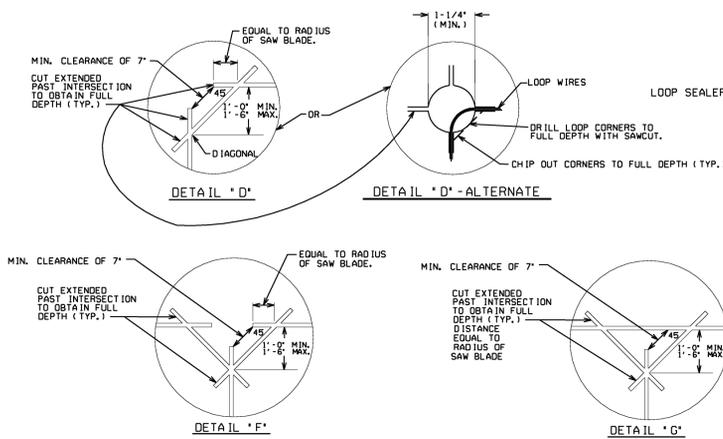
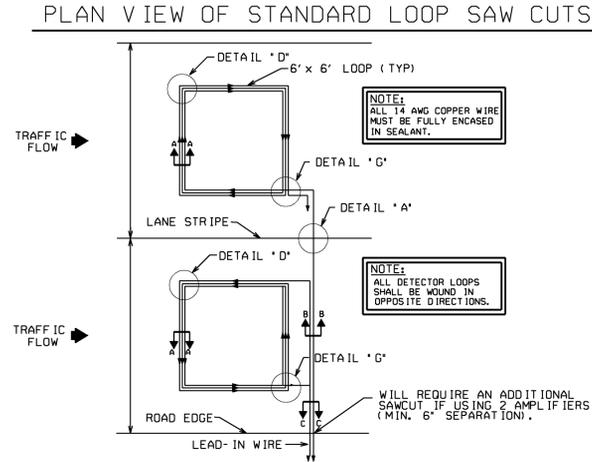
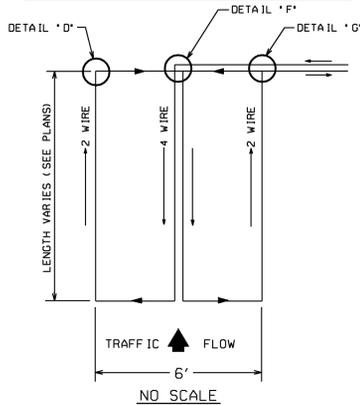


