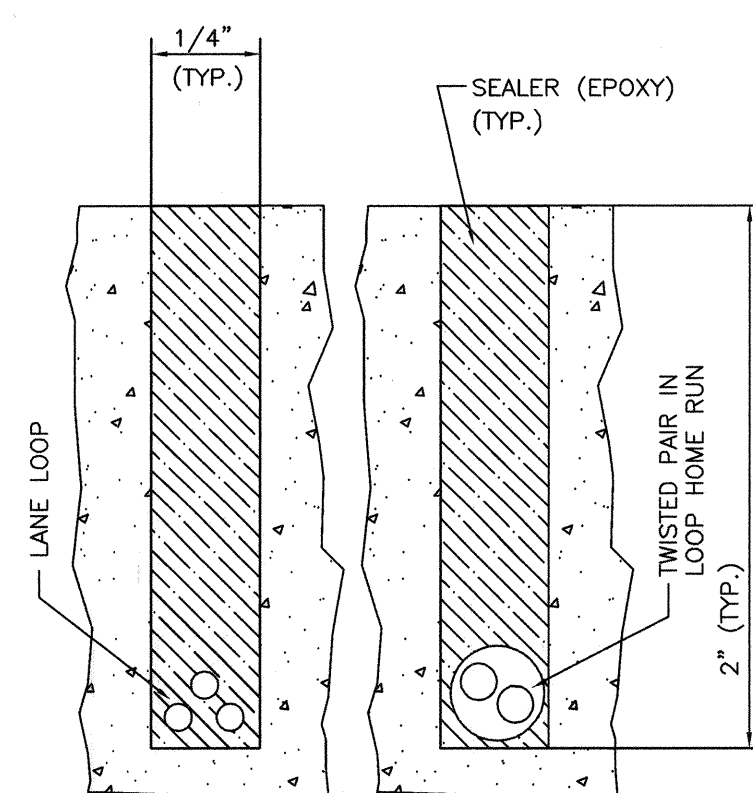


**DOUBLE LANE**

**SINGLE LANE**

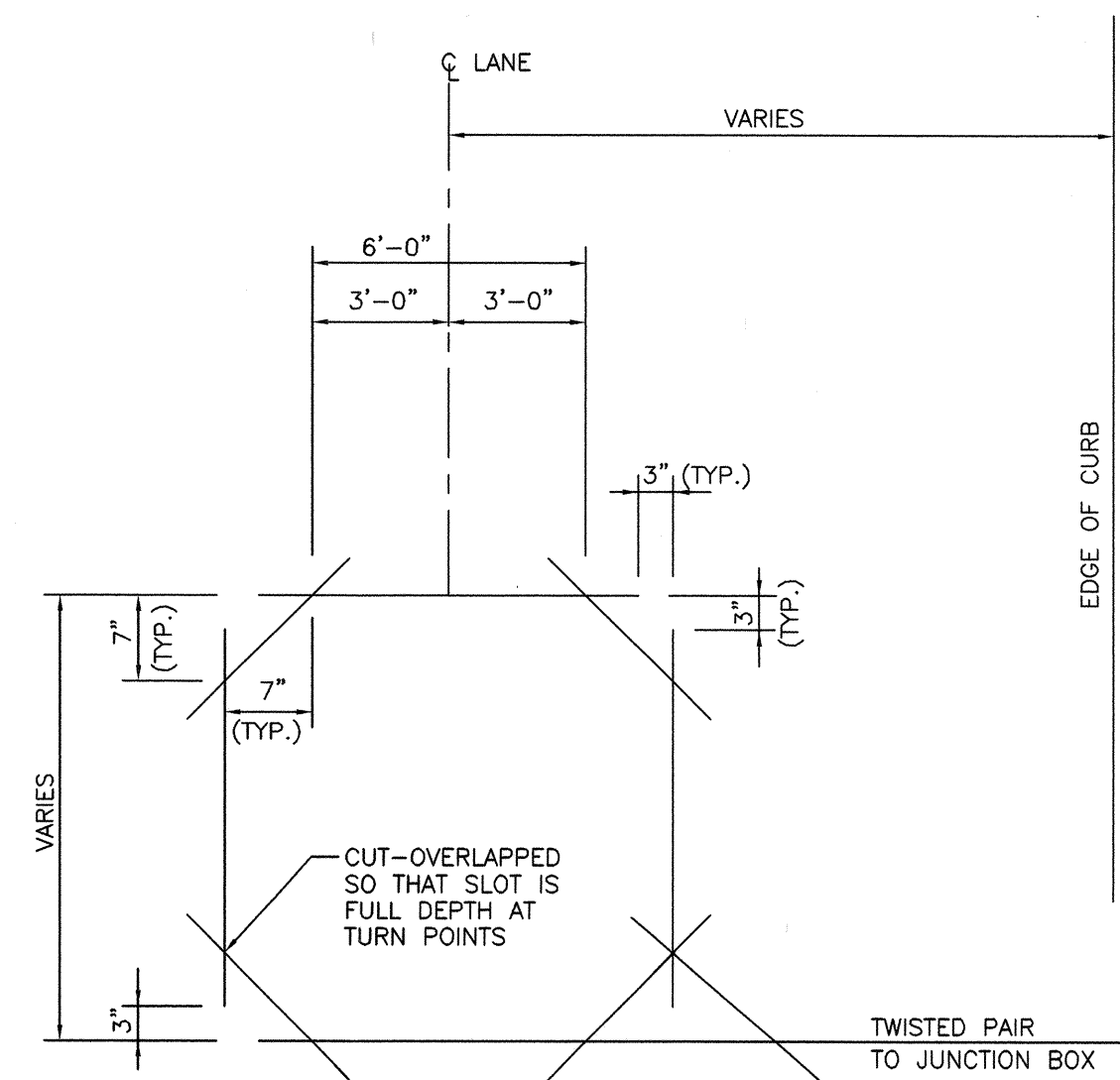
**NOTE:**  
THE CONTRACTOR SHALL PROVIDE ONE-INCH CONDUIT FROM JUNCTION BOX OR EQUIPMENT CABINET AND TERMINATE BELOW TOP OF PAVEMENT SO THAT IT DIRECTLY RECEIVES LOOP LEAD-IN WIRE.

