NOTES:

1. WHERE NEW PAVEMENT SURFACES ARE PLACED, ALL TRAFFIC SIGNAL LOOP DETECTORS SHALL BE INSTALLED PRIOR TO THE PLACEMENT OF THE FINAL "TOP" LIFT OF THE PLANTMIX BITUMINOUS PAVEMENT MATERIAL. PLACEMENT OF SLURRY SEAL DOES NOT NEGATE THIS REQUIREMENT.

2. SLOTS SHALL BE WASHED, BLOWN OUT AND THOROUGHLY DRIED BEFORE INSTALLING LOOP CONDUCTORS.

3. THE ADDITIONAL LENGTH OF EACH CONDUCTOR FOR EACH LOOP SHALL BE TWISTED TOGETHER INTO A PAIR (AT LEAST TWO TURNS PER FOOT) BEFORE BEING PLACED IN THE SLOT AND CONDUIT TO TERMINATION PULL BOX.

4. LOOPS SHALL BE CENTERED IN LANES.

5. LEFT TURN LOOP FARTHEST FROM FROM STOP BAR SHALL BE ON DEDICATED CHANNEL.

6. WHERE LOOPS ARE TO BE OVERLAID WITH ASPHALT, THE LOOP SEALANT SHALL COMPLY WITH THE CITY OF SPARKS SIGNAL SPECIFICATIONS LOCATED ON CITY OF SPARKS TRAFFIC ENGINEERING PAGE.

7. DISTANCE BETWEEN SIDE OF LOOP AND A LEAD-IN SAW CUT FROM ADJACENT DETECTORS SHALL BE TWO FEET MINIMUM. DISTANCE BETWEEN LEAD-IN SAW CUTS SHALL BE SIX INCHES MINIMUM. DISTANCE BETWEEN LEAD-IN SAW CUTS SHALL BE TWELVE INCHES FROM ANY CURB, GUTTER PAN LIP OR PAVEMENT EDGE.

8. ALL WIRES SHALL BE IDENTIFIED IN PULL BOXES, WITH LOOP WIRES AS FOLLOWS: BLUE TAPE INDICATES LEFT TURN LANE LOOPS WITH ONE BAND IDENTIFYING LOOP ONE, TWO BANDS LOOP TWO, ETC. WHITE TAPE INDICATES THROUGH LANE LOOPS AND RED TAPE INDICATES RIGHT TURN LANES. IF THERE ARE TWO LEFT TURN LANES, YELLOW TAPE INDICATES THE LANE CLOSEST TO THE CENTER LANE OF THE STREET.

9. ALL INDUCTIVE LOOPS ON A GIVEN CHANNEL SHALL BE CONNECTED IN SERIES. NO MORE THAN ONE LEAD IN CABLE SHALL BE CONNECTED TO A CABINET CHANNEL TERMINATION. NO MORE THAN SIX INDIVIDUAL LOOPS ARE TO BE CONNECTED TO ONE CHANNEL.

10. FOR LOOP LEAD IN CABLES GREATER THAN 500 FEET, LOOP IN LENGTH SHALL BE INSTALLED WITH FOUR (4) TURNS INSTEAD OF THREE (3).

11. LOOPS CUT INTO THE STREET SURFACE SHALL BE SEALED IN COMPLIANCE WITH THE CITY OF SPARKS SIGNAL SPECIFICATIONS LOCATED ON THE CITY OF SPARKS TRAFFIC ENGINEERING PAGE

12. LISTED BELOW ARE THE MINIMUM DISTANCES FOR ADVANCE LOOP DETECTOR PLACEMENT AS A FUNCTION OF POSTED SPEED LIMITS, MEASURED FROM THE STOP BAR TO THE REAR OF THE LOOP. SEE TABLE BELOW.

13. 6 FOOT SQUARE LOOPS MAY BE SUBSTITUTED UPON APPROVAL BY CITY ENGINEER FOR ROUND LOOPS.

SEE NOTE 12.

SPEED LIMIT (MPH)	DISTANCE (FEET)
25	150
30	200
35	255
40	285
45	330
50	355
55	390

STANDARD DETAILS FOR PUBLIC WORKS CONSTRUCTION

DRAWING No.

City of Sparks

NOTES - LOOP DETECTOR LAYOUT

S-405B

APPROVED BY: JE

DATE: 1/2020