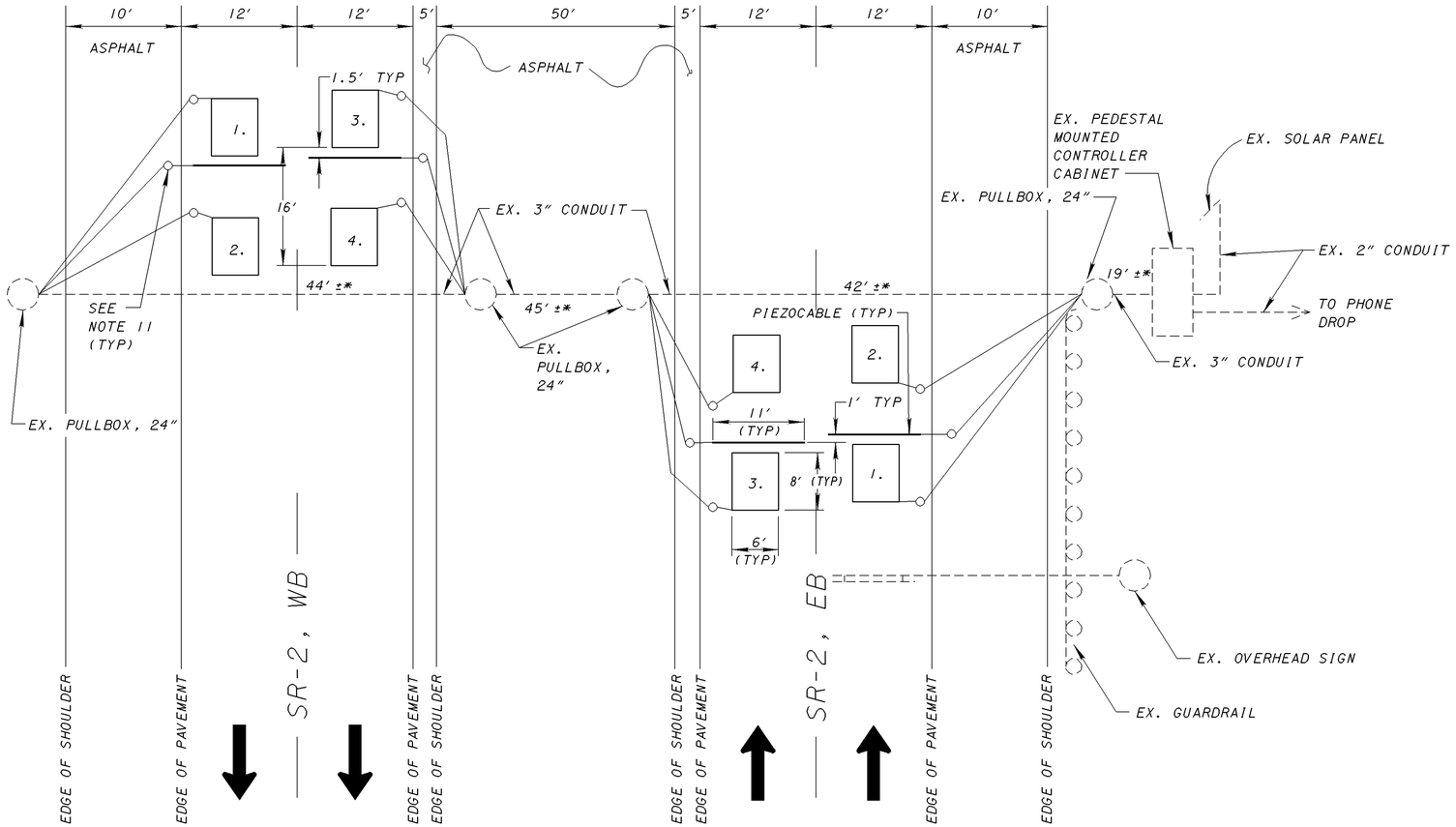

LAK-2: WEST OF SR-615
STA 380+25 ±
CONTROLLER IN EB DIRECTION,
BEHIND EXISTING GUARDRAIL

* - FIELD MEASUREMENTS DURING INITIAL CONSTRUCTION

NOTES

1. ALL LOOPS SHALL BE 6′ X 8′. LOOPS SHALL BE SPACED 16′ FROM LEADING EDGE TO LEADING EDGE. INSTALLATION OF LOOPS SHALL CONFORM TO TC-82.10 EXCEPT THAT LOOPS SHALL BE INSTALLED WITH FOUR (4) TURNS. THE LOOP DETECTOR SHALL BE REPLACED TO THE PULL BOX. THE NEW CABLE SPLICE KITS SHALL BE INCLUDED IN THIS PAY ITEM.