**DETAIL 24**  
**TYPICAL LOOP SAW-CUT LAYOUT**

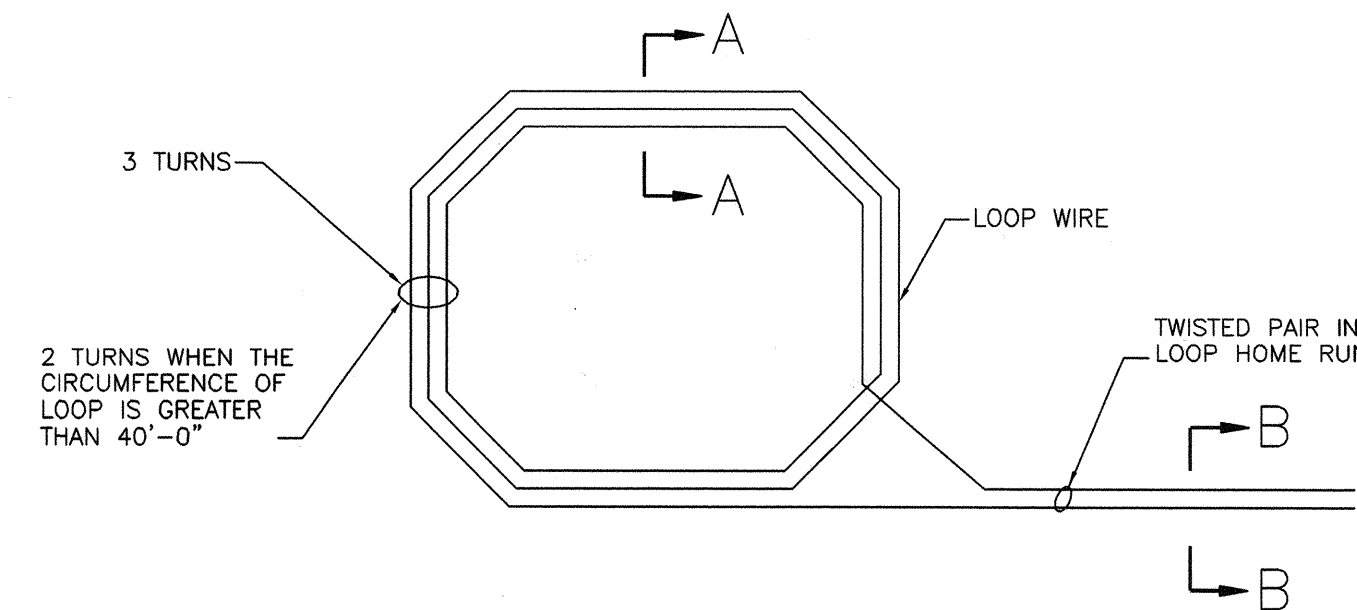


**SECTION A-A SECTION B-B**

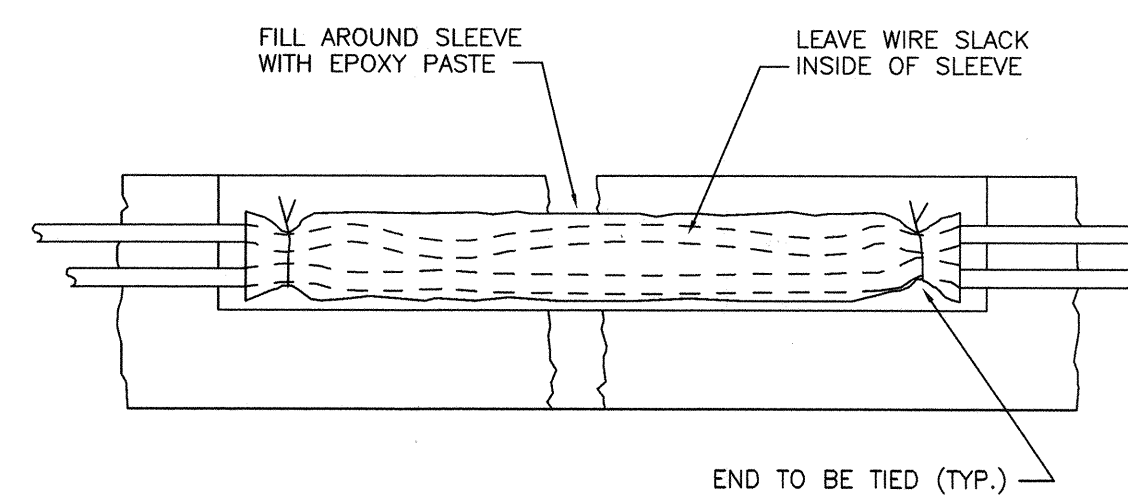
**DETAIL 25**  
**VEHICLE LOOP INSTALLATION**



