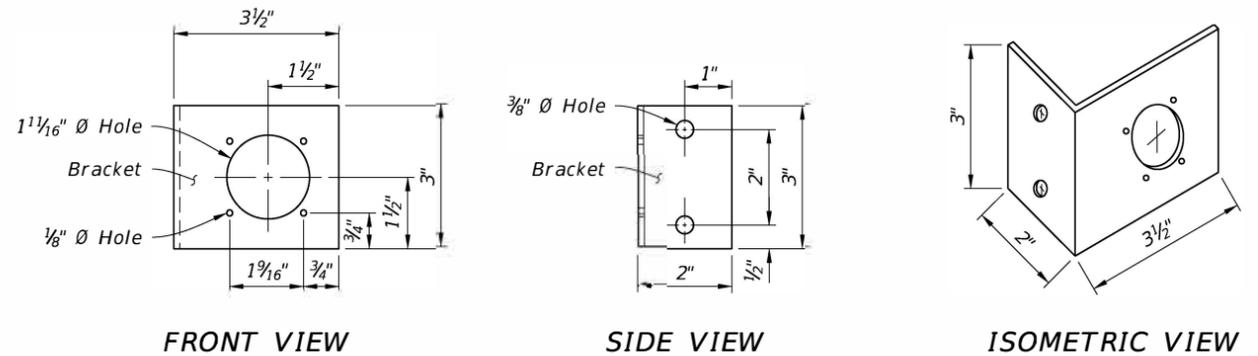
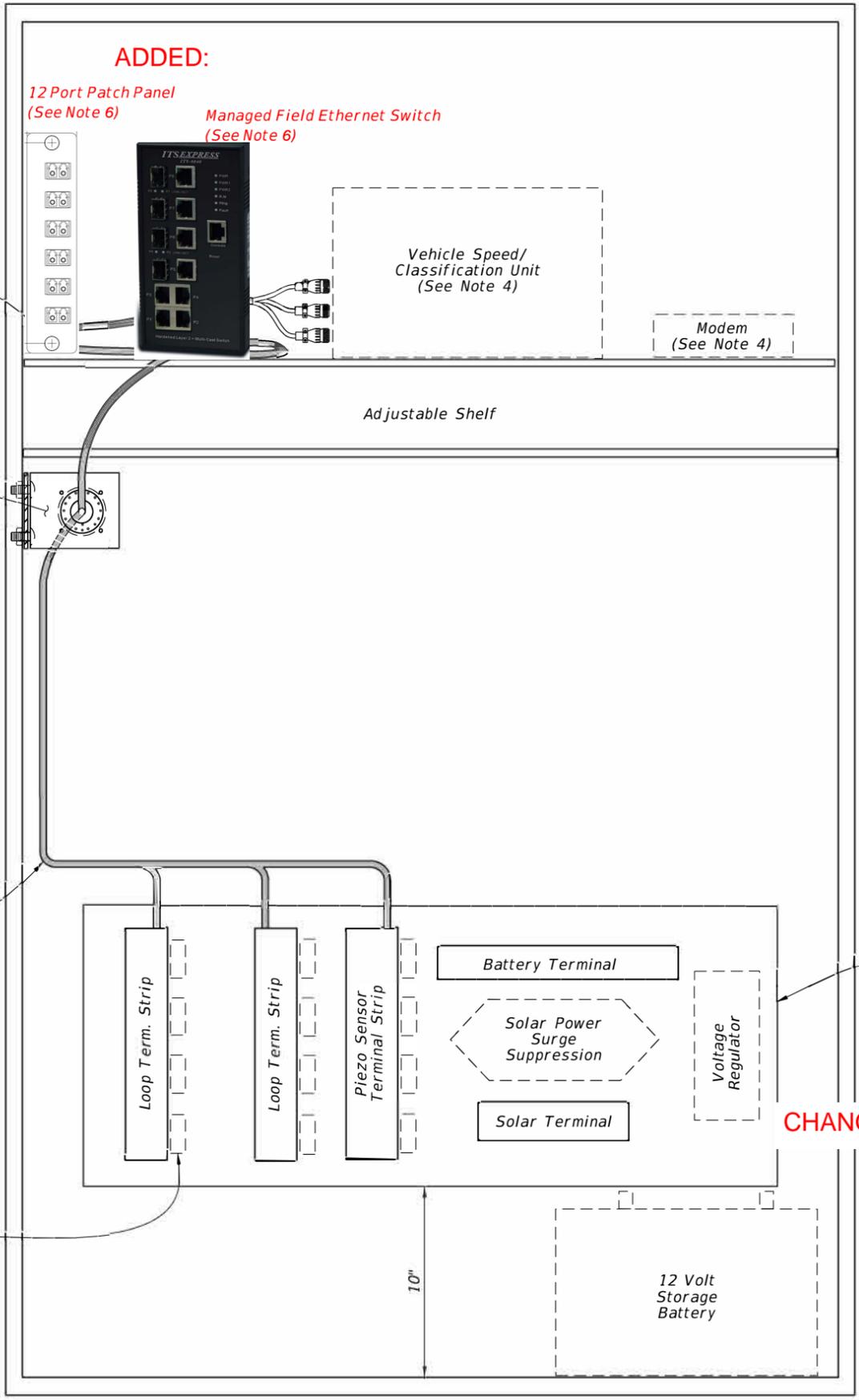
- | Yes | N/A | |
|-------------------------------------|--------------------------|--|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Redline Mark-ups |
| <input type="checkbox"/> | <input type="checkbox"/> | Proposed Standard Plan Instruction (SPI) |
| <input type="checkbox"/> | <input type="checkbox"/> | Revised SPI |
| <input type="checkbox"/> | <input type="checkbox"/> | Other Support Documents |

Implementation:

- Design Bulletin (Interim)
- DCE Memo
- Program Mgmt. Bulletin
- FY-Standard Plans (Next Release)

Contact the Roadway Design Office for assistance in completing this form

Email to: Rick Jenkins rick.jenkins@dot.state.fl.us and Darren Martin darren.martin@dot.state.fl.us



NOTE:
 Fabricate bracket out of 3/32" - 1/8" inch thick aluminum. Dimensions may vary depending on the manufacturer of the J1 receptacle being furnished. The cabinet manufacturer will construct the mounting bracket to fit the receptacle.

J1 MOUNTING BRACKET

NOTES:

- Traffic monitoring site cabinet includes:
 A. One adjustable Shelf; (equipped as shown)
 B. One backplane assembly; (equipped as shown)
 C. One J1 receptacle with mounting bracket;
 D. One J1 equipment cable 5 ft. long (Reference Sheet 4);
 E. All associated wiring and wiring harnesses.
- Basic backplane assembly consists of:
 A. Two inductive loop terminal strips;
 B. One piezo sensor terminal strip;
 C. One battery terminal strip;
 D. One solar panel terminal strip.
- The contractor is responsible for contacting the TMS Manager at the Transportation Statistics Office for lane number information and verification.
- Speed/Classification Unit and Modem furnished separately.
- Cable ends must be fabricated to fit the vehicle speed/classification unit. (Reference Sheet 4)
- 12 Fiber Single Mode Cable, 12 Port Patch Panel, Managed Field Ethernet Switch furnished separately.

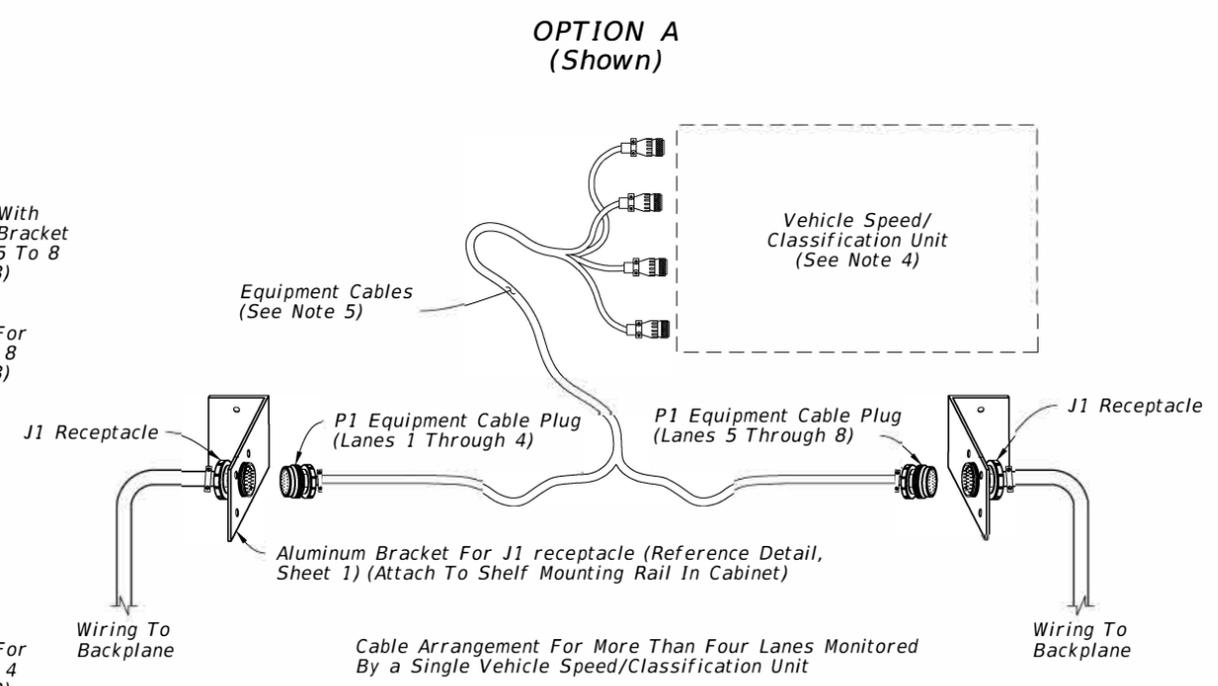
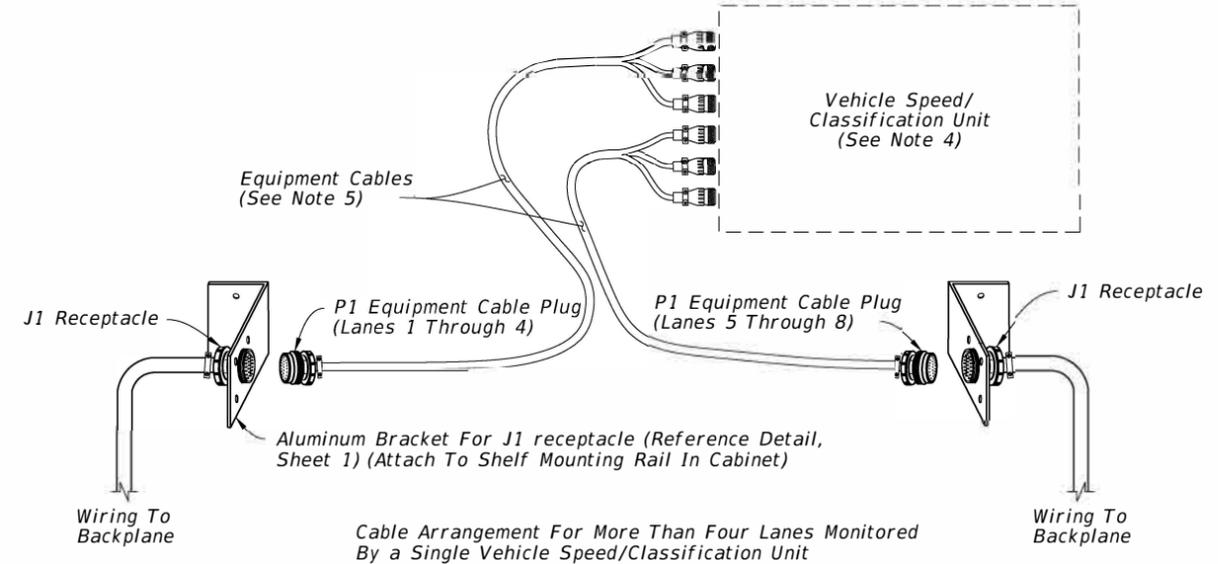
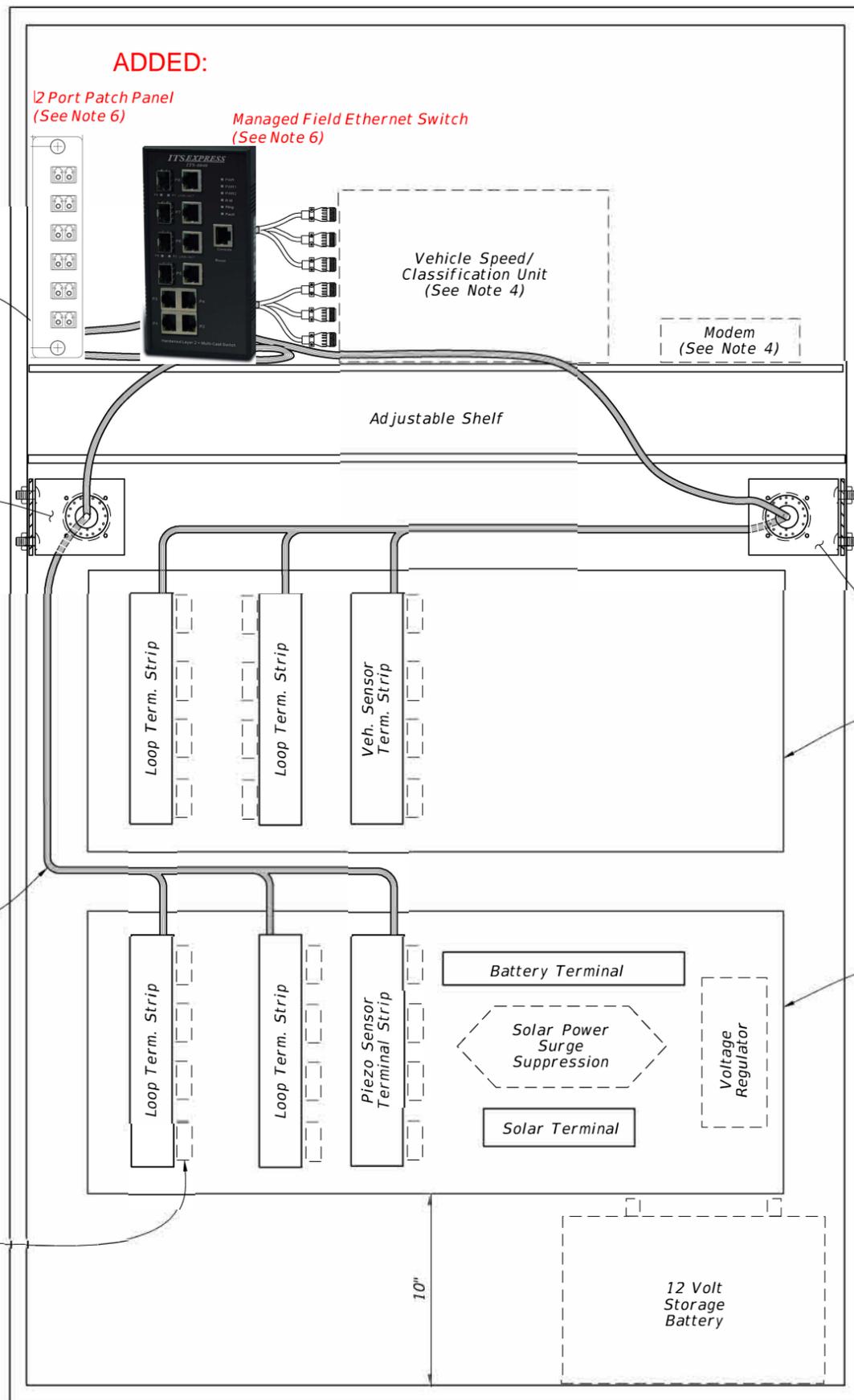
CHANGED TO: Data and Analytics

ADDED: Note 6

CABINET LAYOUT DETAILS (Four Lanes or Less)

10/12/2020 8:25:34 AM

LAST REVISION 11/01/17 11/01/21	DESCRIPTION: 11/01/21		FY 2021-22 STANDARD PLANS	TRAFFIC MONITORING SITE	INDEX 695-001	SHEET 1 of 9
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CHANGED TO: Data and Analytics

EQUIPMENT CABLE ASSEMBLY

NOTES:

- Traffic monitoring site cabinet includes:
 - One adjustable Shelf; (equipped as shown)
 - Two backplane assembly; (equipped as shown)
 - Two J1 receptacle with mounting bracket;
 - One J1 equipment cable 5 ft. long (Reference Sheet 4);
 - All Associated wiring and wiring harnesses.
- Basic backplane assembly consists of:
 - Two inductive loop terminal strips;
 - One piezo sensor terminal strip;
 - One battery terminal strip;
 - One solar panel terminal strip.
- The contractor is responsible for contacting the TMS Manager in the Transportation Statistics Office for lane number information and verification.
- Speed/Classification Unit and Modem furnished separately.
- Cable ends must be fabricated to fit the vehicle speed/classification unit. (Reference Sheet 4 for Pinout Charts, receptacle and plug details).
- 12 Fiber Single Mode Cable, 12 Port Patch Panel, Managed Field Ethernet Switch furnished separately.

