

7450000 TRAFFIC MONITORING SITE
INDUCTIVE LOOP ASSEMBLY
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

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Comments: (7-14-10)

The only comment I have on this is for the splicing. They may be doing it differently for the TTMS sites, but for my PTMS sites I don't want the loop wires spliced. There has been a lot of problems with either the contractors using the wrong splicing kits, or the loops end up not working due to nicks or cuts because of the splicing. This would be for 745-2.3 and 745-3.6. We have found that doing a straight homerun through the pull box to the cabinet makes it easier if something does go wrong with one particular loop, to just pull that loop and replace it without disrupting the other loops in the road. It's also cheaper because the cost of the splicing kit is no longer needed.

Response: The current specification calls for the use of lead-in cable when loops are located more than 75 feet from the cabinet. This will be extended to 150 feet, which will eliminate the need for it at most PTMS locations. Lead-in cable will still be required on runs exceeding 150 feet in order to safeguard against over twisting the loop wire which can cause insulation damage and premature failure. (Sect 745-3.6: Added a new first sentence to paragraph one, and deleted the last sentence in paragraph 2.)