INDUCTIVE LOOP VEHICLE DETECTOR DETAILS USING STRANDED COPPER WIRE

PLAN VIEW OF STANDARD LOOP SAW CUTS



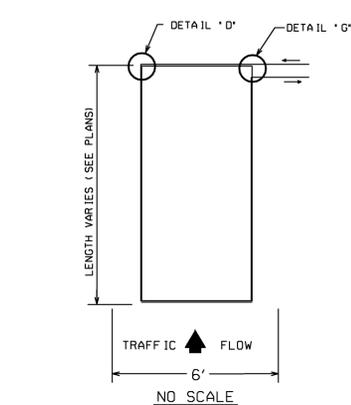
PLAN VIEW OF QUADRUPOLE



LOOP WIRE CONFIGURATION

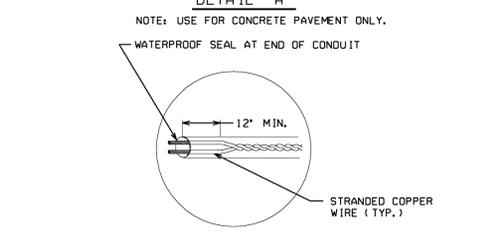
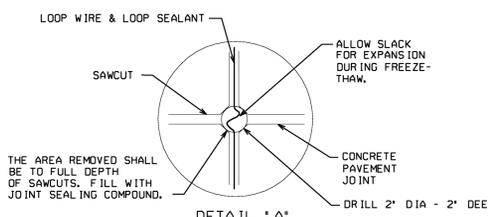
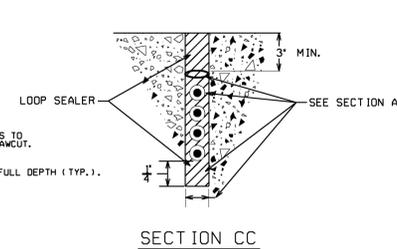
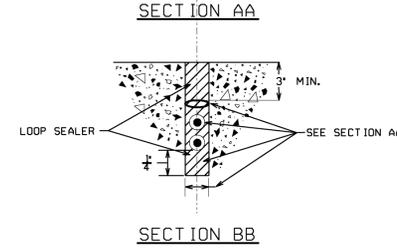
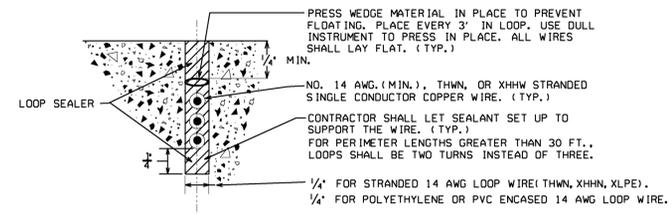
THE DOUBLE LAYER CONFIGURATION (2-4-2) SHOWN IS A MINIMUM DESIGN FOR NORMAL INSTALLATIONS WHEN REQUIRED BY THE PLANS.

PLAN VIEW OF STANDARD LOOP

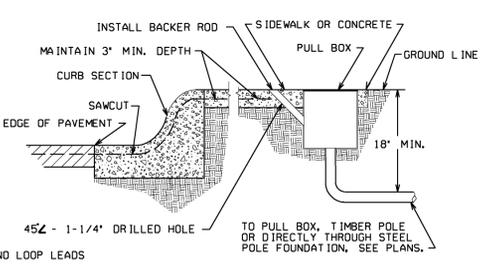


LOOP WIRE CONFIGURATION

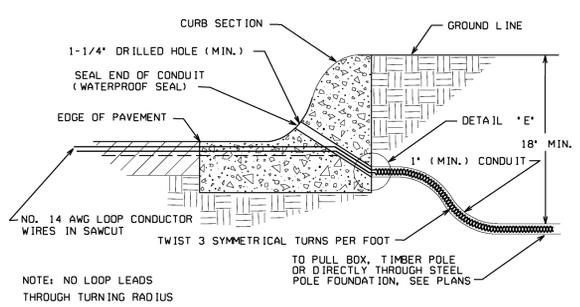
THE DOUBLE LAYER CONFIGURATION (2-2) SHOWN IS A MINIMUM DESIGN FOR NORMAL INSTALLATIONS WHEN REQUIRED BY THE PLANS.



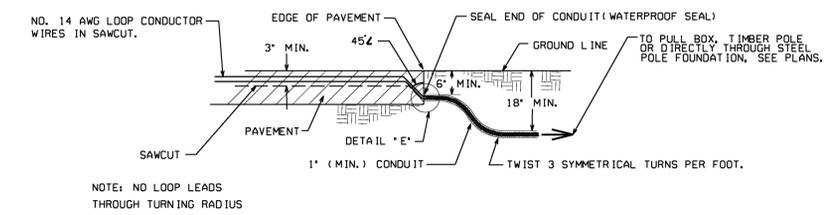
TYPICAL CURB DETAIL (WITH SIDEWALK)



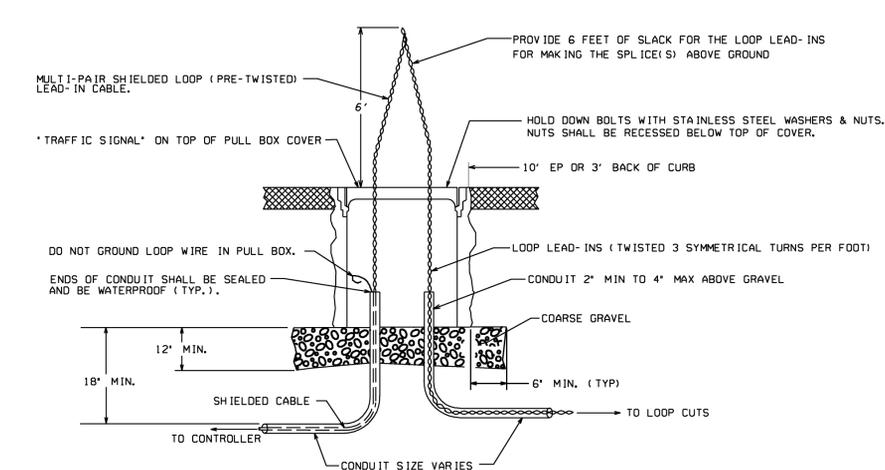
TYPICAL CURB DETAIL (WITHOUT SIDEWALK)