ADDED: Note 6 — **CABINET LAYOUT DETAILS (Five to Eight Lanes)**

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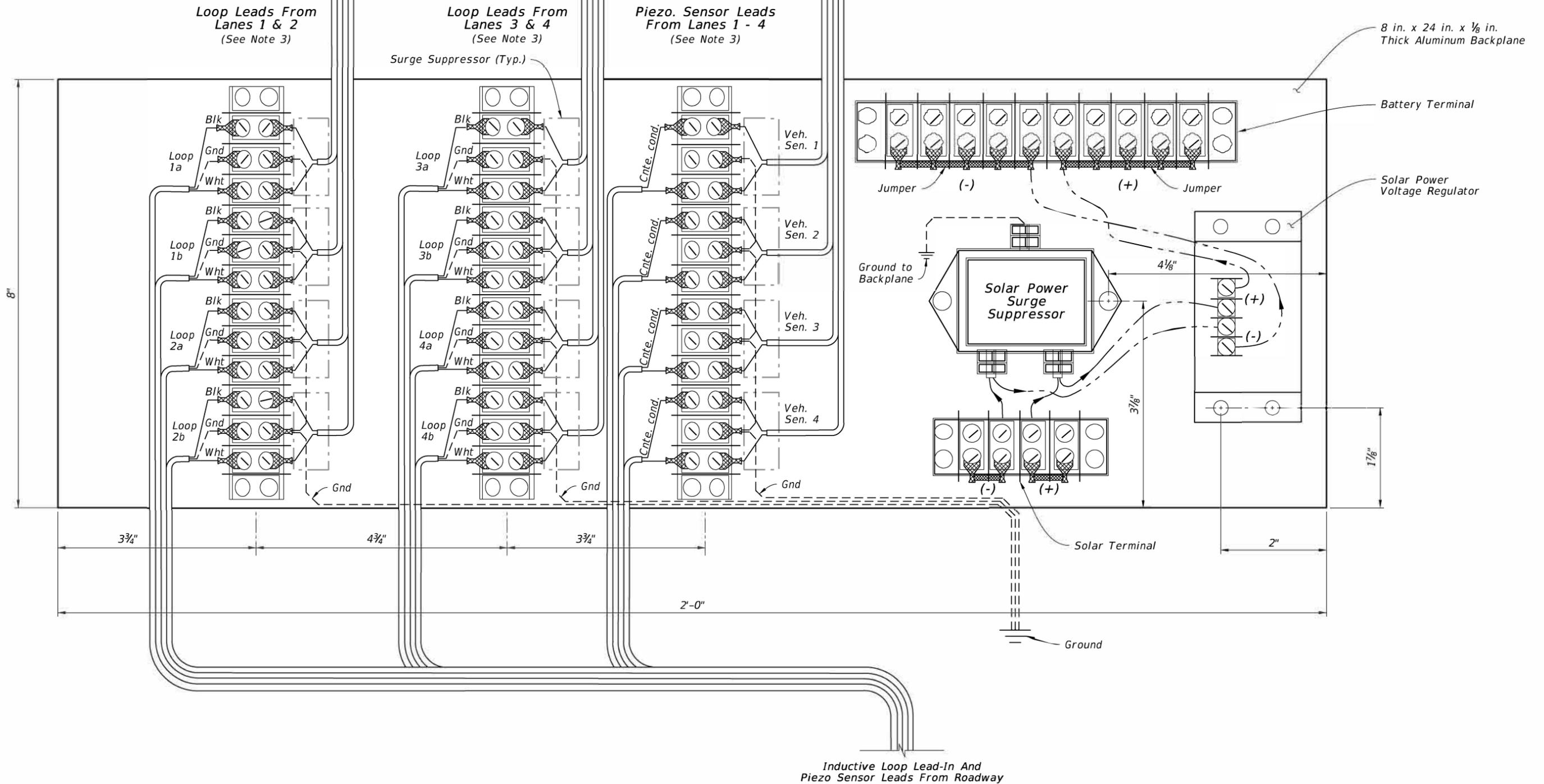
LAST REVISION	DESCRIPTION:
11/01/17	11/01/21

To J1 Receptacle

CHANGED TO: Data and Analytics

NOTES:

- 1. Reference Sheet 1 or 2, Note 2 for items to be included with backplane.
- 2. All terminal strip contacts are on $\frac{9}{16}$ " centers (Cinch 142 Series or equal) Use insulated fork wire terminations.
- 3. The contractor is responsible for contacting the TMS Manager in the Transportation Statics Office for lane number information and verification.



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11/01/17	11/01/21



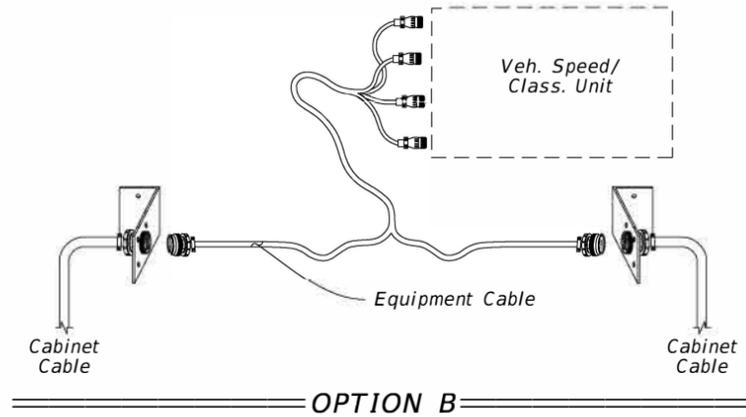
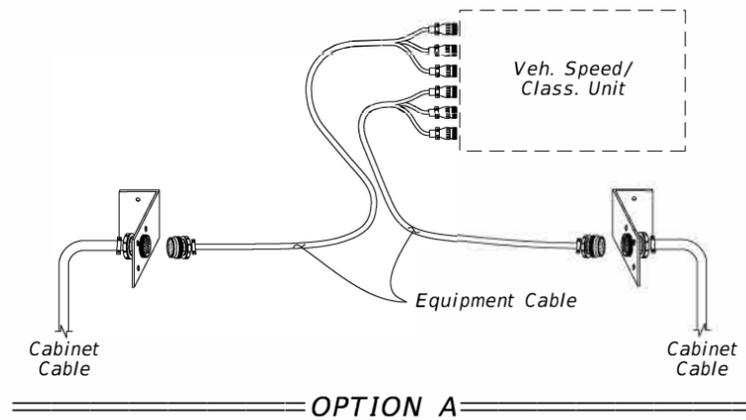
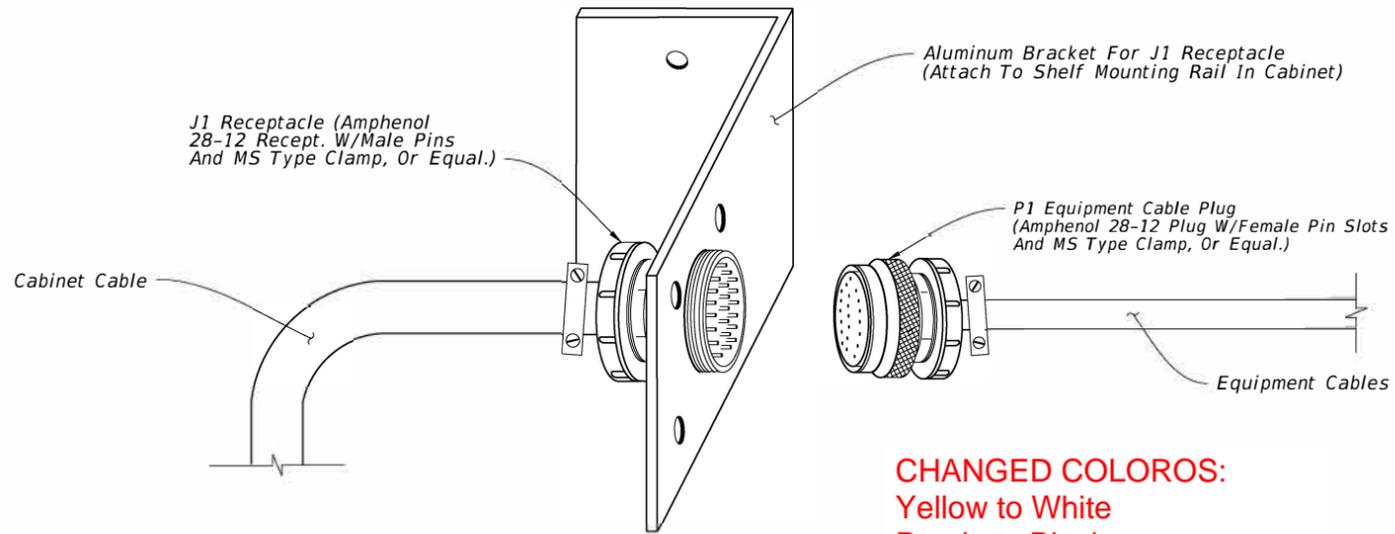
FY 2021-22
STANDARD PLANS

TRAFFIC MONITORING SITE

CABINET BACKPLANE DETAIL

INDEX
695-001

SHEET
3 of 9



J1 RECEPTACLE PINOUT	
26 Recessed Male Pins	
A	Loop 1a (5a) yellow
B	Loop 1a (5a) purple
C	Loop 1b (5b) gray
D	Loop 1b (5b) pink
E	Loop 2a (6a) brown
F	Loop 2a (6a) blue
G	Loop 2b (6b) orange
H	Loop 2b (6b) tan
J	Loop 3a (7a) white
K	Loop 3a (7a) green
L	Loop 3b (7b) red
M	Loop 3b (7b) black
N	Gnd
P	Loop 4a (8a) w/yellow
R	Loop 4a (8a) w/purple
S	Loop 4b (8b) w/gray
T	Loop 4b (8b) w/brown
U	Piezo 1 (5) (+) w/blue
V	Piezo 1 (5) sh w/orange
W	Piezo 2 (6) (+) w/green
X	Piezo 2 (6) sh w/red
Y	Piezo 3 (7) (+) w/black
Z	Piezo 3 (7) sh w/red/blk
a	Piezo 4 (8) (+) red/ green
b	Piezo 4 (8) sh red/yellow
d	Gnd red/black

CHANGED COLOROS:
 Yellow to White
 Purple to Black
 Gray to Red
 Pink to Black
 Brown to Green

B	Loop 1a (5a)	Connect To Electronics Unit
C	Loop 1b (5b)	
D	Loop 1b (5b)	
E	Loop 2a (6a)	
F	Loop 2a (6a)	Connect To Electronics Unit
G	Loop 2b (6b)	
H	Loop 2b (6b)	
N	Gnd	
J	Loop 3a (7a)	Connect To Electronics Unit
K	Loop 3b (7b)	
L	Loop 3b (7b)	
M	Loop 3b (7b)	
P	Loop 4a (8a)	Connect To Electronics Unit
R	Loop 4a (8a)	
S	Loop 4b (8b)	
T	Loop 4b (8b)	
d	Gnd	Connect To Electronics Unit
U	Piezo 1 (5) (+)	
V	Piezo 1 sh	
W	Piezo 2 (6) (+)	
X	Piezo 2 sh	Connect To Electronics Unit
Y	Piezo 3 (7) (+)	
Z	Piezo 3 sh	
a	Piezo 4 (8) (+)	
b	Piezo 4 sh	Connect To Electronics Unit

CHANGED TO: Data and Analytics

NOTES:

- The contractor is responsible for contacting the TMS Manager in the Transportation Statistics Office for lane number information and verification.
- The equipment cable can accommodate up to four lanes of inductive loop and piezo sensor inputs. (Reference Sheet 1 for cabinet layout)
- For more than four lanes and up to eight lanes of inputs, the following options are available:
 - Second Vehicle Speed/Class. Unit and separate equipment cable connecting to a second J1 receptacle; or
 - Single Vehicle Speed/Class. Unit capable of up to eight lanes of inputs and a single equipment cable with split ends to fit two J1 receptacles. (Reference Sheet 2 detail)
- Numbers in parenthesis in the pinout chart identify lane numbers when a second backplane for lanes 5 through 8 is required.
- Cable Ends must be fabricated to fit the vehicle Speed/Classification Unit.

CHANGED TO: Green

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LAST REVISION ~~11/01/17~~ 11/01/21

