

GENERAL NOTES

901. THE PROJECT ENGINEER WILL CONTACT MR. CHARLES W. TURNEY (TRANSPORTATION PLANNING BUREAU - TRAFFIC DIVISION.) AT 334-242-6393 APPROXIMATELY ONE WEEK PRIOR TO INSTALLING THE TRAFFIC MONITORING LOOPS TO SCHEDULE A REPRESENTATIVE TO BE ONSITE DURING THE INSTALLATION.
902. AFTER THE LOOPS ARE INSTALLED AND RAN TO THE TERMINAL STRIP ENCLOSURE, THE CONTRACTOR WILL BE REQUIRED TO PERFORM A LEAKAGE TO GROUND TEST. USING A MEG-OHM METER WITH 500 VOLTS APPLIED. ANY LOOP FAILING TO READ INFINITY WILL BE REPLACED BY THE CONTRACTOR WITH NO ADDITIONAL COMPENSATION. THE TEST WILL BE OBSERVED BY THE STATE INSPECTOR.
903. FINAL APPROVAL OF EACH LOOP INSTALLATION WILL NOT BE GIVEN UNTIL INSPECTED AND APPROVED BY THE ALABAMA DEPARTMENT OF TRANSPORTATION (TRANSPORTATION PLANNING BUREAU - TRAFFIC DIVISION.) ANY LOOP NOT APPROVED WILL BE REPLACED BY THE CONTRACTOR WITH NO ADDITIONAL COMPENSATION.
904. THE CONTRACTOR WILL BE ALLOWED TO PLACE NO MORE THAN THREE LOOP LEAD-INS IN ONE SAW CUT.
905. LOOPS WILL BE CUT AT LEAST 30 FEET FROM BRIDGES OR BRIDGE END SLABS.
906. THE CONTRACTOR SHALL NOT SAW CUT WITHIN SIX FEET OF ANY TRANSVERSE JOINT.
907. THE SAW CUTS FOR THE LOOP LEAD-INS SHALL BE A MINIMUM OF 3 INCHES.
908. ALL MATERIALS, LABOR, TOOLS, ETC. FOR INSTALLATION OF TRAFFIC COUNTING UNITS SHALL BE A SUBSIDIARY OBLIGATION OF ITEM NO. 731-A.
909. TAMP IN WIRE WITH A WOOD OR PLASTIC TOOL - NOT A SHARP OBJECT.
910. OVERLAP DIAGONAL CUT TO PREVENT SHARP BENDS SO THAT SLOT AT CORNER HAS FULL DEPTH.
911. FILL SLOT WITH SEALANT IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.
912. THE INSTALLATION OF LOOP SEALANT SHALL NOT BE PERMITTED WHEN:
(1.) THERE IS ANY MOISTURE ON THE SURFACE
(2.) THE AIR TEMPERATURE IS BELOW 40°F, OR
(3.) OTHER CONDITIONS THAT, IN THE OPINION OF THE ENGINEER, WOULD EFFECT THE BONDING OF THE MATERIAL TO THE SURFACE
913. REQUIRED TERMINAL STRIP ENCLOSURE SHALL BE LOCATED A MINIMUM OF 2 FEET BEHIND THE BACK OF THE GUARDRAIL OR ABUTMENT WHEN LOCATED ON THE SHOULDER.
914. REQUIRED TERMINAL STRIP ENCLOSURE SHALL BE LOCATED BEHIND THE EXISTING GUARDRAIL OR BRIDGE ABUTMENT AT A POINT HALFWAY ACROSS THE MEDIAN WHEN LOCATED IN THE MEDIAN.
915. REQUIRED TERMINAL STRIP ENCLOSURE SHALL BE LOCATED A MINIMUM OF 1 FOOT AWAY FROM THE TRAFFIC DEPARTURE SIDE OF OVERHEAD SIGN SUPPORT, BRIDGE PIER, OR ROADWAY SIGN POST.
916. LOOPS SHALL BE SAWED INTO THE TOP OF THE BINDER LAYER. THE SEQUENCE OF PAVING SHALL BE SUCH THAT THE LOOPS CAN BE PLACED IN THE INSIDE LANE FIRST AND PROGRESS TOWARDS THE OUTSIDE SO THAT NO SPLICES WILL BE REQUIRED FOR TERMINAL STRIP ENCLOSURES LOCATED ON THE SHOULDER.
917. LOOPS SHALL BE SAWED INTO THE TOP OF THE BINDER LAYER. THE SEQUENCE OF PAVING SHALL BE SUCH THAT THE LOOPS CAN BE PLACED IN THE OUTSIDE LANE FIRST AND PROGRESS TOWARDS THE INSIDE LANE SO THAT NO SPLICES WILL BE REQUIRED FOR TERMINAL STRIP ENCLOSURES LOCATED IN THE MEDIAN.
918. EACH LOOP PAIR SHALL BE TAPED TOGETHER AND MARKED INSIDE THE CABINET TO IDENTIFY LANE NUMBER.
919. TELEPHONE CABLE TO BE SHIELDED 2 PAIR, WITH SOLID, ANNEALED, 22 AWG COPPER CONDUCTORS APPROPRIATE FOR DIRECT BURIAL. CONDUCTORS WILL HAVE COLOR COATED INSULATION AND WILL BE TWISTED INTO PAIRS TO MINIMIZE CROSSTALK. CABLE WILL HAVE A PVC JACKET.
920. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT UTILITY COMPANIES AND LOCATE ALL OVERHEAD AND UNDERGROUND UTILITIES WHETHER SHOWN ON THE PLANS OR NOT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING, TO THE SATISFACTION OF THE UTILITY COMPANY, ANY DAMAGED UTILITIES. THE CONTRACTOR SHALL BORNE ALL COST TO REPAIR DAMAGED UTILITIES.
921. DURING THE INSTALLATION OF PAVEMENT EDGE DRAINS THAT ARE IN THE AREA OF TRAFFIC COUNTING UNITS, ONE -- 1 ½" DIAMETER NON-METALLIC (PVC) CONDUIT FOR EACH FOUR LOOPS INSTALLED SHALL BE PLACED 1 FOOT UNDER THE BOTTOM OF THE EDGE DRAIN FOR THE FUTURE INSTALLATION OF THE COUNTING DETECTOR LOOP WIRE.

