

NO	1	2010 EDITION	DESCRIPTION OF REVISIONS	MADE BY	DATE
	2			C. COLE	03/10
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NOTES:

- Type SA
The layout shall consist of one Piezo sensor in each lane between two System loops, centered in the lane and spaced at 16 feet center to center.

Type SB
The layout shall consist of one System loop centered in the lane between two Piezo sensors spaced at 16 feet center to center.

Piezo Sensors must be parallel to the leading edge of the loop detector and perpendicular to the roadway with no more than 1 inch variation across the face of the loop. Each loop shall use stranded copper #14 AWG HDPE polyethylene insulated conductor conforming to IMSA 51-7, "Traffic Signal Cable". Each loop shall consist of 3 turns of wire and shall be a continuous run from the loop to the pull box. The 2 loop lead-in wires from the loop to the pull box shall be twisted together with a minimum of 2 turns per foot.
- ADOT will supply the Piezo sensors with pre-attached cable, support brackets and grout. Piezo sensor with cable shall be installed as one complete unit without splices; see T.S 6-4 Sheet 3 of 5 SECTION C-C. The contractor shall contact MPD Traffic Monitoring Section, at (602) 712-8585, no less than 15 working days prior to the installation of the Speed/Vehicle Classification System. The contractor shall install all components of the Speed / Vehicle Classification System at the same time. MPD Traffic Monitoring Section will have an Engineer available to oversee the installation, and to answer any questions pertaining to the proper installation of the Speed/Vehicle Classification System.
- On all installations of Speed/Vehicle Classifications Systems, the contractor shall install the loops and Piezo lead-in cable in the pavement. The contractor shall also install the controller cabinet, Type A pole, pole foundation and all necessary pull boxes and conduit connections from the cabinet to the pull box(es) and from the edge of pavement to the pull box(es), unless otherwise indicated on the project plans.
- Unless otherwise indicated on the project plans, the Piezo sensors and loops shall be installed in the pavement immediately below the final surface course. The Piezo sensors shall be installed a maximum of one inch below the final surface course.
- See T.S. 6-7 for cabinet placement and installation details.

NOT TO SCALE

DESIGN APPROVED	ARIZONA DEPARTMENT OF TRANSPORTATION INTERMODAL TRANSPORTATION DIVISION TRAFFIC SIGNALS AND LIGHTING STANDARD DRAWINGS	REVISION	03/10
SIGNATURE		DRAWING NO.	T.S. 6-2
APPROVED FOR DISTRIBUTION	TYPE SA AND SB SPEED/VEHICLE CLASSIFICATION SYSTEMS	SHEET NO.	1 OF 3
ON FILE			