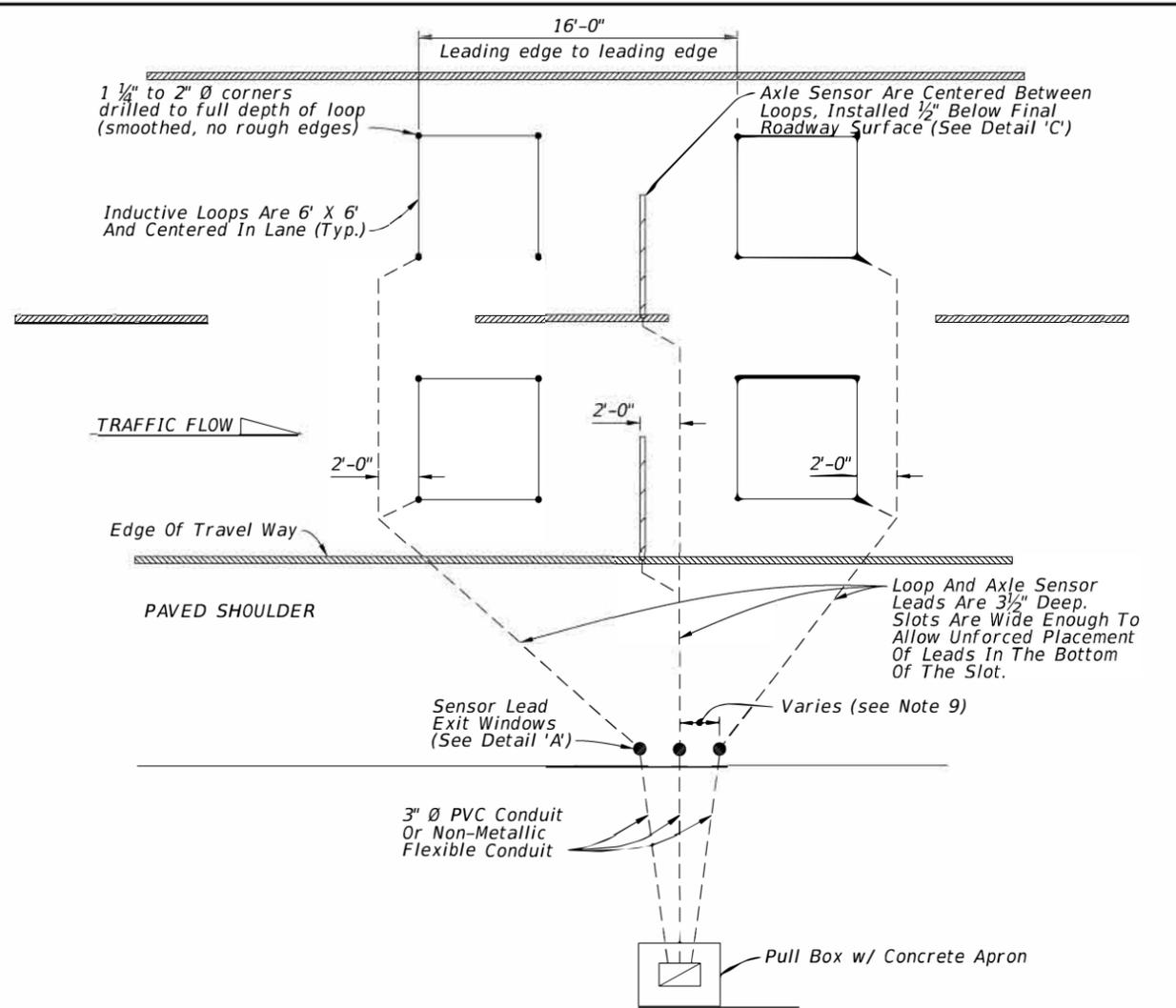


FY 2021-22
STANDARD PLANS

TRAFFIC MONITORING SITE

INDEX
695-001

SHEET
4 of 9

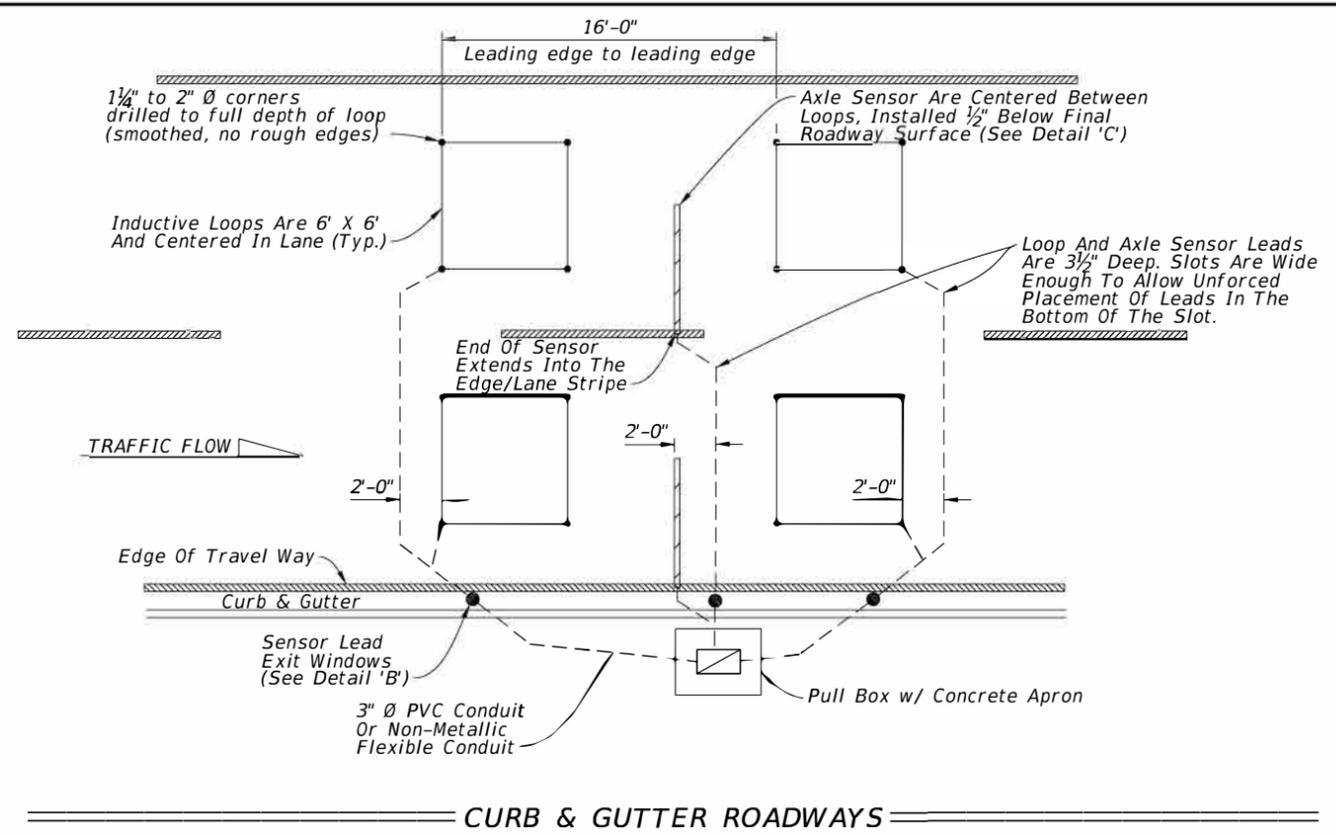


ROADWAYS WITH PAVED SHOULDERS

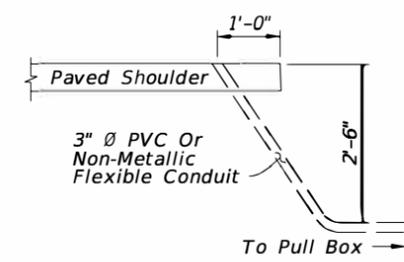
NOTES:

1. Install axle sensors and loops associated with axle sensors after placement of the friction course.
2. Cut a 3 1/2" deep slot for the inductive loops. Loop slots will be cut wide enough to allow unforced placement of the wire into the bottom of the slot. Four turns of #14 AWG, place the IMSA 51-7 copper wire in the slot. Place short pieces of backer rod (2" to 3" in length) every 18" to 24" to hold the loop wire in the bottom of the slot.
3. Twist loop leads at the rate of 8 to 16 twists per foot. Loops that are within 150' of the cabinet, extend the twisted pair loop wire directly to the cabinet. For distances over 150', #14 IMSA 50-2 shielded lead-in cable must be spliced to the loop wire twisted pair at the first pull box to which the loop wire is pulled.
4. Marking will consist of two rounds of contrasting colored tape, one color for the lane number and the second color for the lead loop location in the lane. The first band closest to the cabinet will represent the lane number, one round of tape will be for lane 1 and two rounds will be lane 2, etc. The lead loop in lane one would have one round of tape and a second round of a contrasting colored tape for the lead loop in the lane. The trailing loop would not have a second contrasting colored band of tape.
5. See Index 635-001 for pull box and apron details.
6. All splices will be performed using splice kits designed for direct burial. Splice kits will include screw on wire connectors and a housing with sufficient sealant to fully encapsulate the spliced connections. Taped splices are not permitted.
7. Use a chalk line or string and paint to layout the position of the sensor and lead-in cable slots. Ensure saw cuts do not deviate more than 0.5 inches from the chalk line. Use a single blade or ganged blade saw wide enough to cut the axle sensor slot at full width in a single pass. Cutting two slots and chipping out roadway material between them is not allowed.
8. All sensor slots and any cuts in the roadway will be thoroughly blown out to ensure there is no dust or debris prior to installation of sensors or leads.
9. Install Exit Windows at least 2' apart.

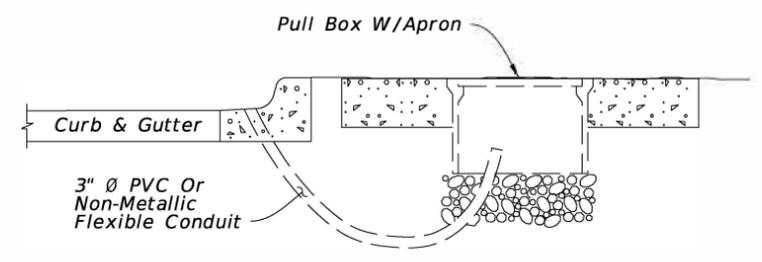
TYPICAL FOR UP TO 4 LANES OF SENSOR LEADS PULLED TO ONE SIDE OF THE ROADWAY



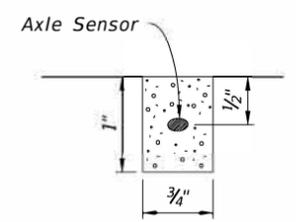
CURB & GUTTER ROADWAYS



**EXIT WINDOW
DETAIL 'A'**



**EXIT WINDOW
DETAIL 'B'**

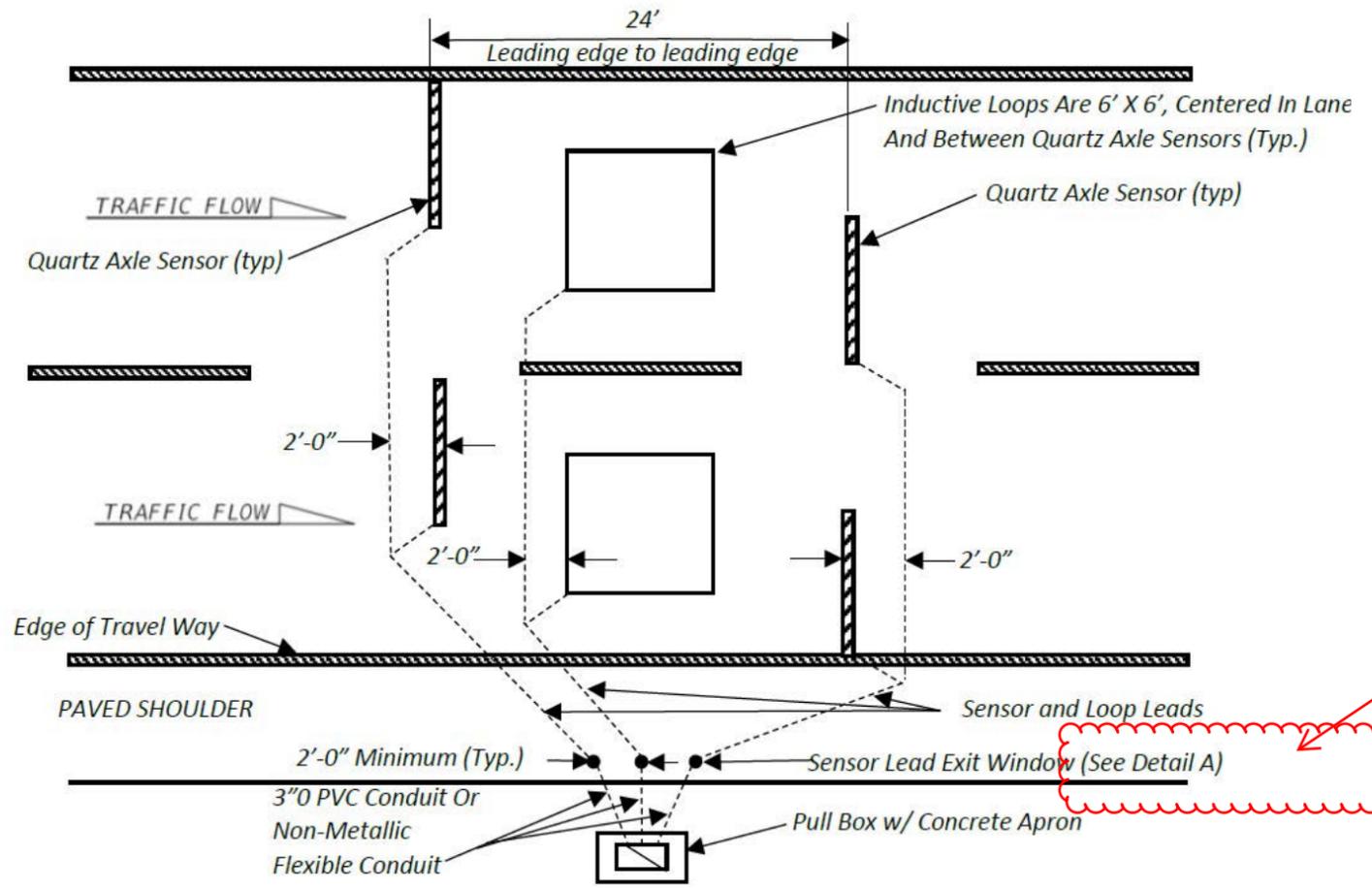


**END VIEW
(Axle Sensor Slot)
DETAIL 'C'**

LANE LAYOUT FOR TMS INDUCTIVE LOOP AND AXLE SENSOR

10/12/2020 8:25:43 AM

LAST REVISION 11/01/19	DESCRIPTION: 11/01/21	 FY 2021-22 STANDARD PLANS	TRAFFIC MONITORING SITE	INDEX 695-001	SHEET 5 of 9
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on sheet 5

TYPE I CONFIGURATION

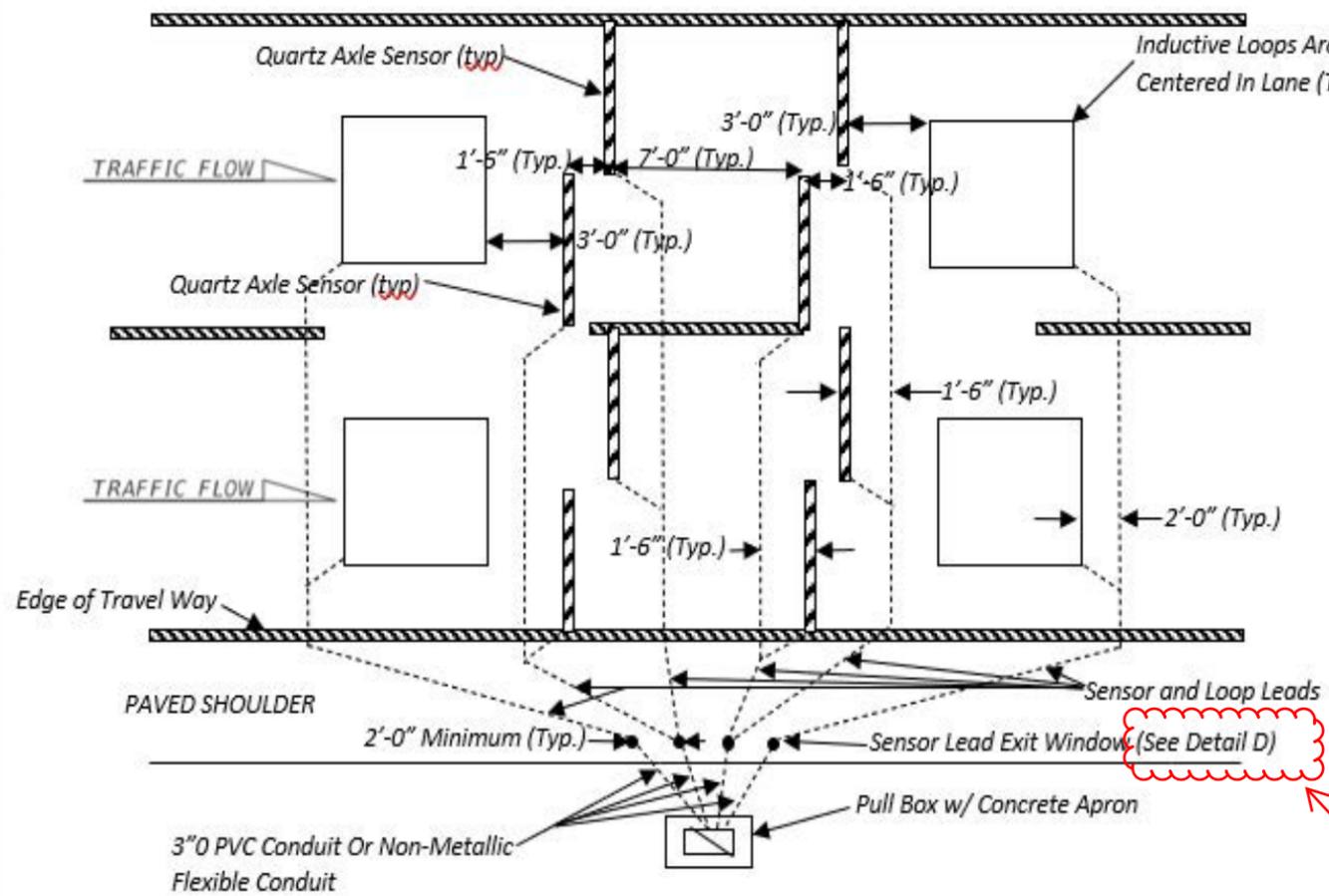
NOTES: Type I configuration used in vehicle classification systems.

NEW SHEET 6

LANE CONFIGURATION FOR TMS INDUCTIVE LOOP AND QUARTZ PIEZO AXLE SENSOR

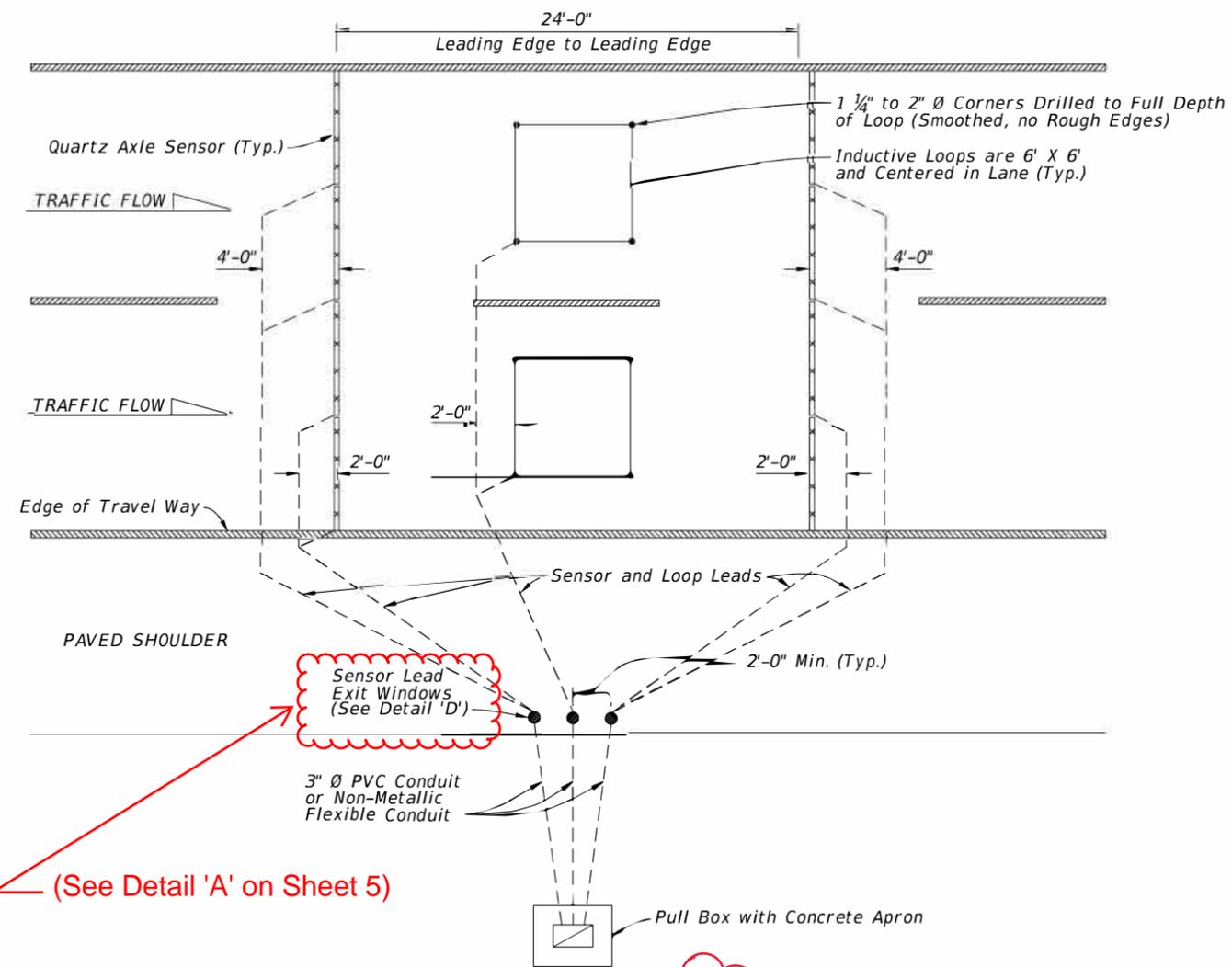
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LAST REVISION 11/01/19	DESCRIPTION: 11/01/21	 FY 2021-22 STANDARD PLANS	TRAFFIC MONITORING SITE	INDEX 695-001	SHEET 6 of 9
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TYPE III CONFIGURATION A
(Commercial Vehicle Weight Enforcement System)

Note: Configuration A and Configuration B are based on the vehicle speed/classification unit. Contact the TMS Manager in the Transportation Data and Analytics Office for correct layout.



