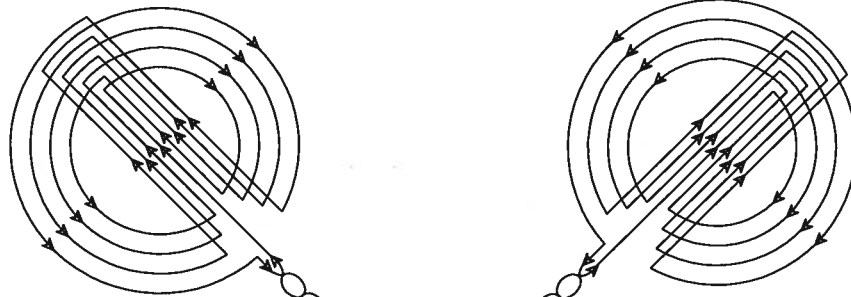


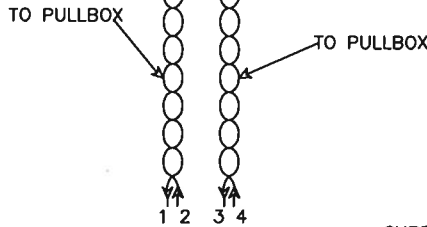
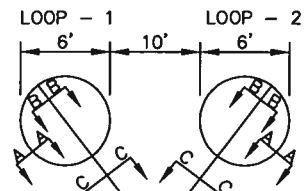
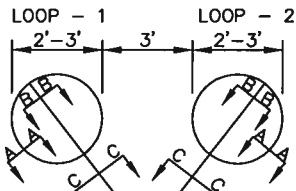
LOOP - 2

LOOP - 1



TWISTED CLOCKWISE
(AT LEAST 2 TURN PER FT.)
INTO A PAIR

TWISTED CLOCKWISE
(AT LEAST 2 TURN PER FT.)
INTO A PAIR



WINDING DETAIL
NOT TO SCALE

CURB FACE

CURB FACE

5' MAX

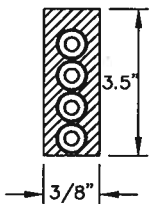
5' MAX

PULLBOX

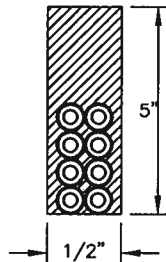
PULLBOX

CASE I
(BICYCLE ONLY)

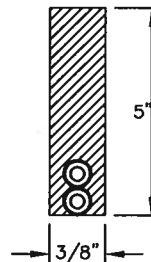
CASE II
(BICYCLE & VEHICLE)



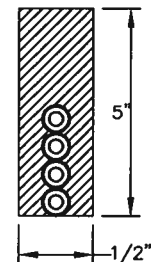
SECT. A-A



SECT. B-B



SECT. C-C



SECT. D-D

* DEPTH OF SLOT NOT TO EXCEED DEPTH OF PAVEMENT

Notes:

1. INSTALL FOUR (4) COMPLETE ALTERNATING TURNS OF LOOP CONDUCTORS, UNLESS OTHERWISE SPECIFIED.
2. USE CASE I LOOPS FOR BIKE LANE INSTALLATIONS. USE CASE II LOOPS WHEN VEHICULAR LOOPS ARE INTENDED TO DETECT BICYCLES.

3. AN OCTAGONAL SHAPED LOOP OR OTHER NON-ROUND SHAPED LOOP MAY BE USED INSTEAD OF THE ROUND-LOOP WITH PRIOR ENGINEER'S APPROVAL
4. SAME WINDING PATTERN TO BE USED IN BOTH LOOPS WITH ONE (1) PAIR FROM EACH LOOP LEADING TO THE PULLBOX.
5. LOOPS INSTALLED IN BIKE LANES WITH PARKING SHALL BE PLACED WITH THE NEAR EDGE OF THE LOOP ONE (1) FOOT TO THE RIGHT OF THE BIKE LANE DELINEATION LINE UNLESS OTHERWISE NOTED

6. LOOPS INSTALLED IN BIKE LANES ADJACENT TO THE ROADSIDE WITHOUT PARKING SHALL BE CENTERED IN THE BIKE LANE, OR BETWEEN THE GUTTER AND THE BIKE LANE DELINEATION LINE, UNLESS OTHERWISE NOTED.
7. ANY APPROVED NON-ROUND SHAPED LOOPS SHALL CONFORM TO ALL OTHER SPECIFICATIONS SHOWN ON THIS STANDARD DRAWING
8. LOOP #2 MAY BE A TYPE "D" MODIFIED OR TYPE "E" LOOP DETECTOR. CONTRACTOR SHALL REFER TO PLAN OR COORDINATE WITH ENGINEER TO DETERMINE TYPE.

APPROVED BY

CITY ENGINEER

DATE

CITY OF RIVERSIDE
PUBLIC WORKS DEPARTMENT

TYPE "D" DETECTOR

STANDARD DRAWING NO.

670

Sheet 1 of 1

MARK	REVISIONS	APPR.	DATE