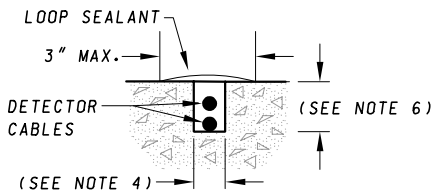
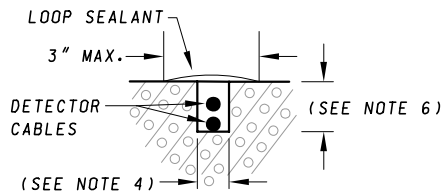


LOOP DETECTOR SAWCUT TYPICAL



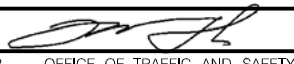

**SECTION A-A
CONCRETE SURFACE**



**SECTION A-A
ASPHALT SURFACE**

NOTES:

1. WHEN A PROPOSED LOOP DETECTOR SAWCUT CROSSES A LATERAL ROADWAY JOINT OR VALVE COVER (i.e. MANHOLE, HANDHOLE, ETC.), LOOP DETECTOR INSTALLATION SHALL BE MODIFIED INTO TWO SEPARATE LOOP DETECTORS WHICH SHALL NOT TRAVERSE JOINTS OR VALVE COVERS.
2. THE LOOPS SHALL BE PLACED IN THE CENTER OF THE LANE UNLESS OTHERWISE NOTED ON PLANS.
3. PRESENCE LOOP DETECTORS ARE TO BE PLACED 12" BEHIND THE EXISTING OR PROPOSED STOP LINE.
4. LOOP DETECTOR AND PROBE SAWCUTS SHALL BE 3/8". LEAD-INS FROM THE LOOP DETECTOR TO THE EDGE OF PAVEMENT/CURB AND GUTTER SHALL BE 5/8".
5. 1 1/2" DRILL HOLES SHALL BE USED AT ALL CHANGES IN SAWCUT DIRECTIONS.
6. 2" DEPTH FOR CONCRETE ROAD SURFACE OR 4 1/2" DEPTH FOR ASPHALT ROAD SURFACE.
7. MIDDLE PROBE SHALL BE CENTERED IN LANE.
8. LOOP DETECTORS AND PROBES INSTALLED AS PART OF A RESURFACING PROJECT SHALL BE PLACED IN THE PAVING COURSE PRIOR TO LAYING THE FINAL SURFACE COURSE.
9. WHEN INDICATED ON THE PLANS FOR A LOOP DETECTOR TO BE INSTALLED IN A HOT ASPHALT PATCH, THE ROADWAY SHALL BE PATCHED TO CONFORM TO SECTION 505 PRIOR TO THE INSTALLATION OF THE LOOP DETECTOR. THE PATCH SIZE SHALL BE AS SHOWN ON THE PLANS.
10. DETECTOR TO BE INSTALLED IN PORTLAND CEMENT CONCRETE PAVEMENT REPAIRS SHALL CONFORM TO SECTION 522 PRIOR TO THE INSTALLATION OF THE LOOP DETECTOR. MINIMUM LONGITUDINAL ROADWAY REPAIR SHALL BE 8' FOR 6' x 6' LOOP DETECTORS AND 32' FOR 6' x 30' LOOP DETECTORS.

SPECIFICATION 505, 522, 810, 815	CATEGORY CODE ITEMS
APPROVED	 DIRECTOR - OFFICE OF TRAFFIC AND SAFETY
	APPROVAL • SHA REVISIONS
	APPROVAL 7-1-94
	REVISED 5-17-07
	REVISED
APPROVAL • FEDERAL HIGHWAY ADMINISTRATION	APPROVAL 7-1-94
	REVISED 5-2-07
	REVISED
	REVISED

**Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION**
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

LOOP DETECTOR INSTALLATION

STANDARD NO.

MD 815.01