TYPE III CONFIGURATION B
(Commercial Vehicle Weight Enforcement System)

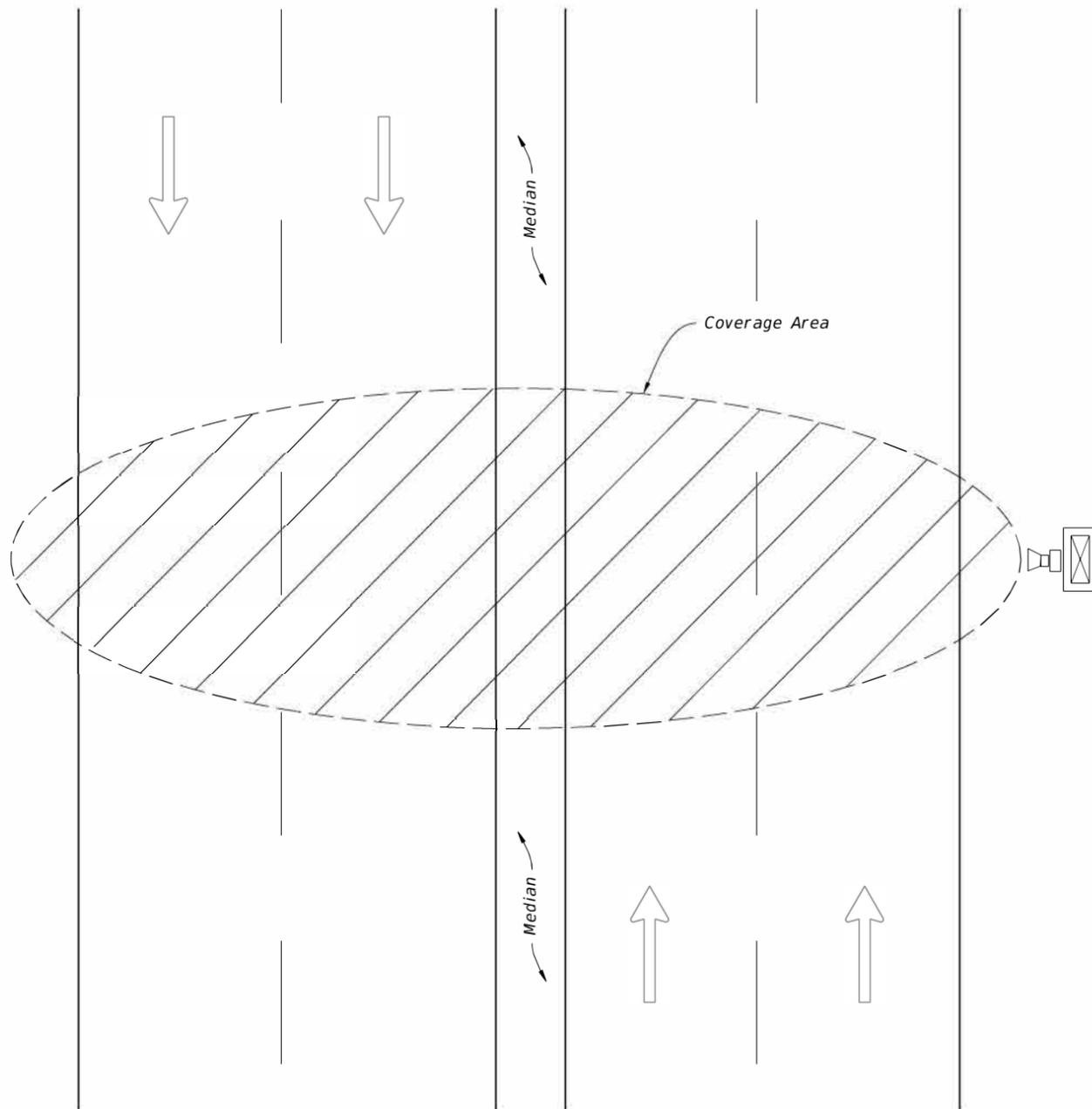
(See Detail 'A' on Sheet 5)

NEW SHEET 7

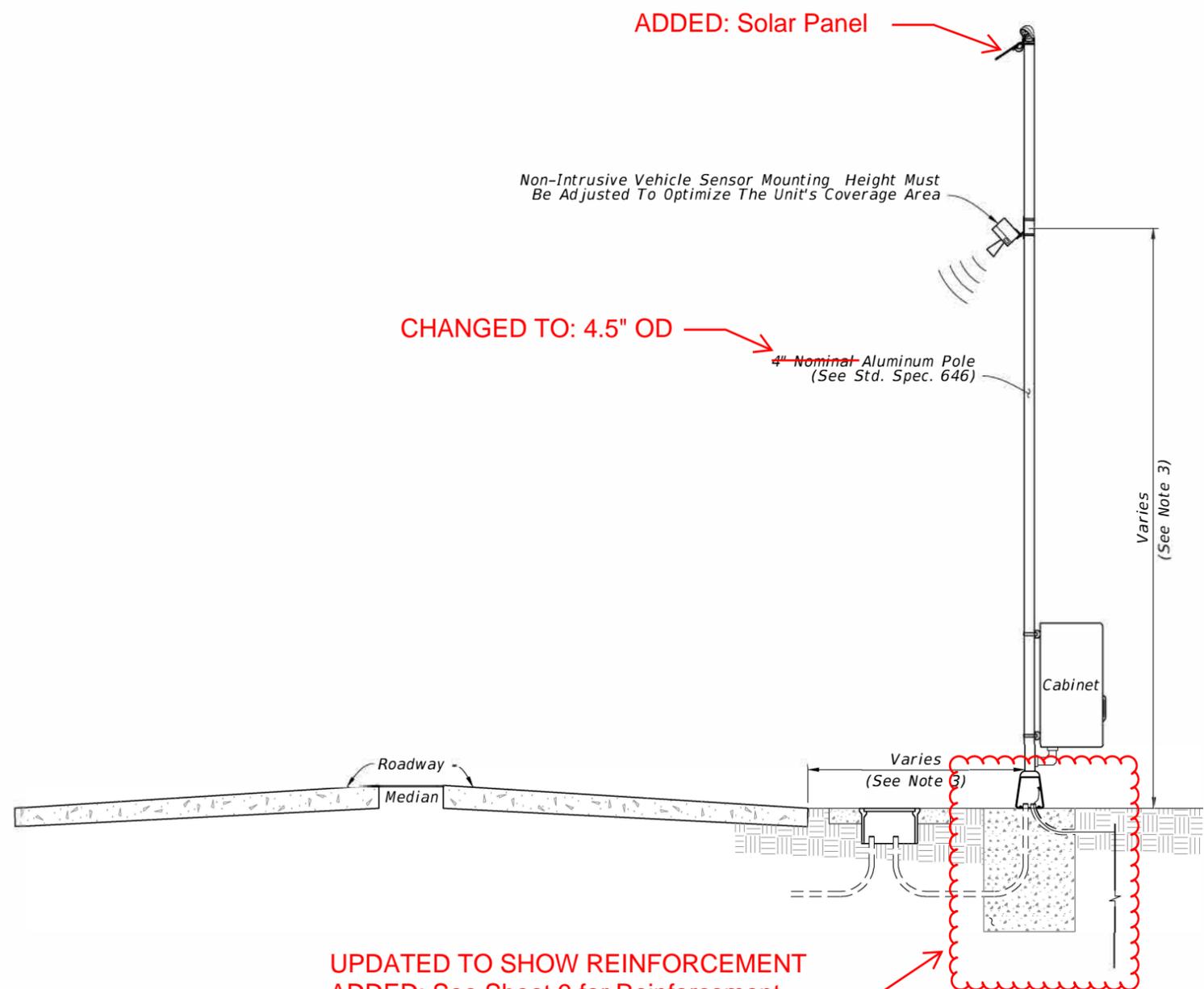
LANE CONFIGURATION FOR TMS INDUCTIVE LOOP AND QUARTZ PEXO AXLE SENSOR

5/5/2021 1:24:30 PM

LAST REVISION 11/01/21	DESCRIPTION:	 FY 2022-23 STANDARD PLANS	TRAFFIC MONITORING SITE	INDEX 695-001	SHEET 7 of 9
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PLAN



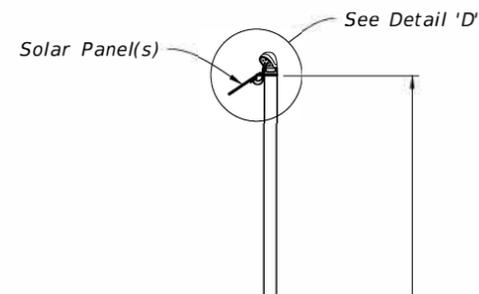
ELEVATION

NOTES:

1. The unit must be capable of detecting up to eight lanes of traffic (in either or both directions) when mounted perpendicular to the roadway.
2. Coverage area of the unit is affected by the roadway geometry: distance from the travel lanes, median type and width, barrier walls, etc.
3. Mounting height of the unit and offset from the roadway must be determined on a site-by-site basis, in accordance with the manufacturer's recommended guidelines. Offset of pole must be greater than or equal to minimum clear zone requirements.

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LAST REVISION 11/01/17	DESCRIPTION: 11/01/21	 FY 2021-22 STANDARD PLANS	TRAFFIC MONITORING SITE	INDEX 695-001	SHEET 6 of 8 of 9
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UPDATED NOTE 2: Meet the material requirements of Specification 646.

NOTE:

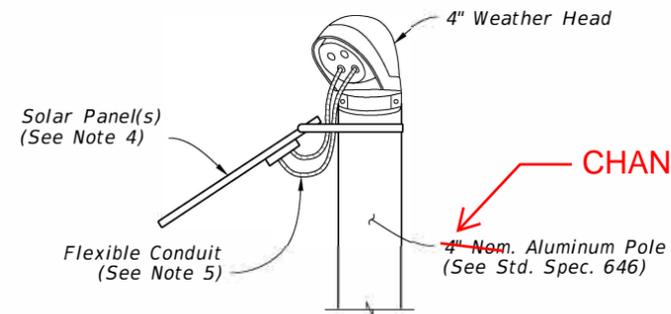
1. Cabinet installed per Index 676-010 except cabinet center will be 4 feet above grade.
2. ~~Place pole in accordance with the Standard Specification 125.4 and 125.8.2.~~
3. Use #10 AWG stranded copper wire for Solar Panel Array installations, Red insulation is THHN or THWN for positive 12 volts wiring, Black insulation is THHN or THWN for negative, 12 volts wiring, Green insulation is THHN or THWN for ground bonding of the solar panel frame to the pole and earth.
4. Solar panel should be installed facing due south with angle of tilt equal to the sum of the following equation. The Latitude of the panel's location, multiplied by 0.76, plus 3.1 degrees. Equation expressed as $(LAT) \times (0.76) + (3.1^\circ)$
5. Encase all wiring from the weather head to the solar panel in outdoor flexible conduit.
6. Concrete Base Requirements:
 - a. 4' poles: 2'-0" X 2'-0" wide, a depth of 2'-0"
 - b. 12', 15' or 20' poles: ~~3'-0" X 3'-0" wide, a depth of 3'-0"~~
 - c. 30' or 35' poles: ~~3'-0" X 3'-0" wide, a depth of 4'-0"~~
20' or 30'

CHANGED TO: 4.5" OD

~~4" Nom. Aluminum Pole (See Std. Spec. 646)~~

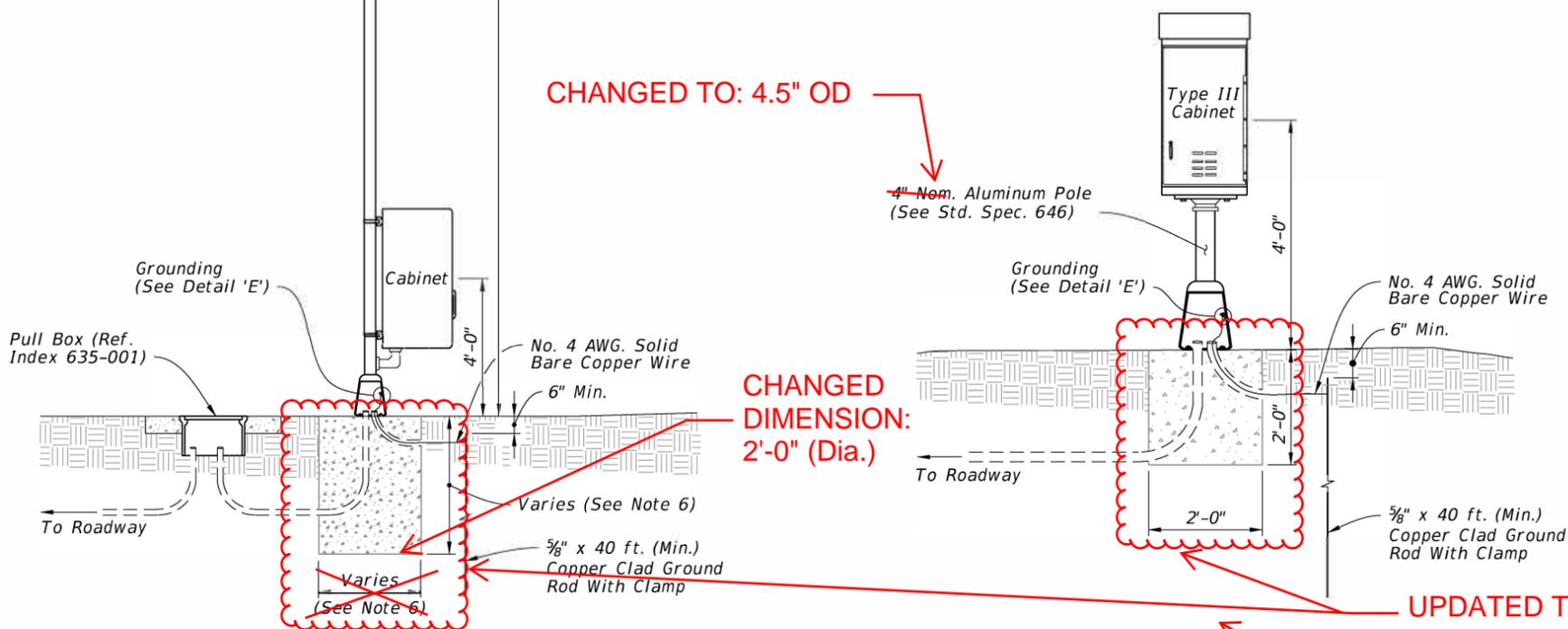
UPDATED NOTE 6b and 6c.

CHANGED TO: Dimensions



CHANGED TO: 4.5" OD

DETAIL 'D'

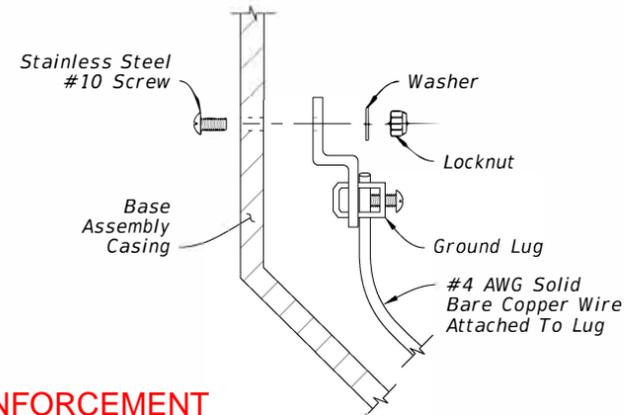


CHANGED TO: 4.5" OD

CHANGED DIMENSION: 2'-0" (Dia.)