922. WHEN PLACING LOOPS ACROSS JOINTS AND CRACKS IN PAVEMENT, THE PORTION OF WIRES ACROSS THE JOINT OR CRACK SHALL BE PROTECTED BY PLACING IT IN NON-METALLIC FLEXIBLE TUBING, LIQUID-TUFF -- INTEGRAL LIQUIDTIGHT FLEXIBLE NON-METALLIC CONDUIT, TYPE LFNC-B OR EQUAL. THE TUBING MAY BE SLICED OPEN TO INSERT THE WIRE IN THE TUBING AND THE ENDS WILL BE SEALED WITH DUCT SEAL. THE TUBING WILL THEN BE PLACED ACROSS THE JOINT OR CRACK EXTENDING A MINIMUM OF SIX INCHES EACH SIDE OF THE JOINT OR CRACK. FOR LONGITUDINAL JOINTS IN CONCRETE PAVEMENTS THE TUBING WILL BE PLACED A MINIMUM OF 2 INCHES BELOW THE JOINT SEAL. FOR ASPHALT PAVEMENTS THE TUBING WILL BE PLACED A MINIMUM OF 4 INCHES BELOW THE TOP OF THE EXISTING PAVEMENT.

Unique Numbers

731A000 Traffic Counting Units, Type A
731A001 Traffic Counting Units, Type B
731A002 Traffic Counting Units, Type C
731A003 Traffic Counting Units, Type D
731A004 Traffic Counting Units, Type E
731A005 Traffic Counting Units, Type F
731A006 Traffic Counting Units, Type G
731A007 Traffic Counting Units, Type H
731A008 Traffic Counting Units, Type I
731A009 Traffic Counting Units, Type J
731A010 Traffic Counting Units, Type K
731A011 Traffic Counting Units, Type L
731A012 Traffic Counting Units, Type M
731A013 Traffic Counting Units, Type N
731A014 Traffic Counting Units, Type O
731A015 Traffic Counting Units, Type P
731A016 Traffic Counting Units, Type B-D
731A017 Traffic Counting Units, Type C-D
731A018 Traffic Counting Units, Type D-D
731A019 Traffic Counting Units, Type I-D

To get new numbers call:

Warren Aaron
Design Bureau
242-6182