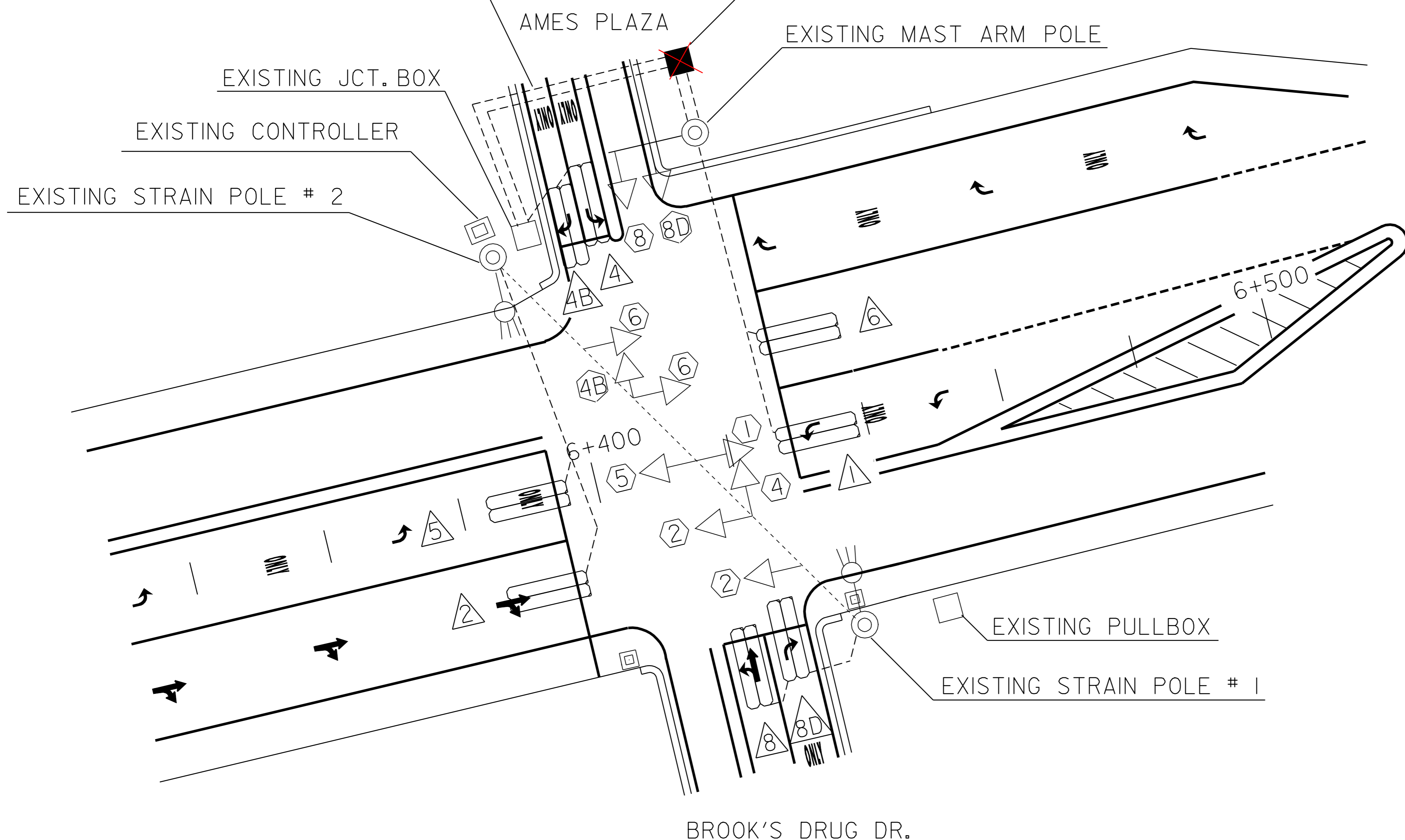


RETAIN EXISTING STEEL SLEEVE AND EXISTING CONDUITS FROM THE MAST ARM TO THE CONTROLLER

~~NOT REPLACED~~ ~~REPLACE PULLBOX W/ JCT. BOX JB S-1~~
 EXTEND EXISTING STEEL SLEEVE AND REWIRE AS NECESSARY.



NOTES:

THIS PLAN SHEET SHALL ONLY BE USED AS A GUIDE FOR LOOP AND JUNCTION BOX PLACEMENT. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION.

PRIOR TO COLD PLANING, ANY EXISTING VEHICLE DETECTOR LOOPS SHALL BE DISCONNECTED IN THE CONTROLLER CABINET AND CUT AT THE CURB.

ONCE A LOOP IS DISCONNECTED, THE SIGNAL PHASE THAT IT WAS CALLING SHALL BE PUT ON MAX RECALL OR THE SIGNAL PUT ON FLASH AND TRAFFIC CONTROLLED BY A UNIFORMED TRAFFIC OFFICER.

ALL BITUMINOUS AREAS TO RECEIVE NEW VEHICLE DETECTOR LOOPS SHALL BE LEVELED WITH TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT AS DIRECTED BY THE RESIDENT ENGINEER PRIOR TO THE INSTALLATION OF THE NEW DETECTOR LOOPS. LOOPS SHALL BE INSTALLED PRIOR TO THE PLACEMENT OF THE WEARING COURSE.