UPDATED TO SHOW REINFORCEMENT

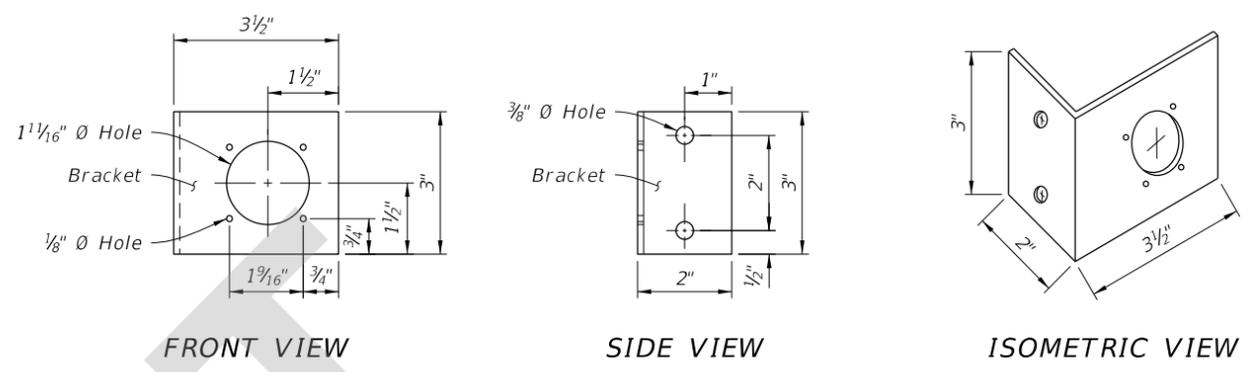
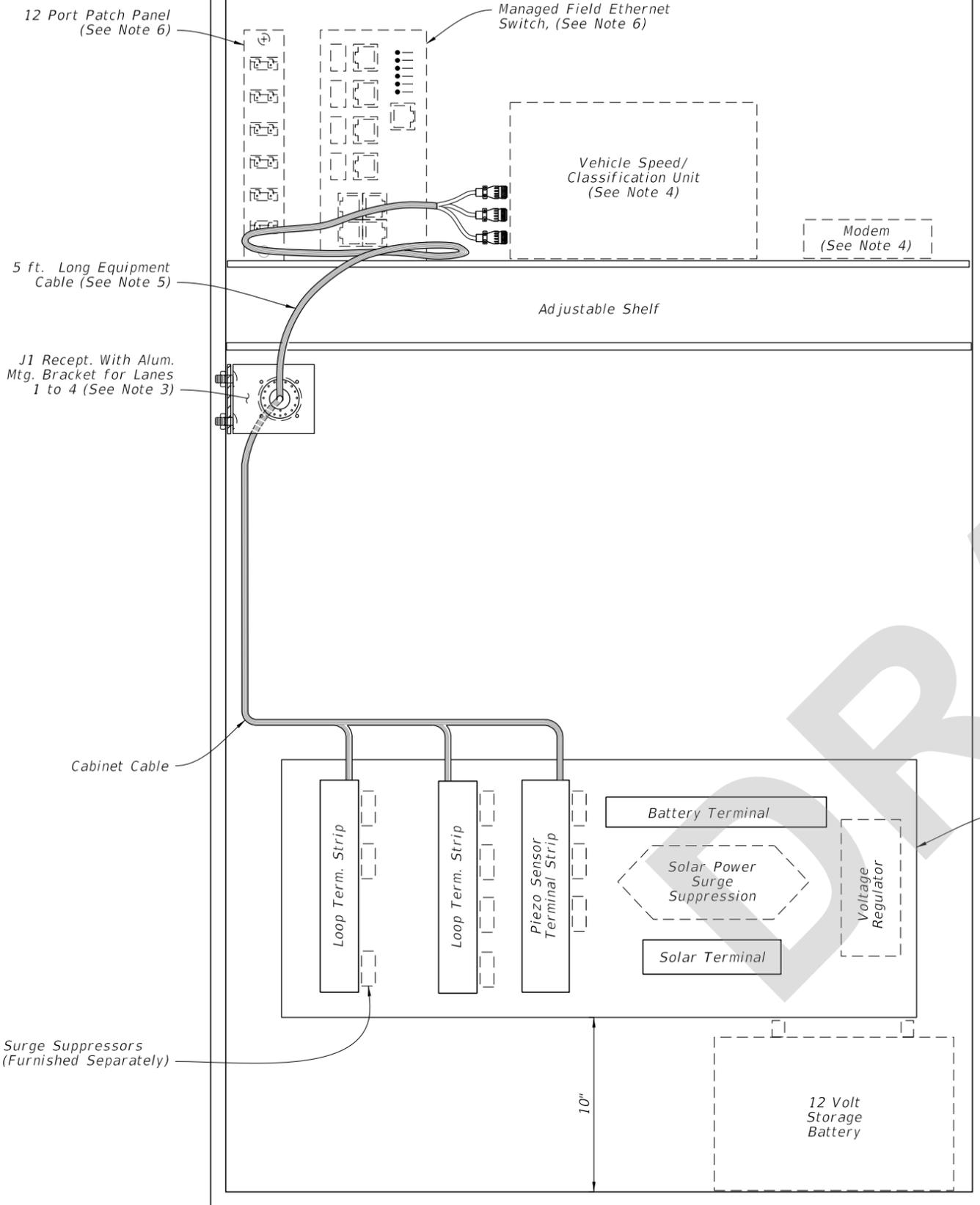
ADDED: ELEVATION



DETAIL 'E'

10/12/2020 8:25:57 AM

LAST REVISION 11/01/17	DESCRIPTION: 11/01/21	 FY 2021-22 STANDARD PLANS	TRAFFIC MONITORING SITE	INDEX 695-001	SHEET 7 of 9 of 9
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NOTE:
 Fabricate bracket out of 3/32" - 1/8" inch thick aluminum. Dimensions may vary depending on the manufacturer of the J1 receptacle being furnished. The cabinet manufacturer will construct the mounting bracket to fit the receptacle.

J1 MOUNTING BRACKET

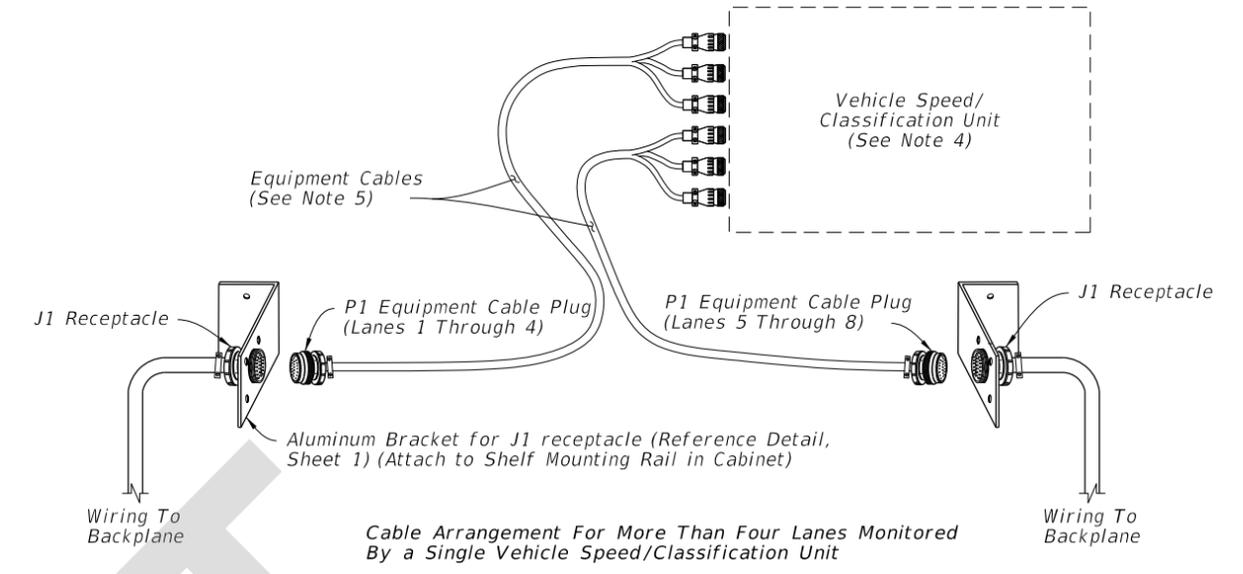
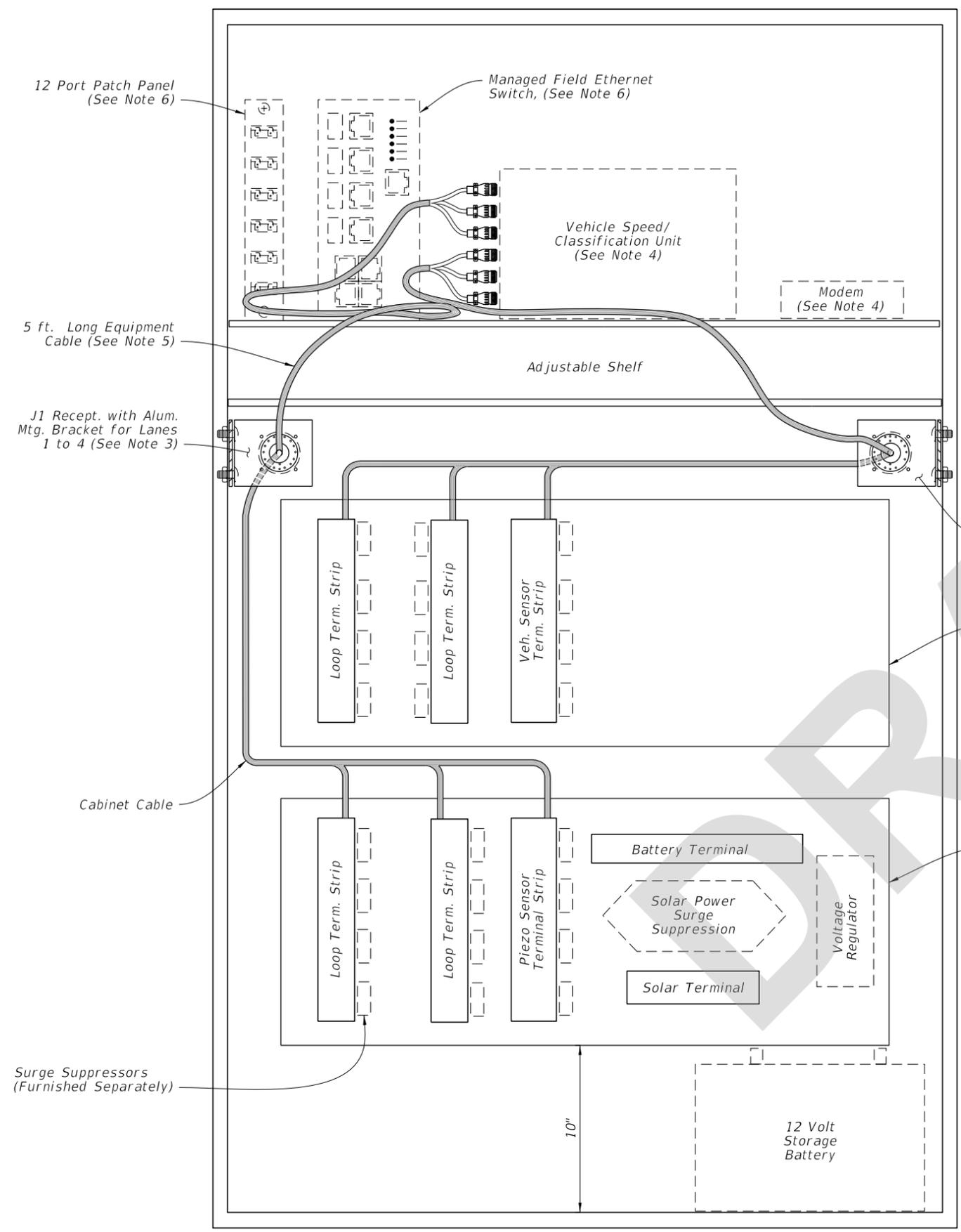
- NOTES:**
- Traffic monitoring site cabinet includes:
 - One adjustable Shelf; (equipped as shown)
 - One backplane assembly; (equipped as shown)
 - One J1 receptacle with mounting bracket;
 - One J1 equipment cable 5 ft. long (Reference Sheet 4);
 - All Associated wiring and wiring harnesses.
 - Basic backplane assembly consists of:
 - Two inductive loop terminal strips;
 - One piezo sensor terminal strip;
 - One battery terminal strip;
 - One solar panel terminal strip.
 - The contractor is responsible for contacting the TMS Manager at the Transportation Data and Analytics Office for lane number information and verification.
 - Speed/Classification Unit and Modem furnished separately.
 - Cable ends must be fabricated to fit the vehicle speed/classification unit. (Reference Sheet 4)
 - Provide a 12 fiber single mode cable, a 12 port patch panel, and a managed field ethernet switch separately.

CABINET LAYOUT DETAILS (Four Lanes or Less)

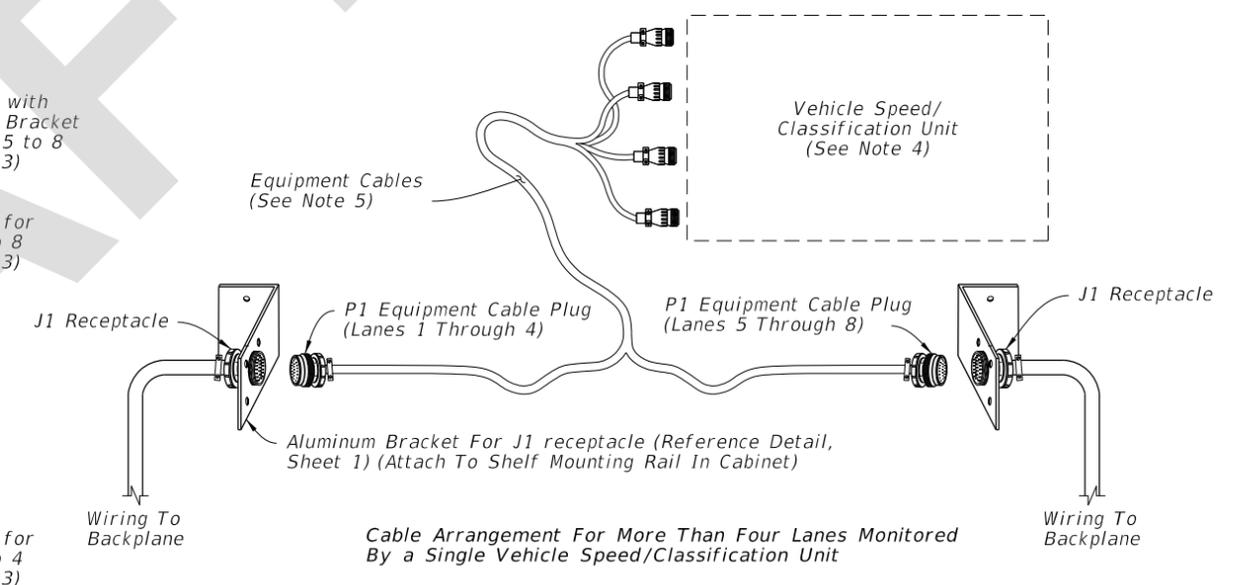
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LAST REVISION 11/01/21	REVISION	DESCRIPTION:		FY 2022-23 STANDARD PLANS	TRAFFIC MONITORING SITE	INDEX 695-001	SHEET 1 of 9
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8/4/2021



OPTION A (Shown)



OPTION B

EQUIPMENT CABLE ASSEMBLY

NOTES:

1. Traffic monitoring site cabinet includes:
 - A. One adjustable Shelf; (equipped as shown)
 - B. Two backplane assembly; (equipped as shown)
 - C. Two J1 receptacle with mounting bracket;
 - D. One J1 equipment cable 5 ft. long (Reference Sheet 4);
 - E. All Associated wiring and wiring harnesses.
2. Basic backplane assembly consists of:
 - A. Two inductive loop terminal strips;
 - B. One piezo sensor terminal strip;
 - C. One battery terminal strip;
 - D. One solar panel terminal strip.
3. The contractor is responsible for contacting the TMS Manager in the Transportation Data and Analytics Office for lane number information and verification.
4. Speed/Classification Unit and Modem furnished separately.
5. Cable ends must be fabricated to fit the vehicle speed/classification unit. (Reference Sheet 4 for Pinout Charts, receptacle and plug details).
6. Provide a 12 fiber single mode cable, a 12 port patch panel, and a managed field ethernet switch separately.