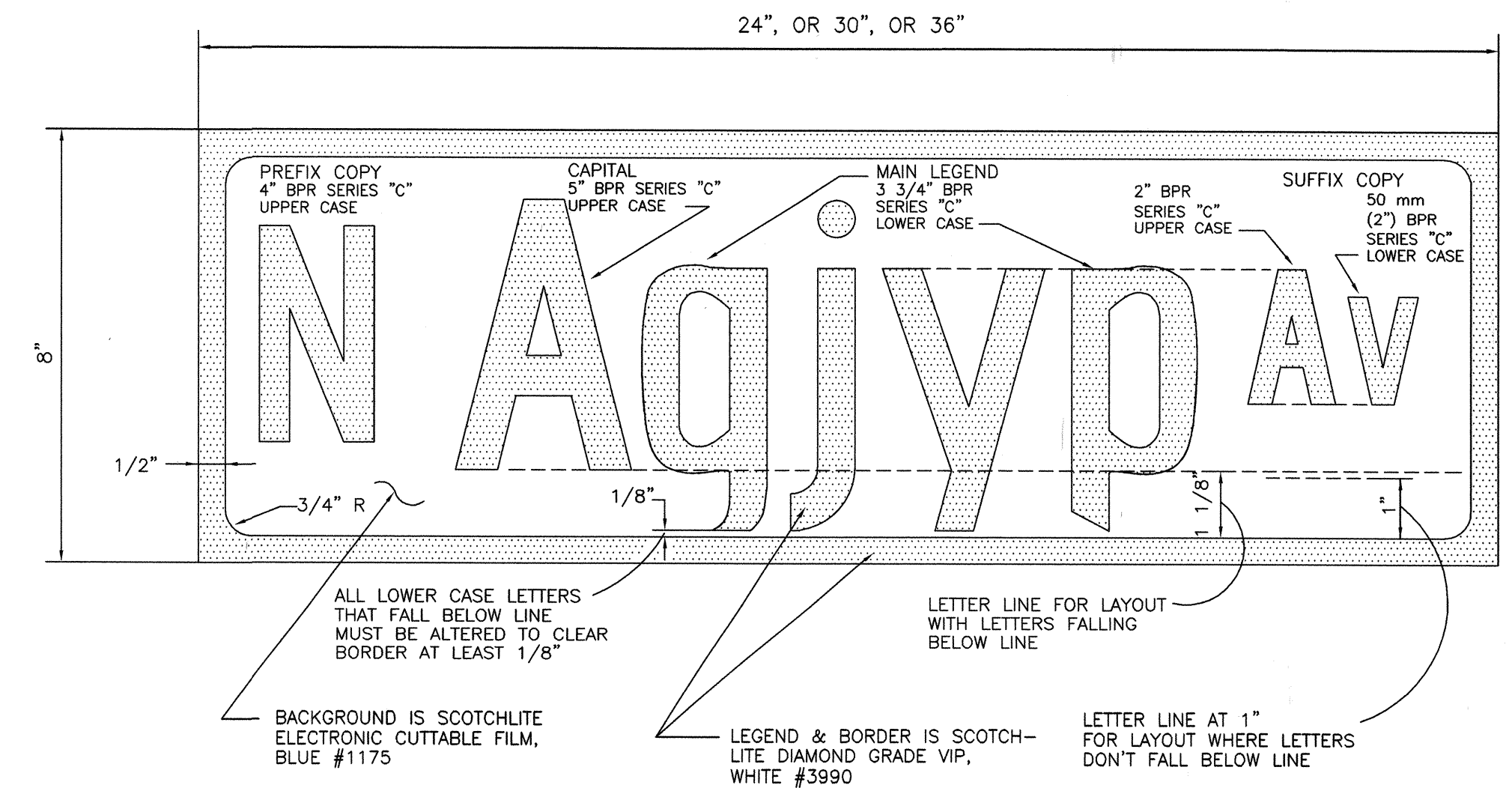
**DETAIL 26**  
**LOOP SAW-CUT CONFIGURATION**  
**(CENTERED IN LANE)**



