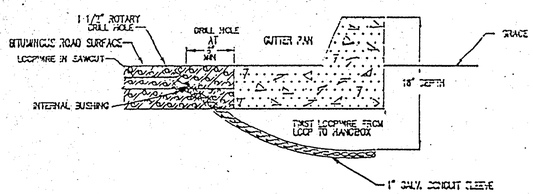
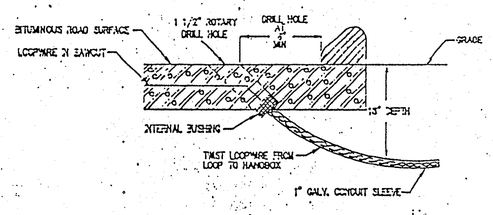
TYPE 'A' CURB AND GUTTER DETAIL



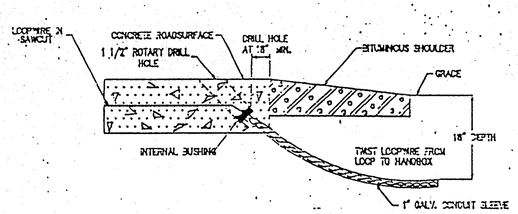
NOTE: INSTALL DUCT SEAL IN CONDUIT END FROM ROAD/SHOULDER SURFACE

TYPE 'B' CURB ONLY - DETAIL



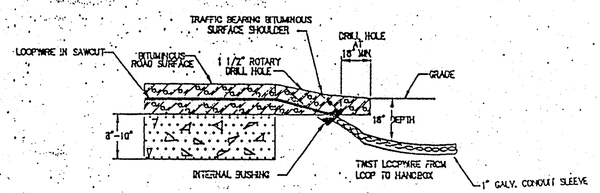
NOTE: INSTALL DUCT SEAL IN CONDUIT END FROM ROAD/SHOULDER SURFACE

CONCRETE ROAD SURFACE WITH BITUMINOUS DETAIL



NOTE: INSTALL DUCT SEAL IN CONDUIT END FROM ROAD/SHOULDER SURFACE

BITUMINOUS ROAD SURFACE AND SHOULDER DETAIL



NOTE: INSTALL DUCT SEAL IN CONDUIT END FROM ROAD/SHOULDER SURFACE

APPROVED 10/5/89
DEPUTY CHIEF ENGINEER - TRAFFIC

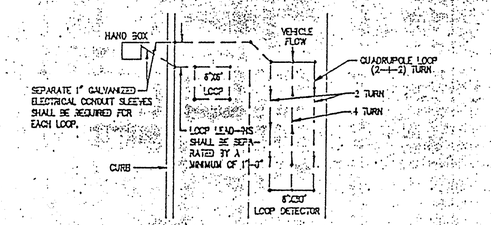
APPROVAL - SHA REVISIONS	APPROVAL - FEDERAL HIGHWAY ADMINISTRATION

MDOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic
TRAFFIC ENGINEERING DIVISION

LOOP DETECTOR LEAD-IN INSTALLATION

Section: SIGNAL DESIGN Date: 8/89 ⚠ no: 1

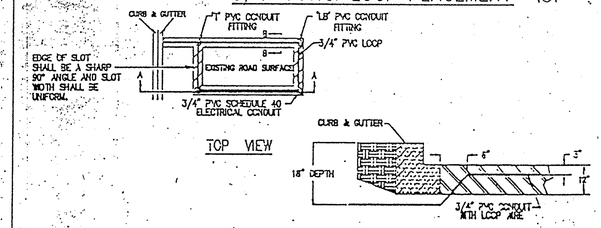
LOOP PLACEMENT

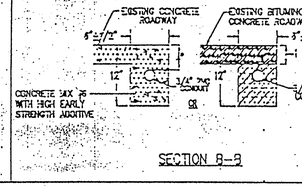


NOTES:

1. WHEN A PROPOSED LOOP CROSSES A ROADWAY JOINT; THE LOOP SHALL BE PLACED IN TWO SECTIONS.
2. THE LOOPS ARE TO BE PLACED IN THE CENTER OF THE LANE UNLESS OTHERWISE NOTED ON PLANS.
3. PRESENCE LOOP DETECTORS ARE TO BE PLACED 12" TO 18" BEHIND THE EXISTING OR PROPOSED STOP LINE.
4. SAW CUTTING OF GUTTER PANS IS NOT ALLOWED.
5. SAW CUT AT LEAD-INS SHALL BE 3/8".