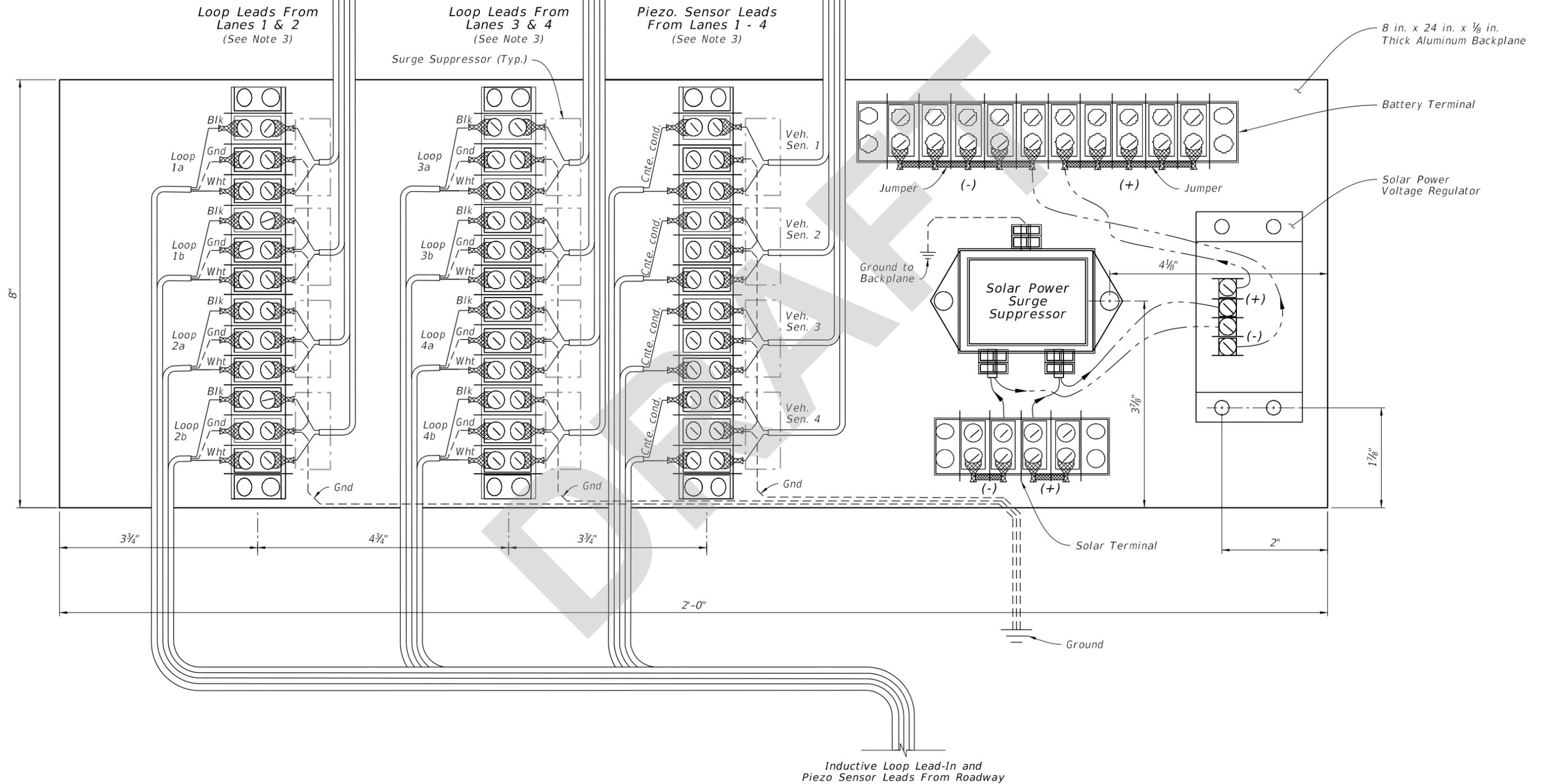
CABINET LAYOUT DETAILS (Five to Eight Lanes)

LAST REVISION 11/01/21	REVISION	DESCRIPTION:		FY 2022-23 STANDARD PLANS	TRAFFIC MONITORING SITE	INDEX 695-001	SHEET 2 of 9
---------------------------	----------	--------------	--	------------------------------	-------------------------	------------------	-----------------

To J1 Receptacle

NOTES:

1. Reference Sheet 1 or 2, Note 2 for items to be included with backplane.
2. All terminal strip contacts are on $\frac{9}{16}$ " centers (Cinch 142 Series or equal) Use insulated fork wire terminations.
3. The contractor is responsible for contacting the TMS Manager in the Transportation Data and Analytics Office for lane number information and verification.



CABINET BACKPLANE DETAIL

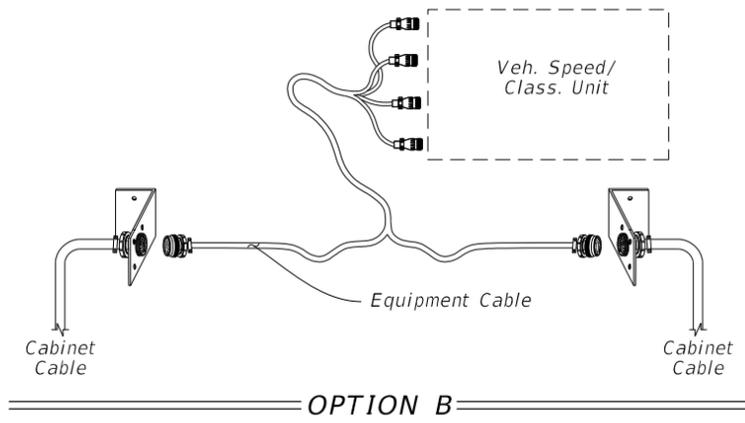
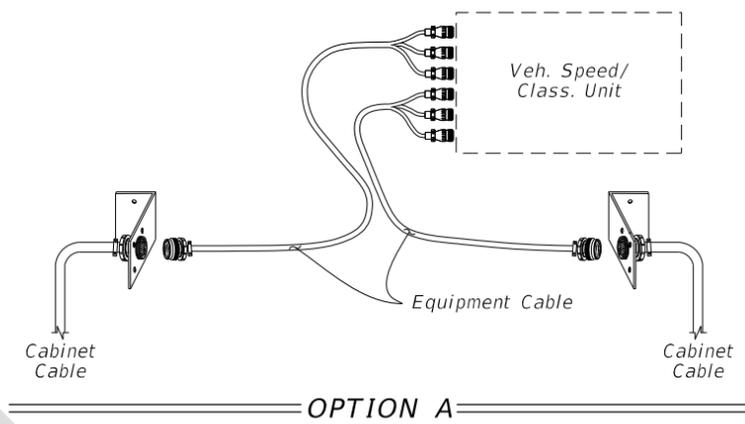
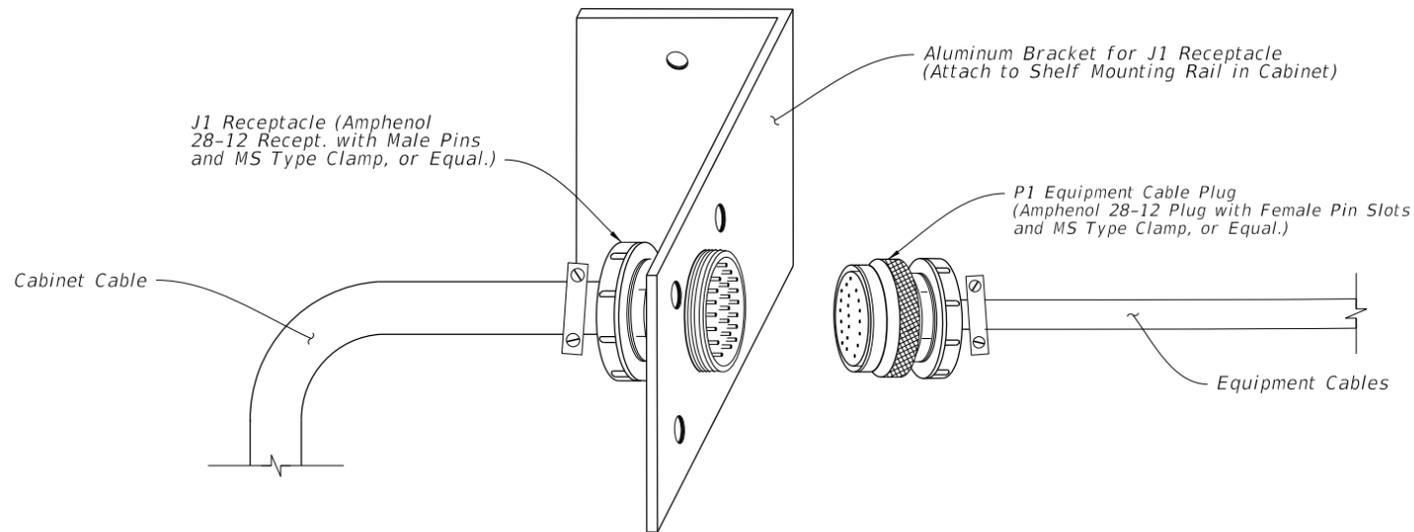
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LAST REVISION 11/01/21	DESCRIPTION:
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**FY 2022-23
STANDARD PLANS**

TRAFFIC MONITORING SITE

INDEX 695-001	SHEET 3 of 9
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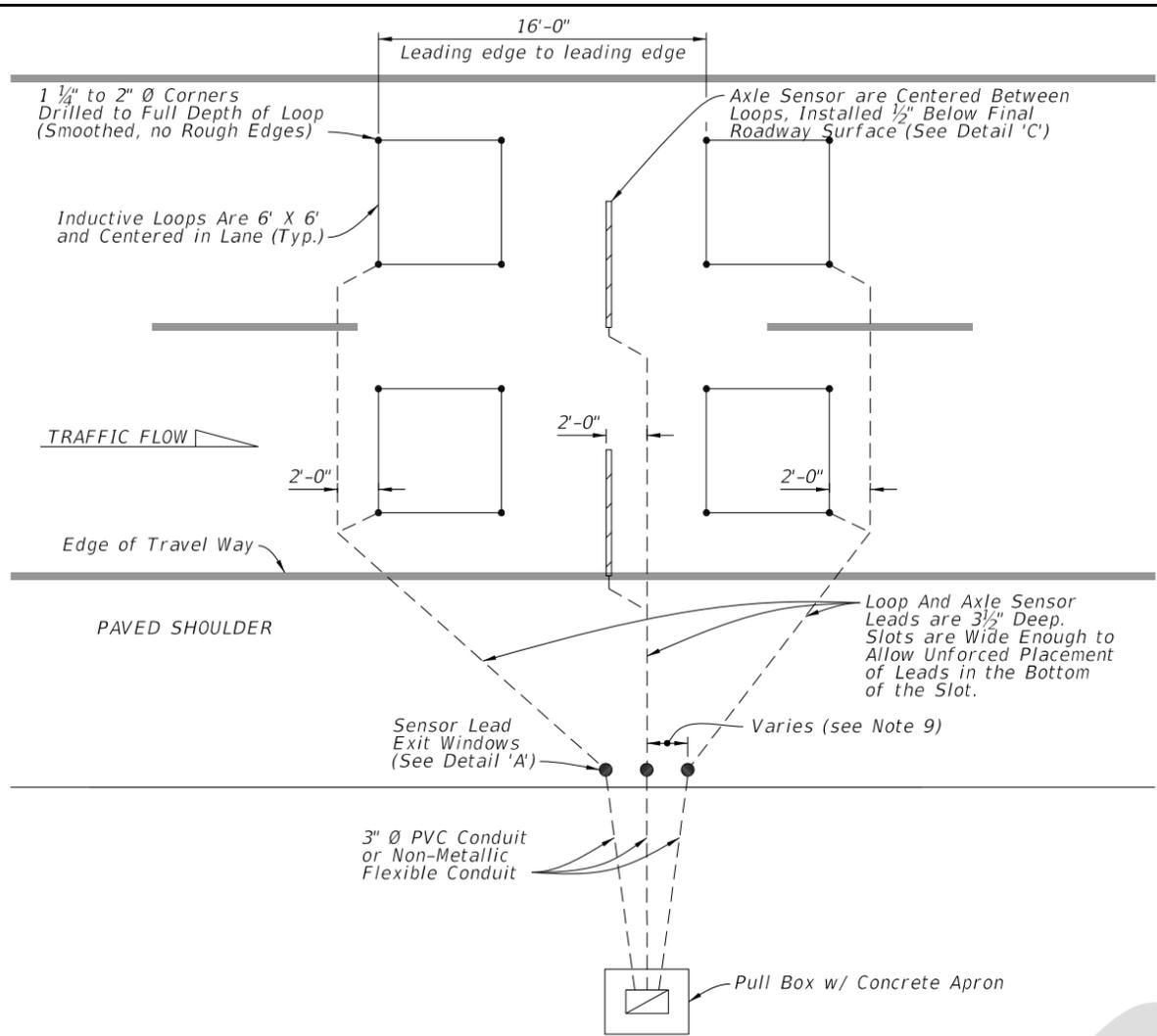
J1 RECEPTACLE PINOUT	
26 Recessed Male Pins	
A	Loop 1a (5a) white
B	Loop 1a (5a) black
C	Loop 1b (5b) red
D	Loop 1b (5b) black
E	Loop 2a (6a) green
F	Loop 2a (6a) blue
G	Loop 2b (6b) orange
H	Loop 2b (6b) tan
J	Loop 3a (7a) white
K	Loop 3a (7a) green
L	Loop 3b (7b) red
M	Loop 3b (7b) black
N	Gnd
P	Loop 4a (8a) w/white
R	Loop 4a (8a) w/black
S	Loop 4b (8b) w/red
T	Loop 4b (8b) w/green
U	Piezo 1 (5) (+) w/blue
V	Piezo 1 (5) sh w/orange
W	Piezo 2 (6) (+) w/green
X	Piezo 2 (6) sh w/red
Y	Piezo 3 (7) (+) w/black
Z	Piezo 3 (7) sh w/red/blk
a	Piezo 4 (8) (+) red/ green
b	Piezo 4 (8) sh red/white
d	Gnd green

J1 EQUIPMENT CABLE PLUG		
26 Female Pin Slots		
A	Loop 1a (5a)	Connect To Electronics Unit
B	Loop 1a (5a)	
C	Loop 1b (5b)	
D	Loop 1b (5b)	
E	Loop 2a (6a)	
F	Loop 2a (6a)	
G	Loop 2b (6b)	
H	Loop 2b (6b)	
N	Gnd	Connect To Electronics Unit
J	Loop 3a (7a)	
K	Loop 3b (7b)	
L	Loop 3b (7b)	
M	Loop 3b (7b)	
P	Loop 4a (8a)	
R	Loop 4a (8a)	
S	Loop 4b (8b)	
T	Loop 4b (8b)	Connect To Electronics Unit
d	Gnd	
U	Piezo 1 (5) (+)	
V	Piezo 1 sh	
W	Piezo 2 (6) (+)	
X	Piezo 2 sh	
Y	Piezo 3 (7) (+)	
Z	Piezo 3 sh	
a	Piezo 4 (8) (+)	
b	Piezo 4 sh	

NOTES:

- The contractor is responsible for contacting the TMS Manager in the Transportation Data and Analytics Office for lane number information and verification.
- The equipment cable can accommodate up to four lanes of inductive loop and piezo sensor inputs. (Reference Sheet 1 for cabinet layout)
- For more than four lanes and up to eight lanes of inputs, the following options are available:
 - Second Vehicle Speed/Class. Unit and separate equipment cable connecting to a second J1 receptacle; or
 - Single Vehicle Speed/Class. Unit capable of up to eight lanes of inputs and a single equipment cable with split ends to fit two J1 receptacles. (Reference Sheet 2 detail)
- Numbers in parenthesis in the pinout chart identify lane numbers when a second backplane for lanes 5 through 8 is required.
- Cable Ends must be fabricated to fit the vehicle Speed/Classification Unit.