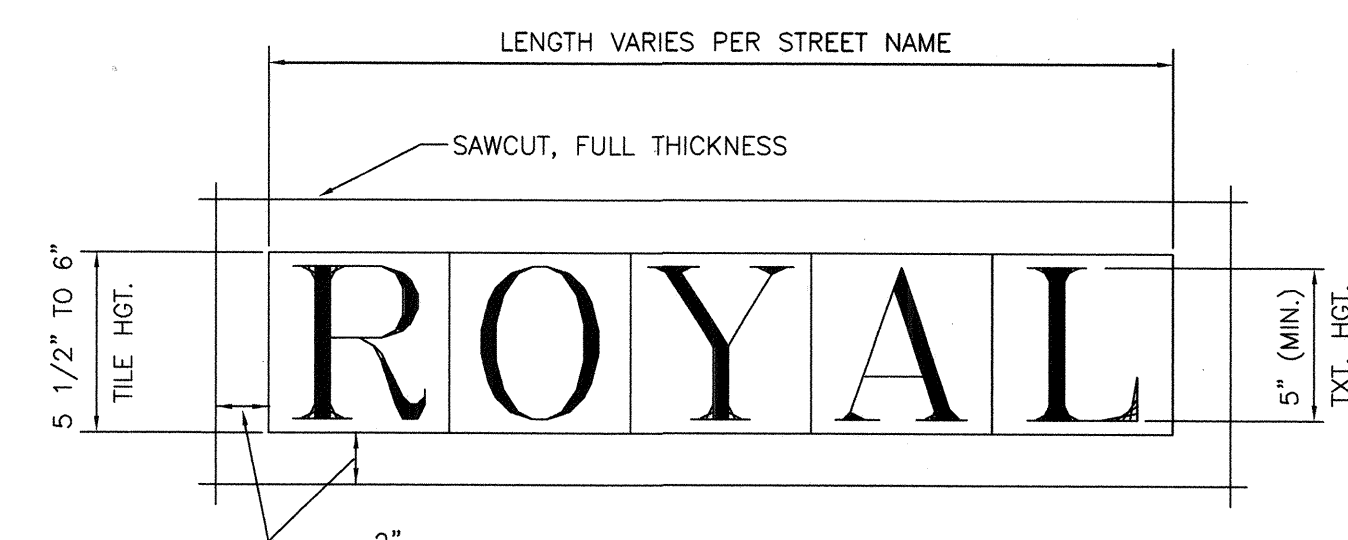
**DETAIL 27**  
**LOOP WIRE INSTALLATION**



**DETAIL 28**  
**SECTION OF PLASTIC SLEEVING**  
**AT PAVEMENT JOINTS AND CRACKS**



**DETAIL 29**  
**TYPICAL LOOP LEAD-IN INSTALLATION**



**SAVING STREET NAME TILE**


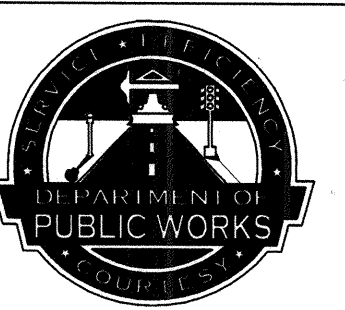
N.T.S.

**STREET NAME SIGN - LEGEND & BORDER**

N.T.S.

**GENERAL NOTES:**

- (1) IF STREET NAME SUFFIX IS "STREET", SUFFIX IS OMITTED FROM SIGN.
- (2) REPLACEMENT STREET NAME TILES SHALL BE SET IN A 1/4"-1/2" MORTAR BED WITH A 1/4" (MAX. SPACING) BETWEEN LETTERS.

|   |  |  |   |
|---|--|--|---|
|    | CITY OF NEW ORLEANS<br>DEPARTMENT OF PUBLIC WORKS<br>ENGINEERING DIVISION        |  |  |
|   | TYPICAL TRAFFIC SIGNAL-LOOP<br>INSTALLATION, STREET NAME SIGN<br>LEGEND & BORDER |  |   |
| THE SELECTION AND USE OF THESE DETAILS, WHILE DESIGNED IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRINCIPLES AND PRACTICES, IS THE SOLE RESPONSIBILITY OF THE USER AND SHOULD NOT BE USED WITHOUT CONSULTING A LOUISIANA REGISTERED PROFESSIONAL ENGINEER. | DRAWN BY:<br>R. FERGUSON   | REVIEWED BY:<br>M.T. B.V. R.S. R.H. A.Y. | RECOMMENDED BY:<br>ROBERT C. MENDOZA, DIRECTOR  |
| DATE:<br>12-16-2009   | SCALE:<br>AS NOTED   | APPROVED:<br>ROBERT C. MENDOZA, DIRECTOR | 17-15-01  |