IF WATER VALVES, DROP INLETS OR OTHER OBSTRUCTIONS ARE ENCOUNTERED WITHIN THE AREA OF A PROPOSED LOOP, THE CONTRACTOR SHALL TAKE SPECIAL CARE TO AVOID THE OBSTRUCTION DURING LOOP INSTALLATION. IF LOOP SIZES OR SHAPES ARE TO BE MODIFIED DUE TO OBSTRUCTIONS THE RESIDENT ENGINEER MUST APPROVE LAYOUT PRIOR TO INSTALLATION.

AFTER THE NEW LOOPS ARE INSTALLED, THE INDUCTANCE RESISTANCE AND LEAKAGE TO GROUND SHALL BE TESTED USING PROPERLY CALIBRATED EQUIPMENT. THE TEST RESULTS SHALL BE COMPARED WITH THE CALCULATED VALUES AND RECORDED ON THE PLANS. ALL LOAD TESTING SHALL BE PERFORMED AS PER VTrans STANDARD E-172M.

CALCULATED VALUES AT CONTROLLER ARE BASED ON DIRECT CONDUIT ROUTING TO THE NEAREST SIGNAL POLE AND CROSSING THE SPAN WIRE OR EXISTING CONDUIT AS NECESSARY TO THE EXISTING CONTROLLER LOCATION. ANY SIGNAL MODIFICATION AND OR CONTROLLER RELOCATION PRIOR TO LOOP CONNECTION WILL REQUIRE RECALCULATION OF THESE VALUES.

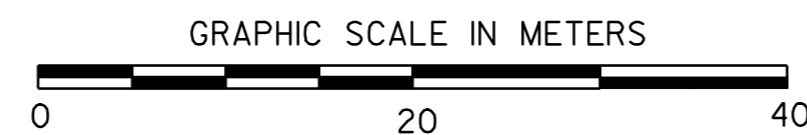
AFTER ACCEPTANCE OF THE LOOP INSTALLATION BY THE RESIDENT ENGINEER, RETURN THE SIGNAL TO NORMAL OPERATION. ALL WORK REQUIRED SHALL BE SUBSIDIARY TO ITEM 678.22, VEHICLE DETECTOR LOOP.

FOR ADDITIONAL DETAILS, SEE VTrans STANDARD E-172M.

ALL DIMENSIONS IN MILLIMETERS EXCEPT WHERE OTHERWISE INDICATED.

THE REPLACEMENT/INSTALLATION OF LOOPS DETECTORS, JUNCTION BOXES AND WIRED CONDUIT IS IN ANTICIPATION OF FUTURE PROJECT NHG 019-3(52)S.

**U.S. ROUTE 7 / AMES PLAZA / BROOK'S DRUG DRIVE
 (SEE SHEET 33 OF 67)**



VEHICLE DETECTOR LOOPS

LOOP NO.	LANE	CALL Ø	SIZE (M)	TYPE & NO. TURNS	EST. QTY. (M)	DELAY OR PRESENCE	INDUCTANCE (µH)		RESISTANCE (OHMS)		LEAKAGE TO GROUND (MEGOHMS)	LOCKING MEMORY
							CALC.	ACT.	CALC.	ACT.		
1	SOUTHBOUND LEFT ONLY (U.S. ROUTE 7)		1.8 X 12.0	QUAD - 2	55.2	PRESENCE						YES
2	NORTHBOUND THRU/RIGHT TURN (U.S. ROUTE 7)		1.8 X 12.0	QUAD - 2	55.2	PRESENCE						SOFT
4	AMES PLAZA THRU/LEFT TURN		1.8 X 12.0	QUAD - 2	55.2	PRESENCE						NO
4B	AMES PLAZA RIGHT TURN ONLY		1.8 X 12.0	QUAD - 2	55.2	DELAY						NO
5	NORTHBOUND LEFT TURN ONLY (U.S. ROUTE 7)		1.8 X 12.0	QUAD - 2	55.2	PRESENCE						YES
6	SOUTHBOUND THRU (U.S. ROUTE 7)		1.8 X 12.0	QUAD - 2	55.2	PRESENCE						SOFT
8	BROOK'S DRUG DR. THRU/LEFT TURN		1.8 X 12.0	QUAD - 2	55.2	PRESENCE						NO
8D	BROOK'S DRUG DR. RIGHT TURN ONLY		1.8 X 12.0	QUAD - 2	55.2	DELAY						NO

JUNCTION BOX

LOCATION & DESCRIPTION
 JB S-1 6+424 LT

ELECTRICAL CONDUIT SLEEVE (200mm)

6+424 LT 2m

EXISTING	NEW	LEGEND
		UTILITY POLE
		LUMINAIRE
		LIGHT OR WOOD POLE
		STRAIN POLE
		CONTROLLER CABINET
		PULLBOX/JUNCTION BOX
		SIGNAL HEAD
		CONDUIT
		VEHICLE LOOPS
		PEDESTAL POST
		STANCHION
		SWEEP
		LOOP NUMBER

VEHICLE DETECTOR LOOP LAYOUT DETAIL #1

PROJECT NAME: SALISBURY - MIDDLEBURY
 PROJECT NUMBER: NH_2311(1)S
 FILE NAME: ZpqveZQibQ18ZpbQ18.dgn PLOT DATE: 10-JUL-2006 13:30
 PROJECT LEADER: LEW DRAWN BY: LEW
 DESIGNED BY: LEW CHECKED BY:
 IPARM FILE NAME: pbQ18dt1.i SHEET 60 OF 67