

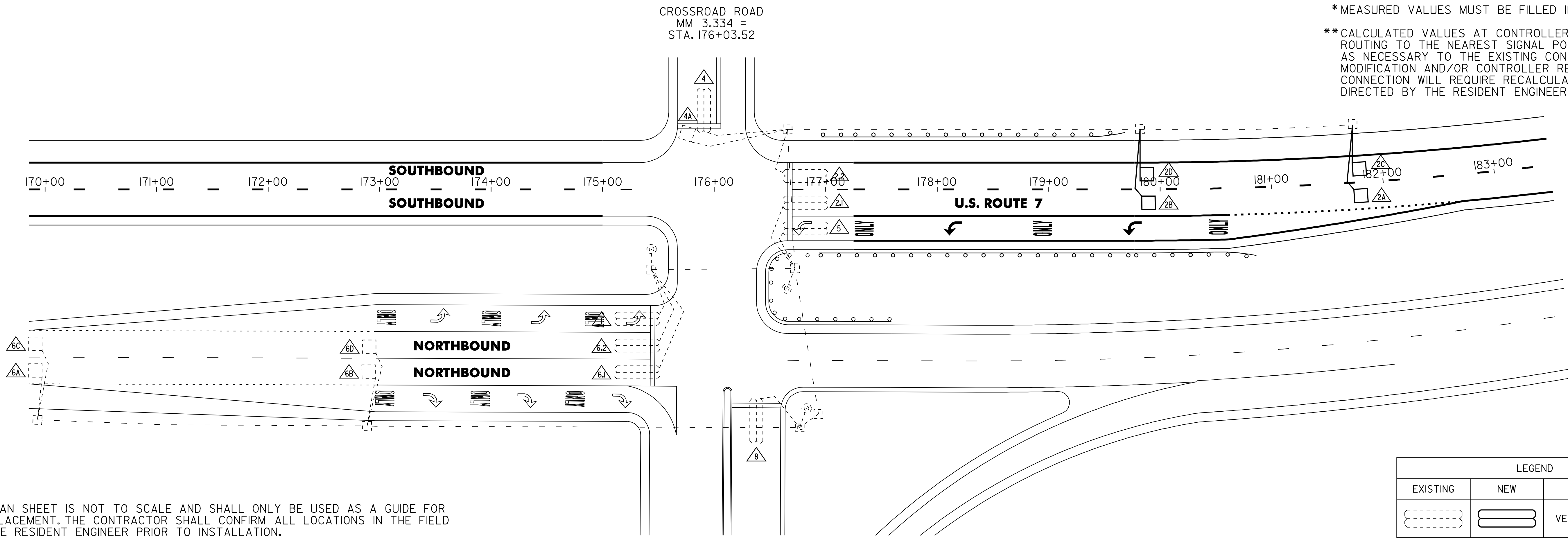
678.22 VEHICLE LOOP DETECTOR

LOOP 2A - 54 FT 52.5 FT
 LOOP 2B - 54 FT 52.5 FT
 LOOP 2C - 38 FT 40.5 FT
 LOOP 2D - 41 FT 40.5 FT

VEHICLE LOOP DETECTORS							TEST RESULTS AT JUNCTION BOX				TEST RESULTS AT CONTROLLER (FUTURE USE)**					
							INDUCTANCE (μH)		RESISTANCE Ω @ 25°C		(MΩ)	INDUCTANCE (μH)		RESISTANCE Ω @ 25°C		(MΩ)
LANE	LOOP NO.	SIZE	TYPE	NO TURNS	MODE	AMP	CALCULATED	MEASURED	CALCULATED	MEASURED	LEAKAGE TO GROUND	CALCULATED	MEASURED	CALCULATED	MEASURED	LEAKAGE TO GROUND
NB LT	1	EXISTING	QUAD													
SB TH	2A	EXISTING	QUAD													
SB TH	2B	EXISTING	QUAD													
SB TH	2A	6' x 6'	RECT	3	PULSE	NON-DELAY	91		0.23			237		2.13		
SB TH	2B	6' x 6'	RECT	3	PULSE	NON-DELAY	92		0.24			194		1.56		
SB TH	2C	6' x 6'	RECT	3	PULSE	NON-DELAY	87		0.18			234		2.08		
SB TH	2D	6' x 6'	RECT	3	PULSE	NON-DELAY	88		0.19			190		1.52		
EB TH	4	EXISTING	QUAD													
EB TH	4A	EXISTING	RECT													
SB LT	5	EXISTING	QUAD													
NB TH	6A	EXISTING	QUAD													
NB TH	6A	EXISTING	QUAD													
NB TH	6A	EXISTING	RECT													
NB TH	6B	EXISTING	RECT													
NB TH	6C	EXISTING	RECT													
NB TH	6D	EXISTING	RECT													

* MEASURED VALUES MUST BE FILLED IN PRIOR TO TEST PERIOD.

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



VT. ROUTE 103
 MM 3.334 = STA. 176+03.52
 NOT TO SCALE

NOTES:

- THIS PLAN SHEET IS NOT TO SCALE AND SHALL ONLY BE USED AS A GUIDE FOR LOOP PLACEMENT. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION.
- ALL EXISTING LOOPS SHALL BE DISCONNECTED PRIOR TO COLD PLANING THE EXISTING HIGHWAY SURFACE. SIGNAL CONTROLLER SHALL BE SET TO FIXED-TIME OPERATION.
- LOOPS SHALL BE INSTALLED IN THE PAVEMENT PRIOR TO THE PLACEMENT OF THE WEARING COURSE.
- LOOP WIRE SHALL BE SPLICED TO THE EXISTING LEAD-IN CABLE AT THE NEAREST JUNCTION BOX/POLE.
- LOOPS 2B & 2D SHALL BE PLACED APPROXIMATELY 250 FT FROM STOP BAR AND LOOPS 2A & 2C SHALL BE PLACED APPROXIMATELY 420 FT FROM STOP BAR. EXACT LOCATION OF EXISTING LOOPS SHALL BE CONFIRMED IN THE FIELD.
- 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 THE NEW LAYOUT PRIOR TO INSTALLATION.
- SEE VAOT STANDARD E-172 FOR VEHICLE DETECTOR LOOP DETAILS.

LEGEND		
EXISTING	NEW	DESCRIPTION
		VEHICLE LOOP
		CONDUIT
		JUNCTION BOX
		CONTROLLER CABINET
		SIGNAL POLE

TRAFFIC LOOP LAYOUT SHEET #1	PROJECT NAME: WALLINGFORD - RUTLAND TOWN	
	PROJECT NUMBER: NH 2408(1)S	
FILE NAME: p04b050.dgn	PLOT DATE: \$DATE\$	
PROJECT LEADER: D.E.G.	DRAWN BY: C.A.K.	
DESIGNED BY: J.S.P.	CHECKED BY: D.E.G.	
IPARM FILE: p04b050+lp01.i	SHEET 37 OF 80	