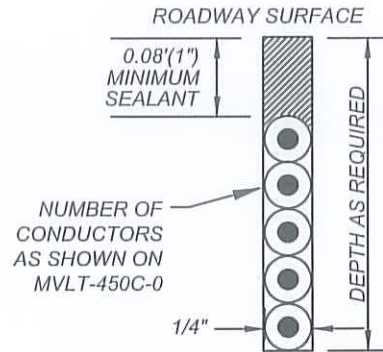


NOTES:

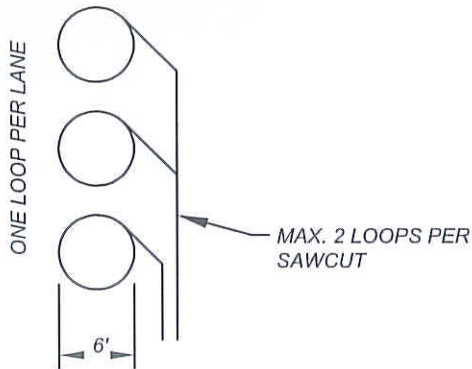
- 1.) WORK SHALL BE PER CALTRANS STANDARD PLANS ES-5A AND ES-5B EXCEPT AS SHOWN HEREON.
- 2.) LOOP SPACING SHALL BE 10' APART, WITH FIRST LOOP INSTALLED 1' INTO THE CROSSWALK OR LIMIT LINE.
- 3.) LOOPS SHALL BE CENTERED IN THE TRAVELED PORTION OF THE LANE UNLESS OTHERWISE SHOWN ON THE PLANS.
- 4.) THERE SHALL BE NO MORE THAN TWO LOOPS PER HOMERUN.
- 5.) LOOP WIRE SHALL BE TYPE "2" WIRE.
- 6.) LOOP WIRE SHALL BE ONE CONTINUOUS PIECE OF WIRE FROM THE PULL BOX THROUGH THE LOOP BACK TO THE PULL BOX. NO SPLICING WILL BE ALLOWED IN THE LOOP WIRE IN THE STREET. SPLICING IS PERMITTED AT THE PULL BOX ONLY.
- 7.) WHEN POSSIBLE, LOOPS WILL BE PLACED IN THE BASE COURSE OF PAVING. NO MORE THAN 2 TWISTED PAIRS SHALL BE INSTALLED IN ONE SAWED SLOT.
- 8.) SAWCUTS SHALL BE BACK FILLED USING "HOT MELT RUBBERIZED ASPHALT" AND NO OTHER BACKFILL MATERIAL SHALL BE USED.
- 9.) SEE STD MVL-450C-0 FOR ADDITIONAL REQUIREMENTS

TYPICAL SAW CUT



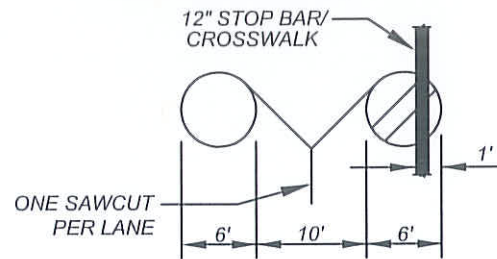
ADVANCE/COUNT

DIRECTION OF TRAVEL →



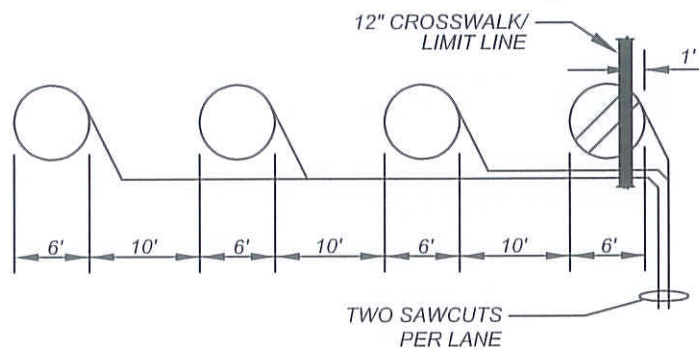
THRU LANES

DIRECTION OF TRAVEL →



LEFT TURN LANES

DIRECTION OF TRAVEL →



LEGEND

- TYPE "E" LOOP PER CALTRANS STD PLAN ES-5B
- CALTRANS TYPE "D" LOOP (MODIFIED)—SAWCUT TYPE "E" LOOP AND TRISECT WITH TWO STRAIGHT SAWCUTS @ 21" OC, ORIENTED AT 45° RELATIVE TO DIRECTION OF TRAVEL

NOT TO SCALE

	RECOMMENDED: DIVISION MANAGER DATE 1/21/14	<h2 style="margin: 0;">CITY OF MORENO VALLEY</h2> <p style="margin: 0;">PUBLIC WORKS DEPARTMENT - TRANSPORTATION ENGINEERING DIVISION</p>	STANDARD PLAN MVL-450B-0
	APPROVED: PUBLIC WORKS DIRECTOR / DATE 1/29/14 CITY ENGINEER	<h3 style="margin: 0;">TRAFFIC INDUCTION LOOPS (THERMOPLASTIC CROSSWALK)</h3>	SHEET 2 OF 3