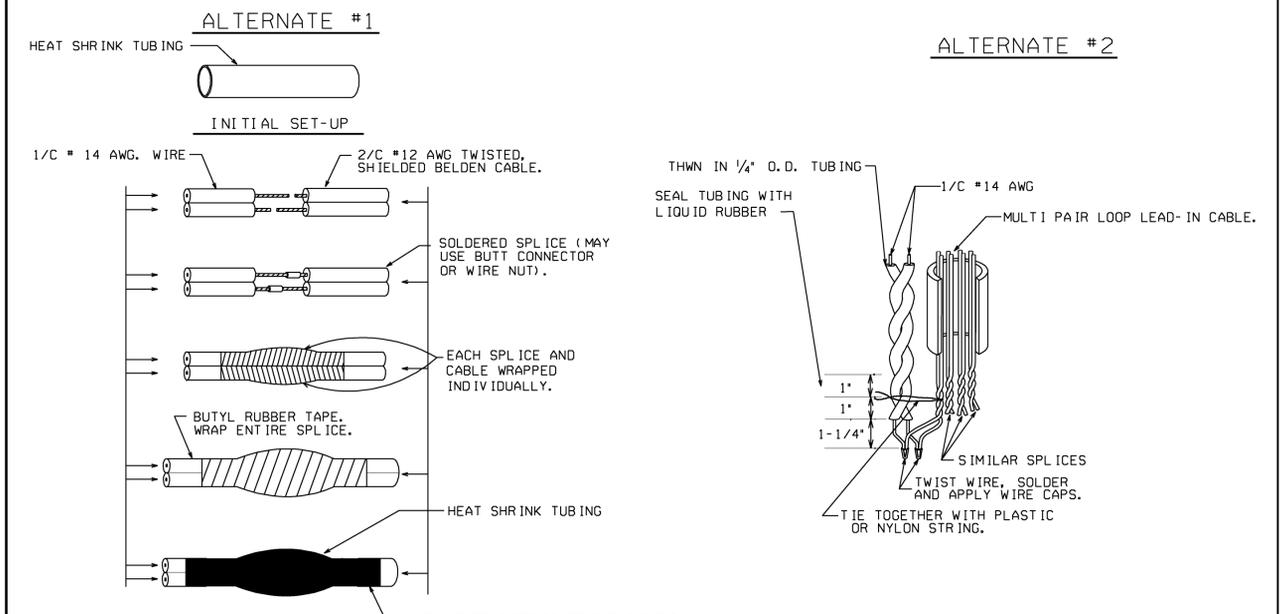
DETAIL WHERE NO CURB EXISTS



PULL BOX-SPLICE DETAILS



SPLICE DETAILS



RELEASED FOR CONSTRUCTION
2-19-2016

Guidelines For Usage On Metric Projects
When these details are incorporated into plans and or projects that are being prepared or constructed in metric units, exact or precise conversion to metric units is not required. The dimensions shown that are in feet and inches may be converted to corresponding metric units using the following "Rounded-Off" conversion factors: 1"=25mm, 4"=100mm, and 12" or 1'-300mm. All measurement notes that refer to linear feet and square yards shall be interpreted to mean linear meters and square meters.

REV. BY:	REVISION DESCRIPTION	DATE
	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
	TRAFFIC SIGNAL DETAIL INDUCTIVE-LOOP DETECTOR INSTALLATION	
	APRIL 2010	
	DETAIL NUMBER TS-01	