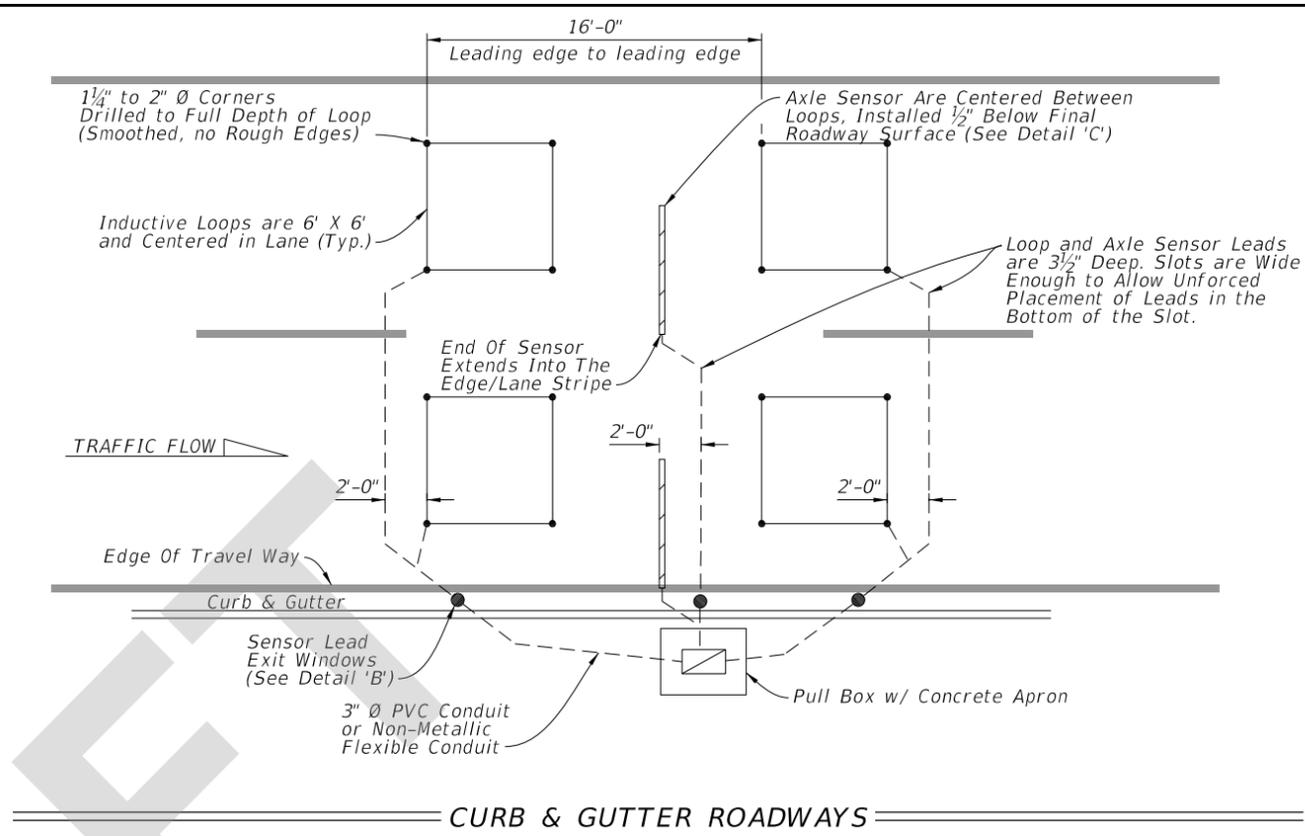
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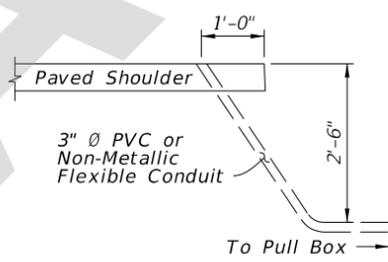
ROADWAYS WITH PAVED SHOULDERS

NOTES:

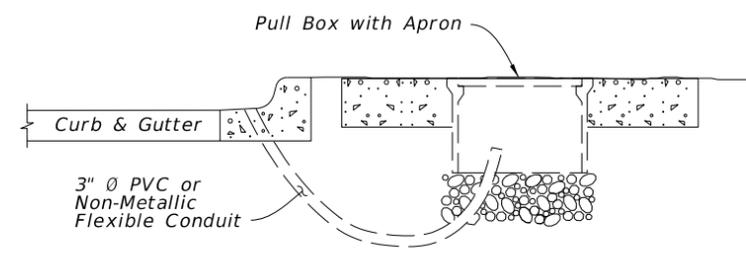
1. Install axle sensors and loops associated with axle sensors after placement of the friction course.
2. Cut a 3 1/2" deep slot for the inductive loops. Loop slots will be cut wide enough to allow unforced placement of the wire into the bottom of the slot. Four turns of #14 AWG, place the IMSA 51-7 copper wire in the slot. Place short pieces of backer rod (2" to 3" in length) every 18" to 24" to hold the loop wire in the bottom of the slot.
3. Twist loop leads at the rate of 8 to 16 twists per foot. Loops that are within 150' of the cabinet, extend the twisted pair loop wire directly to the cabinet. For distances over 150', #14 IMSA 50-2 shielded lead-in cable must be spliced to the loop wire twisted pair at the first pull box to which the loop wire is pulled.
4. Marking will consist of two rounds of contrasting colored tape, one color for the lane number and the second color for the lead loop location in the lane. The first band closest to the cabinet will represent the lane number, one round of tape will be for lane 1 and two rounds will be lane 2, etc. The lead loop in lane one would have one round of tape and a second round of a contrasting colored tape for the lead loop in the lane. The trailing loop would not have a second contrasting colored band of tape.
5. See Index 635-001 for pull box and apron details.
6. All splices will be performed using splice kits designed for direct burial. Splice kits will include screw on wire connectors and a housing with sufficient sealant to fully encapsulate the spliced connections. Taped splices are not permitted.
7. Use a chalk line or string and paint to layout the position of the sensor and lead-in cable slots. Ensure saw cuts do not deviate more than 0.5 inches from the chalk line. Use a single blade or ganged blade saw wide enough to cut the axle sensor slot at full width in a single pass. Cutting two slots and chipping out roadway material between them is not allowed.
8. All sensor slots and any cuts in the roadway will be thoroughly blown out to ensure there is no dust or debris prior to installation of sensors or leads.
9. Install Exit Windows at least 2' apart.



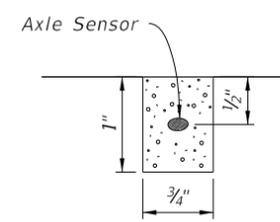
CURB & GUTTER ROADWAYS



**EXIT WINDOW
DETAIL 'A'**



**EXIT WINDOW
DETAIL 'B'**



**END VIEW
(Axle Sensor Slot)
DETAIL 'C'**

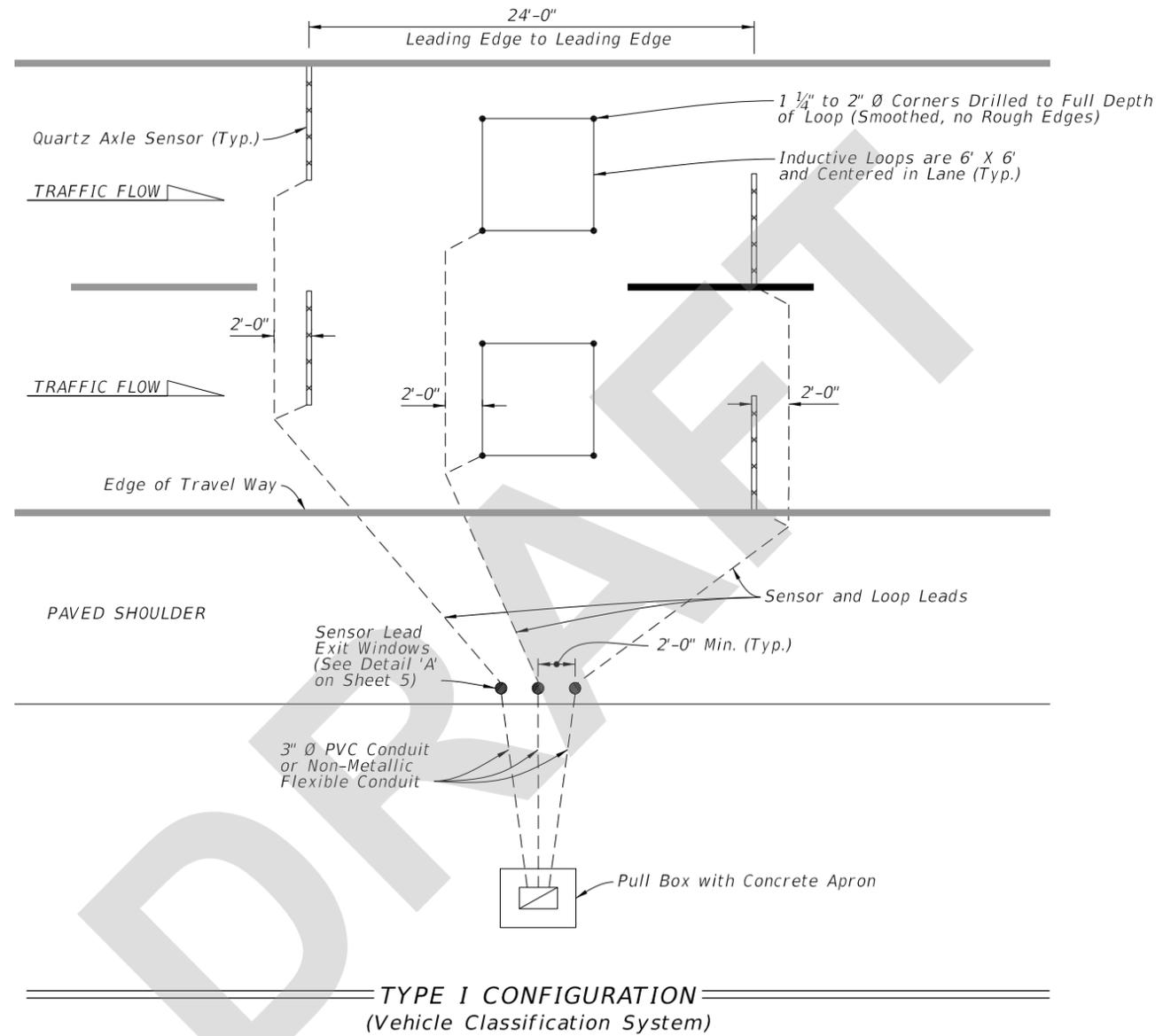
TYPICAL FOR UP TO 4 LANES OF SENSOR LEADS PULLED TO ONE SIDE OF THE ROADWAY

LANE LAYOUT FOR TMS INDUCTIVE LOOP AND AXLE SENSOR

8/4/2021 10:20:12 AM

LAST REVISION 11/01/21	DESCRIPTION:	 FY 2022-23 STANDARD PLANS	TRAFFIC MONITORING SITE	INDEX 695-001	SHEET 5 of 9
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10:20:15 AM
8/4/2021



LANE CONFIGURATION FOR TMS INDUCTIVE LOOP AND QUARTZ PIEZO AXLE SENSOR

LAST REVISION 11/01/21	DESCRIPTION:
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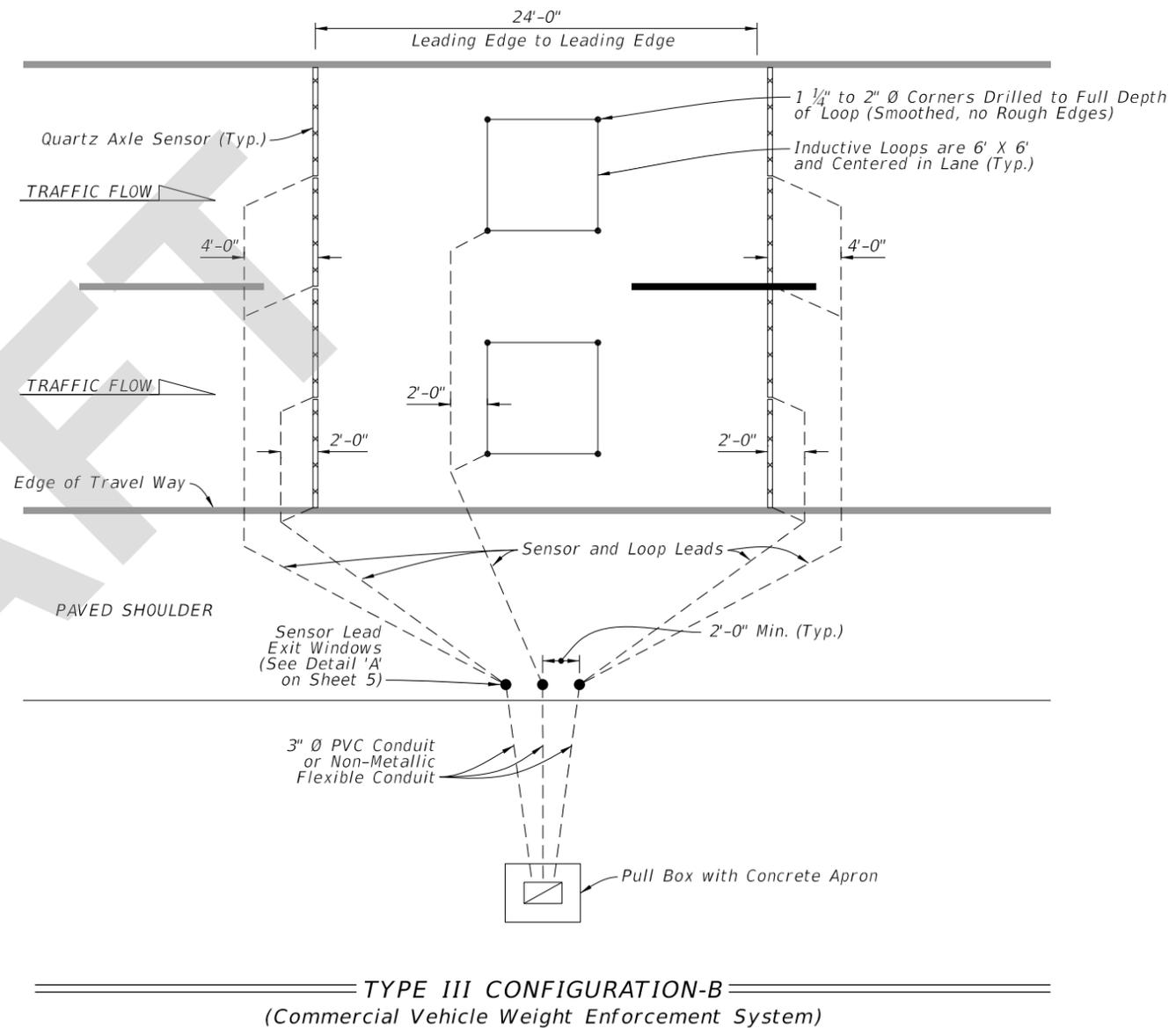
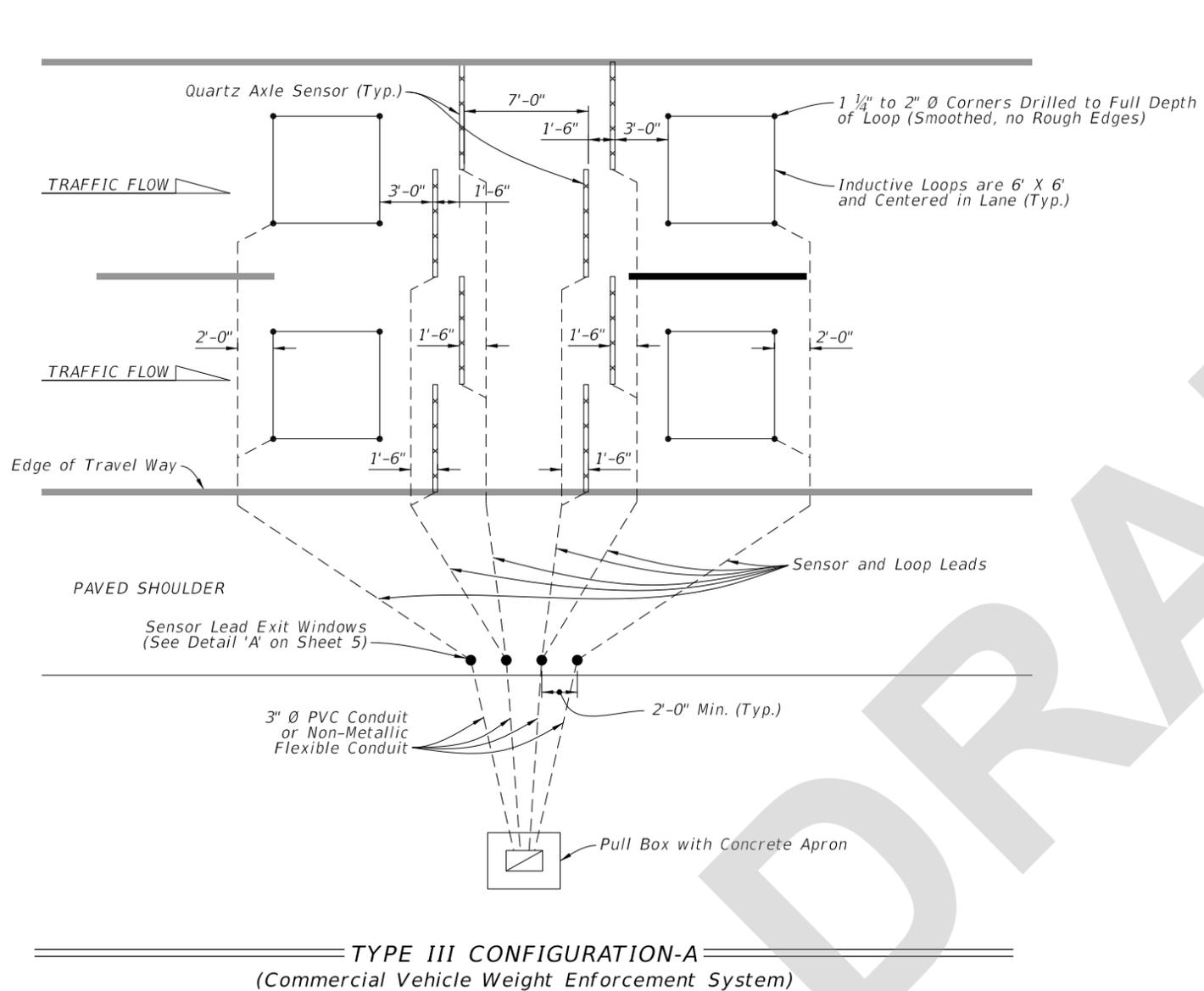


