



**NOTES:**

1. USE FOUR (4) LOOPS FOR LEFT TURNS.
2. USE THREE (3) LOOPS FOR STRAIGHT THROUGH.
3. LOOPS TO BE CUT IN A 6'x6' QUAD CONFIGURATION. LOOP MARKS SHALL BE VERIFIED BY CITY TRAFFIC STAFF (72 HOURS ADVANCE NOTIFICATION REQUIRED) UNLESS OTHERWISE NOTED.
4. DETECTOR LOOPS SHALL BE TYPE "Q". DETECTOR LOOP WIRE SHALL BE TYPE 1. LEAD IN CABLE SHALL CONFORM TO TYPE B.
5. LOOP WIRING IS TO BE WRAPPED IN A 3-6-3 CONFIGURATION USING TYPE 1 AWG STRANDED COPPER CONDUCTOR WITH RHW-USE INSULATION.
6. EACH INDIVIDUAL LOOP WILL HAVE ITS WIRING BROUGHT INTO PROPER PULLBOX FOR CONNECTION TO TYPE B DETECTOR LEAD IN CABLE (DLC). LOOP WIRING IN STREET SHALL ENTER A (G5 BOX) DETECTOR HANDHOLE AT THE LIP OF GUTTER.
7. SEALANT SHALL BE ELASTOMERIC OR HOT MELT RUBBERIZED ASPHALT. FINISHED PRODUCT MUST BE AT A MINIMUM STREET LEVEL OR ABOVE.
8. ANY TRAFFIC LOOP WIRE CONNECTION(S) TO BE LAID DOWN IN SIGNAL CABINET SHALL BE SOLDERED. DLC SHIELD CONDUCTORS ARE NOT TO BE BONDED TO THE GROUND, BUT WRAPPED AROUND AND SECURED TO RESPECTIVE OWNER. THEY ARE NOT TO BE SHORTER THAN SIX INCHES (6").
9. ACCEPTABLE TESTING RESULTS FOR EACH INDIVIDUAL LOOP PAIR SHALL BE 126 MICRO-HENRIES INDUCTANCE AND INFINITE MEG-OHMS TO GROUND. NO LOOP WIRING IS TO BE CONNECTED UNTIL TESTED AND APPROVED BY SILICON VALLEY POWER STAFF (72 HOURS ADVANCE NOTIFICATION REQUIRED).
10. SEE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARD PLANS, PAGES ES-5A AND ES-5B, FOR INSTALLATION DETAILS.



DRAWN BY:	M. LEE
CHECKED BY:	D. PITTON
APPROVED BY:	T. SUPAN
DATE:	JULY 2007

<p><b>TRAFFIC SIGNAL DETECTOR LOOPS SPACING DETAIL</b></p>
<p><b>CITY OF SANTA CLARA</b></p>

<p><b>TR-7</b></p>
--------------------