2. THE PIEZOCABLE AXLE SENSOR SHALL BE MADE BY MEASUREMENT SPECIALTIES ROADTAX BRASS LINGUINI [BL] CLASS I AXLE SENSOR OR EQUIVALENT. THE 11 FOOT SENSOR SHALL BE CENTERED IN THE 12 FOOT LANE. PAYMENT WILL BE AT THE CONTRACT UNIT PRICE PER EACH ITEM SIGNALIZATION, MISC.: PIEZOCABLE AXLE SENSOR, CLASS I (11′ IN LENGTH) AND SHALL INCLUDE THE LEAD IN CABLE, ALL MATERIAL, LABOR, TOOLS, EQUIPMENT AND INCIDENTALS NECESSARY FOR EACH INSTALLATION, IN PLACE COMPLETE AND ACCEPTED.

   THE PIEZOCABLE LEADIN CABLE SHALL BE PURCHASED AT DIFFERENT LENGTHS AS PART OF THE SENSOR AND SHALL NOT BE SPLICED. INCLUDED IN THIS ITEM SHALL BE THE PAVEMENT CUTTING OF SLOTS, APPLICATION OF SEALANT, CONDUIT AND DRILLING.

ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION
632	26501	8	EACH	DETECTOR LOOP, AS PER PLAN
632	90400	4	EACH	SIGNALIZATION, MISC.: PIEZOCABLE AXLE SENSOR, CLASS I (11′ IN LENGTH)

NOTES (CONT.)

3. CABLE AND WIRE SHALL BE IDENTIFIED IN ACCORDANCE WITH 632.04. IDENTIFICATION SHALL INCLUDE THE DIRECTION OF TRAVEL (I.E. NB, WB) AND THE LOOP NUMBER AS SHOWN. EACH CABLE AND WIRE SHALL HAVE 5′ COILED IN THE CONTROLLER CABINET FOR CONNECTION TO THE DATA COLLECTION SYSTEM.

4. ADJACENT LOOPS (TRANSVERSE AND LONGITUDINAL) SHALL BE INSTALLED IN OPPOSITE DIRECTIONS, I.E., LOOP 1 AND LOOP 4, CLOCKWISE, LOOP 2 AND LOOP 3 COUNTER-CLOCKWISE. EACH LOOP SHALL HAVE A SEPERATE LEAD-IN CABLE ROUTED TO THE CONTROLLER CABINET AND TAGGED. EACH PIEZOCABLE LEAD-IN CABLE SHALL BE TAGGED ALSO.

5. FIVE (5) WORKING DAYS PRIOR TO THE SCHEDULED LOOP REMOVAL AND INSTALLATION, THE CONTRACTOR SHALL CONTACT OFFICE OF TECH. SERVICES AT 614-466-3727.

6. ALL ITEMS SHALL CONFORM TO C&M SPECIFICATIONS 625, 713, 632, 732, 633 AND 733, UNLESS OTHERWISE SPECIFIED.

7. LOOPS AND PIEZOCABLES SHALL BE CUT IN THE ASPHALT SURFACE COURSE. THEY SHALL NOT BE INSTALLED BETWEEN THE INTERMEDIATE AND SURFACE COURSES.

8. PIEZOCABLES SHALL BE INSTALLED WHEN THE TEMP. IS ABOVE 60 DEGREES FAHRENHEIT, OR SPECIAL PROVISION MADE TO ENSURE CURING OF EPOXY TAKES PLACE.

9. ALL SENSORS ARE TO BE TESTED BY O.D.O.T. PERSONNEL AFTER THE INSTALLATION IS COMPLETE SO AS TO VERIFY THAT THE STATION IS UP AND OPERATING PROPERLY. IF THE ELECTRONIC EQUIPMENT DOES NOT PERFORM PROPERLY BECAUSE OF A POORLY INSTALLED SENSOR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPLACEMENT OF THE FAULTY SENSOR, AS SOON AS POSSIBLE AT HIS OWN COST.

10. THE DRILLED CONDUIT HOLE FOR THE PIEZOCABLE SHALL BE AS PER TC-82.10 EXCEPT THAT THE HOLE SHALL BE LOCATED ONE FOOT OUTSIDE THE EDGE OF PAVEMENT, EVEN IF THE SHOULDER COMPOSITION IS DIFFERENT FROM THE ROADWAY.

11. THE CONTRACTOR SHALL NOT SAW THE PAVEMENT OVER THE JACKED OR DRILLED CONDUIT OR SAW THE PAVEMENT ACROSS THE JACKED OR DRILLED CONDUIT.

CALCULATED EMK
CHECKED LDH

AUTOMATIC TRAFFIC RECORDER (CLASS)
4 LANE - PLAN INSERT SHEET

LAK-2-6.12

PLOTTED FROM: :\PROJECTS\P1d19530\DGN\19530atr.dgn