3/4" P.V.C. LOOP PLACEMENT

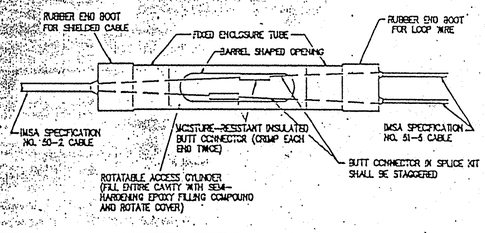




NOTES:

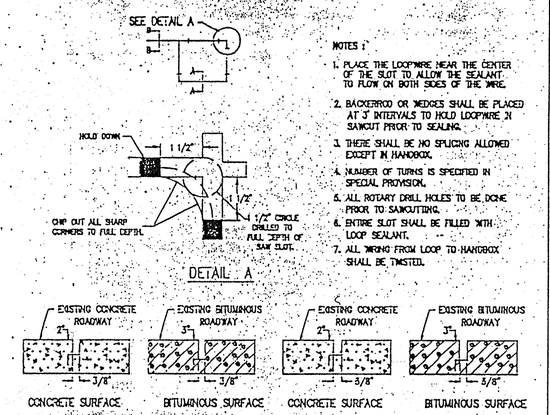
1. FILL ENTIRE SLOT WITH CONCRETE MIX #6 WITH HIGH EARLY STRENGTH ADDITIVE IF EXISTING ROAD SURFACE IS CONCRETE.
2. IF EXISTING ROAD SURFACE IS BITUMINOUS CONCRETE, FILL SLOT WITH CONCRETE MIX #8 TO WITHIN 1 1/2" OF ROAD SURFACE THEN FILL REMAINING SLOT WITH TEMPORARY COLD PATCH BITUMINOUS CONCRETE UNTIL CONCRETE HAS CURED. THEN PLACE ANTI STRIP COMPOUND AND 1 1/2" HOT MIX SF CAP TO ROAD GRADE AFTER REMOVAL OF TEMPORARY COLD PATCH.
3. FROM LOOP DETECTOR TO ROAD EDGE SHALL BE FULLY EXCAVATED WITH SLOT.

LOOP DETECTOR WIRE/SHIELDED CABLE SPLICE KIT



NOTES: 1. ENCLOSURE TO BE 3M TYPE 3832 WITH 3M TYPE 4403-3 SEMI HARDENING EPOXY FILLING COMPOUND OR EQUIVALENT.
2. INSULATED BUTT CONNECTORS TO BE 3M TYPE WNC148CM-SEALANT FILLED TYPE WITH INSULATION GRIP.

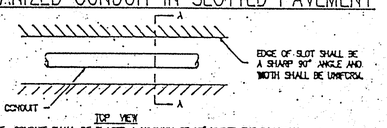
SAWCUT DETAIL



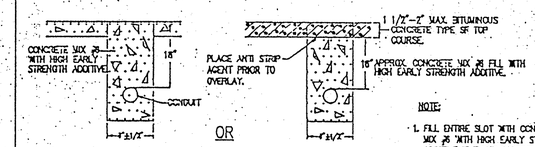
NOTES:

1. PLACE THE LOOPWIRE NEAR THE CENTER OF THE SLOT TO ALLOW THE SEALANT TO FLOW ON BOTH SIDES OF THE WIRE.
2. BACKERROD OR WEDGES SHALL BE PLACED AT 3' INTERVALS TO HOLD LOOPWIRE IN SAWCUT PRIOR TO SEALING.
3. THERE SHALL BE NO SPLICING ALLOWED EXCEPT IN HANDBOX.
4. NUMBER OF TURNS IS SPECIFIED IN SPECIAL PROVISION.
5. ALL ROTARY DRILL HOLES TO BE DONE PRIOR TO SAWCUTTING.
6. ENTIRE SLOT SHALL BE FILLED WITH LOOP SEALANT.
7. ALL WIRING FROM LOOP TO HANDBOX SHALL BE TWISTED.

GALVANIZED CONDUIT IN SLOTTED PAVEMENT



NOTE: CONDUIT SHALL BE PLACED A MINIMUM OF 18" UNDER THE ROADWAY.



NOTE:

1. FILL ENTIRE SLOT WITH CONCRETE MIX #6 WITH HIGH EARLY STRENGTH ADDITIVE IF EXISTING ROAD SURFACE IS CONCRETE.
2. IF EXISTING ROAD SURFACE IS BITUMINOUS CONCRETE, FILL SLOT WITH CONCRETE MIX #8 TO WITHIN 1 1/2" OF ROAD SURFACE, THEN FILL REMAINING SLOT WITH TEMPORARY COLD PATCH BITUMINOUS CONCRETE UNTILL CONCRETE HAS CURED. UPON CONCRETE CURING REMOVE TEMPORARY COLD PATCH AND PLACE ANTI STRIP COMPOUND AND 1 1/2" HOT MIX SF CAP TO ROAD GRADE.

APPROVED 10/5/89
DEPUTY CHIEF ENGINEER - TRAFFIC

APPROVAL - SHA REVISIONS	APPROVAL - FEDERAL HIGHWAY ADMINISTRATION
⚠ ADDENDUM NO. 1 -	
8/31/94. DELETED "STD"	

MDOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic
TRAFFIC ENGINEERING DIVISION

LOOP PLACEMENT

Section: SIGNAL DESIGN Date: 8/89 ⚠ no: 2