

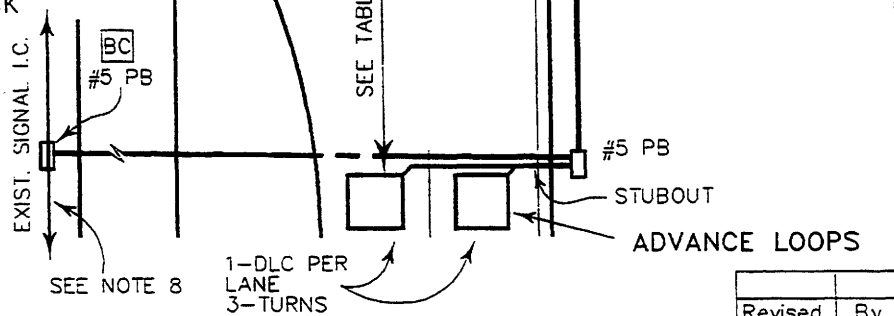
**NOTES**

1. FRONT OF FIRST LOOPS ARE 1/2' AT BACK EDGE OF CROSSWALK. HEADER LOOPS SHALL STRADLE STOP BAR WITH NO CROSSWALK.
2. LOOPS INSTALLED FOR RIGHT TURN LANES SHALL BE INSTALLED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
3. PRIOR TO SAWCUTTING, CROSSWALK, STOP BAR AND LAYOUT OF LOOPS MUST BE MARKED THEN APPROVED BY TRAFFIC ENGINEER OR REPRESENTATIVE.
4. LOOPS CUT OVER AN EXISTING SET SHALL BE OFFSET AND INSTALLED PER APPROVAL OF TRAFFIC ENGINEER.
5. NO MORE THAN 2 TWISTED PAIRS SHALL BE INSTALLED IN ONE SAWED SLOT.
6. THE FIRST LOOP OF EACH LEFT TURN LANE SHALL BE TYPE "D" WITH 5 TURNS OF LOOP CONDUCTOR.
7. ALL TYPE "A" LOOPS SHALL HAVE 3-TURNS OF LOOP CONDUCTOR.
8. INTERCONNECT CONDUIT MAY BE USED FOR ADVANCE LOOPS WHERE AVAILABLE. USE OF CONDUIT LOCATED ON OPPOSITE SIDE OF STREET IS PERMISSIBLE.
9. CONDUITS ENTERING PULLBOX SHALL HAVE A 45° SWEEP. NO 90° SWEEP WILL BE ALLOWED UNLESS APPROVED BY THE ENGINEER.

**ADVANCE DETECTOR SETBACK**

Caltrans Table 9-1 (modified)  
d=10.0 feet per second

Speed mph	Total Distance feet	Use feet
30	140.8	150
35	183.1	200
40	230.8	250
45	283.8	300
50	342.2	350
55	406.1	410



<p><b>CITY OF ANAHEIM</b> DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION</p>	<p><b>TRAFFIC LOOP INSTALLATION LAYOUT</b></p>
<p>APP. <u>James M. Parol</u> 4-18-95 PRINCIPAL TRAFFIC ENGINEER DATE</p>	<p>APP. <u>John E. Johnson</u> 4-19-95 DPW CITY ENGINEER DATE</p>
<p>STD. PLAN No. 410</p>	