FY 2022-23
STANDARD PLANS

TRAFFIC MONITORING SITE

INDEX
695-001

SHEET
6 of 9

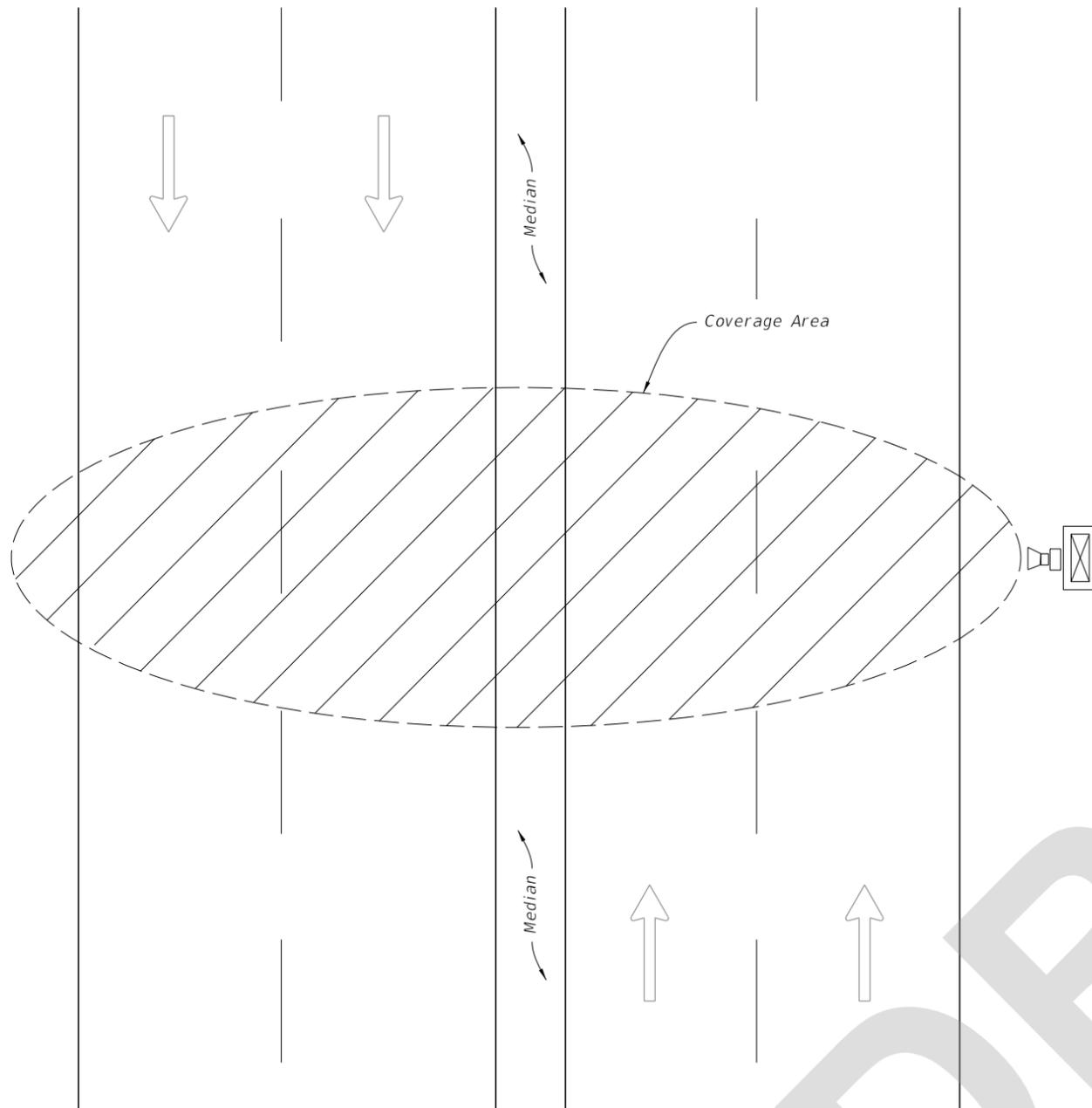


NOTE:
 Configuration A and Configuration B are based on the vehicle speed/classification unit. Contact the TMS Manager in the Transportation Data and Analytics Office for correct layout.

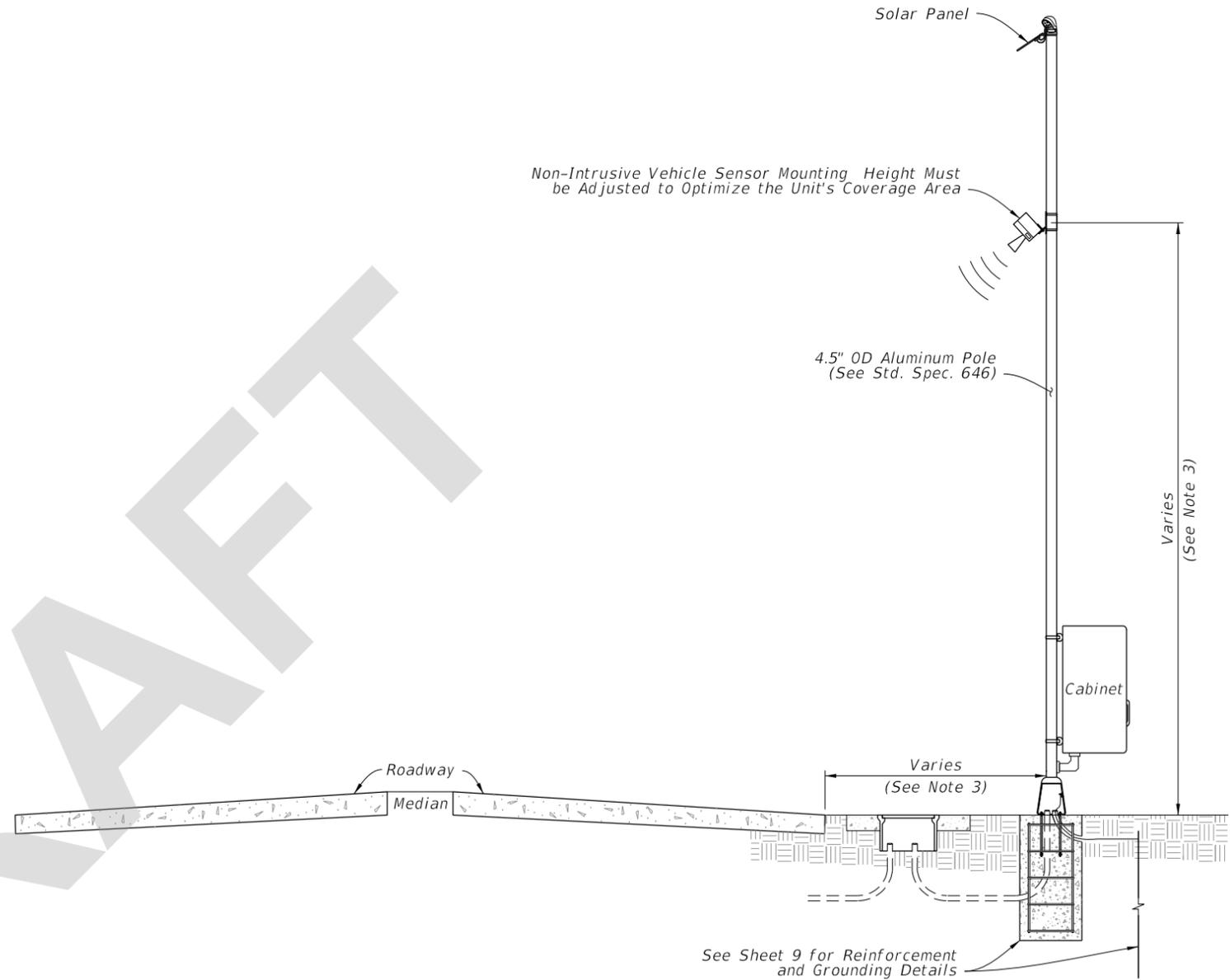
LANE CONFIGURATION FOR TMS INDUCTIVE LOOP AND QUARTZ PEXO AXLE SENSOR

8/4/2021 10:20:18 AM

LAST REVISION 11/01/21	REVISION	DESCRIPTION:	 FY 2022-23 STANDARD PLANS	TRAFFIC MONITORING SITE	INDEX 695-001	SHEET 7 of 9
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PLAN



ELEVATION

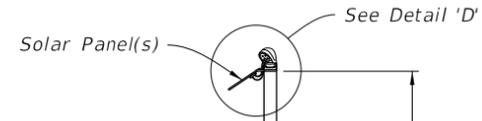
NOTES:

1. The unit must be capable of detecting up to eight lanes of traffic (in either or both directions) when mounted perpendicular to the roadway.
2. Coverage area of the unit is affected by the roadway geometry: distance from the travel lanes, median type and width, barrier walls, etc.
3. Mounting height of the unit and offset from the roadway must be determined on a site-by-site basis, in accordance with the manufacturer's recommended guidelines. Offset of pole must be greater than or equal to minimum clear zone requirements.

10:20:25 AM
8/4/2021

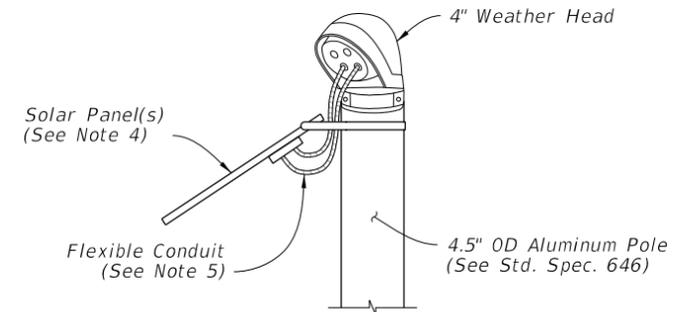
LAST REVISION 11/01/21	DESCRIPTION:	 FY 2022-23 STANDARD PLANS	TRAFFIC MONITORING SITE	INDEX 695-001	SHEET 8 of 9
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NON-INTRUSIVE VEHICLE SENSOR

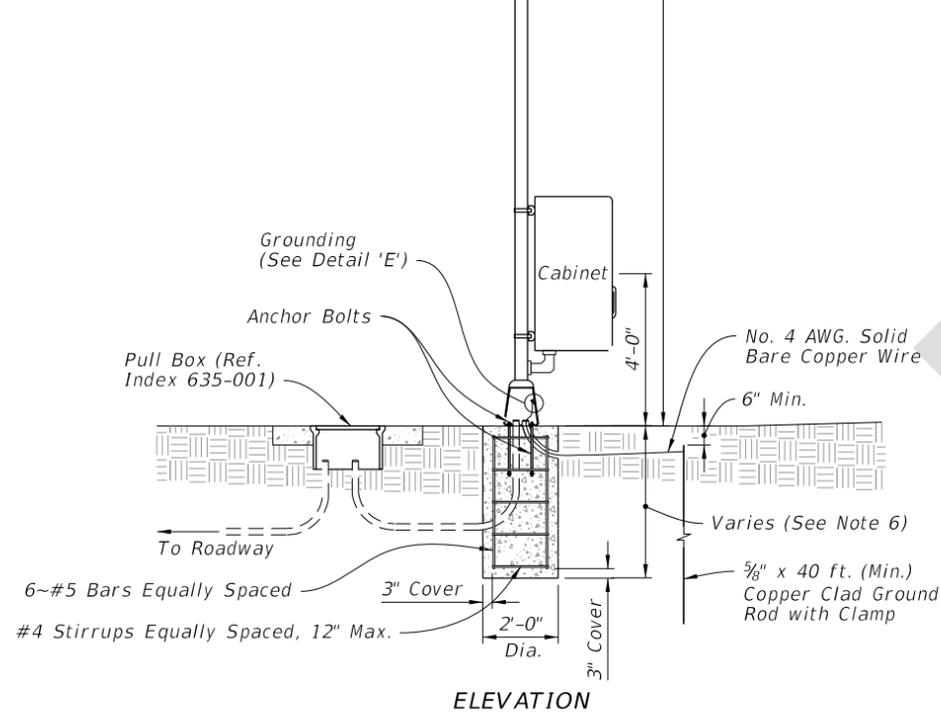
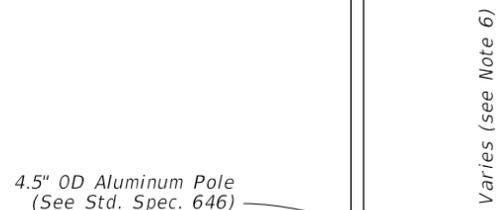


NOTE:

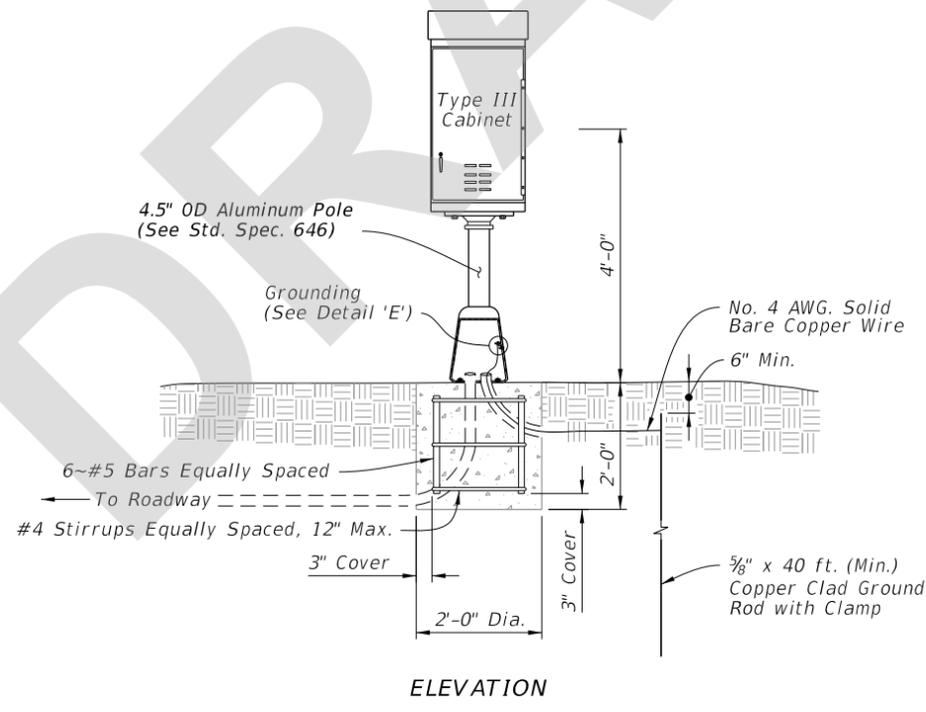
1. Cabinet installed per Index 676-010 except cabinet center will be 4 feet above grade.
2. Meet the material requirements of Specification 646.
3. Use #10 AWG stranded copper wire for Solar Panel Array installations, Red insulation is THHN or THWN for positive 12 volts wiring, Black insulation is THHN or THWN for negative, 12 volts wiring, Green insulation is THHN or THWN for ground bonding of the solar panel frame to the pole and earth.
4. Solar panel should be installed facing due south with angle of tilt equal to the sum of the following equation. The Latitude of the panel's location, multiplied by 0.76, plus 3.1 degrees. Equation expressed as $(LAT) \times (0.76) + (3.1^\circ)$
5. Encase all wiring from the weather head to the solar panel in outdoor flexible conduit.
6. Concrete Base Dimensions:
 - a. 4' poles: depth of 2'-0"
 - b. 12' or 15' poles: depth of 3'-0"
 - c. 20' or 30' poles: depth of 4'-0"



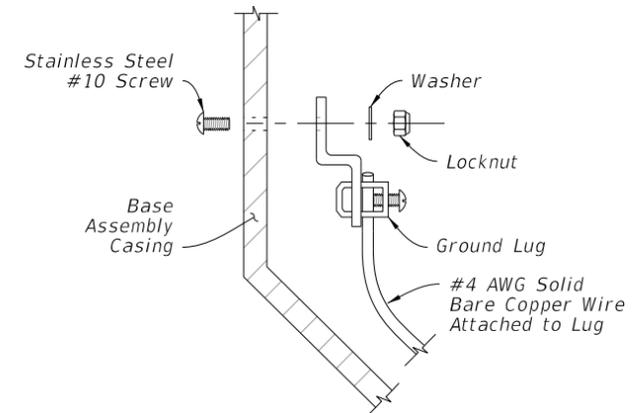
DETAIL 'D'



SOLAR POWER POLE WITH POLE MOUNTED CABINET (Telemeter Sites)



PEDESTAL MOUNTED CABINET (Portable Traffic Monitoring Sites)



DETAIL 'E'

8/4/2021 10:20:32 AM

LAST REVISION 11/01/21	REVISION	DESCRIPTION:		FY 2022-23 STANDARD PLANS	TRAFFIC MONITORING SITE	INDEX 695-001	SHEET 9 of 9
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