1. For an odd number of lanes, the higher number of loops shall be cut to the right side of the roadway (example: 1 left and 2 right), unless the left-most lane is an HOV lane, in which case the higher number of loops shall be cut to the left side of the roadway.

2. Square loops may be used in place of round loops - see Standard Plan J-50.11 for square saw cut details.

3. For installation Notes and Details, see Standard Plan J-50.15.

4. For Sections A, B, C or D, see Standard Plan J-50.15.

5. Lanes 12 feet wide and narrower shall use standard 6 foot round or square loops. For lanes that are wider than 12 feet, wide loops shall be used as shown in the Type R1W detail. Wide loops may use the Type R1WA alternate configuration where allowed.

6. Where a Type R1W (or R1WA) loop is installed in a lane that is adjacent to another lane with a loop installed, the edge of the R1W loop must be shifted to be 3 feet away from the adjacent lane.

7. Distance to passage loop shall be 7 ft where Type RM Signal Standards are used, and 13 ft where Type II Signal Standards are used.

8. Loop wiring shall be in accordance with Standard Plan J-50.19.
**CENTER OF LOOP ARRAY / STATION CALLOUT**

**LANE**

**Diameter = 6' - 0''**

SEE ENTRANCE SAWCUT DETAIL – THIS SHEET (TYPICAL)

**CONDUIT STUBOUT AND ID LOCATOR**

**CENTER OF LOOP AND VEHICLE LANE**

**LEAD-IN SAWCUT**

**LOOP SAWCUT**

CHISEL OUT 1/8" TO 1/2" (IN) CORNER

REMOVE PAVEMENT TO SAWCUT DEPTH AND FILL WITH SEALANT (TYPICAL)

**90° CENTER OF LOOP AND VEHICLE LANE**

**METERING AND DATA INDUCTION LOOPS**

**STANDARD PLAN J-50.13-01**

**SHEET 2 OF 2 SHEETS**

APPROVED FOR PUBLICATION

Aug 30, 2022

Mark Gaines (Aug 30, 2022 1:25 PDT)

STATE DESIGN ENGINEER

Washington State Department of Transportation