NOTES:

1. All materials and constitution shall conform to the requirements of the Standard Specifications.

2. When required, the Department shall furnish piezoelectric sensors for speed classification detectors (Class 1) and weight-detection detectors (Class 2) with pre-attached lead-in cables. For such installations, the Department shall furnish the proper gage and gage length for the sensor portion of speed classification and weight-detection detectors to the contractor. The contractor shall provide the required leads and perform all necessary work to meet the requirements of these clauses.

3. See T.S. 4 Series for pull box and pull box installation details. Use a heavy duty pull box for entrance access or unless specified otherwise.

4. The Engineer may adjust the distance between the pull box and the edge of pavement on the front side, unless otherwise noted on the plan.

5. Offset pull boxes as necessary to avoid drainage areas. Pull boxes shall not be placed in ditches.

6. For lanes wider than 2 feet, the contractor shall install loops wider than 9 feet per the following formula: Loop Width = Lane Width minus 3 feet.

7. Unless otherwise indicated in the project plans, loops shall be installed immediately below the final surface or riding course, T.S. 6-1, T.S. 6-2, and T.S. 6-3.

8. The contractor shall coordinate with the Engineer and MIP Traffic Monitoring Team, at 602-712-8598 at least 72 hours in advance to schedule loop installation. Detector loop will be cut and installed. The detector loop will not be subjected to continuous inspection. Detector loops not to subject to continuous inspection may not be eligible for payment.

9. The contractor shall saw cut and install the loops and piezoelectric sensors, ploy grout, and cover lead-in to the pull box as shown in T.S. 6-4 Sheet 3 of 5. The contractor shall install the loop pre-attached lead-in cable for the pull box without splice to the detector. The contractor shall be responsible for sealing all piezoelectric sensors in lead-in channels from the sensor to the pull box.

10. Prior to cutting and coring, the contractor shall meet with the Engineer and determine the final loop layouts. Upon completion of this meeting, the contractor shall measure out and mark the projected lead-in and loop locations with white, blue, or black spray paint. Marked layout shall be straight and exact to the location and sizes as shown on the plans. Locations shall be adjusted as directed by the Engineer. Marks not to be used shall be removed or obscured in an acceptable fashion. The exact marking material and color used shall be approved by the Engineer. However, paint should not be used on the finished pavement or riding surface.

11. The saw cut slots and the drilled holes shall be completely cleaned with clean water and blown dry by means of an air stream free of oil or water. Excess material created by sawing and coring shall be removed from the roadway and disposed of in a manner which is acceptable to the Engineer. All cuts and holes shall be closed. The contractor shall construct and repair the holes in the pavement.