

678.22 VEHICLE LOOP DETECTOR

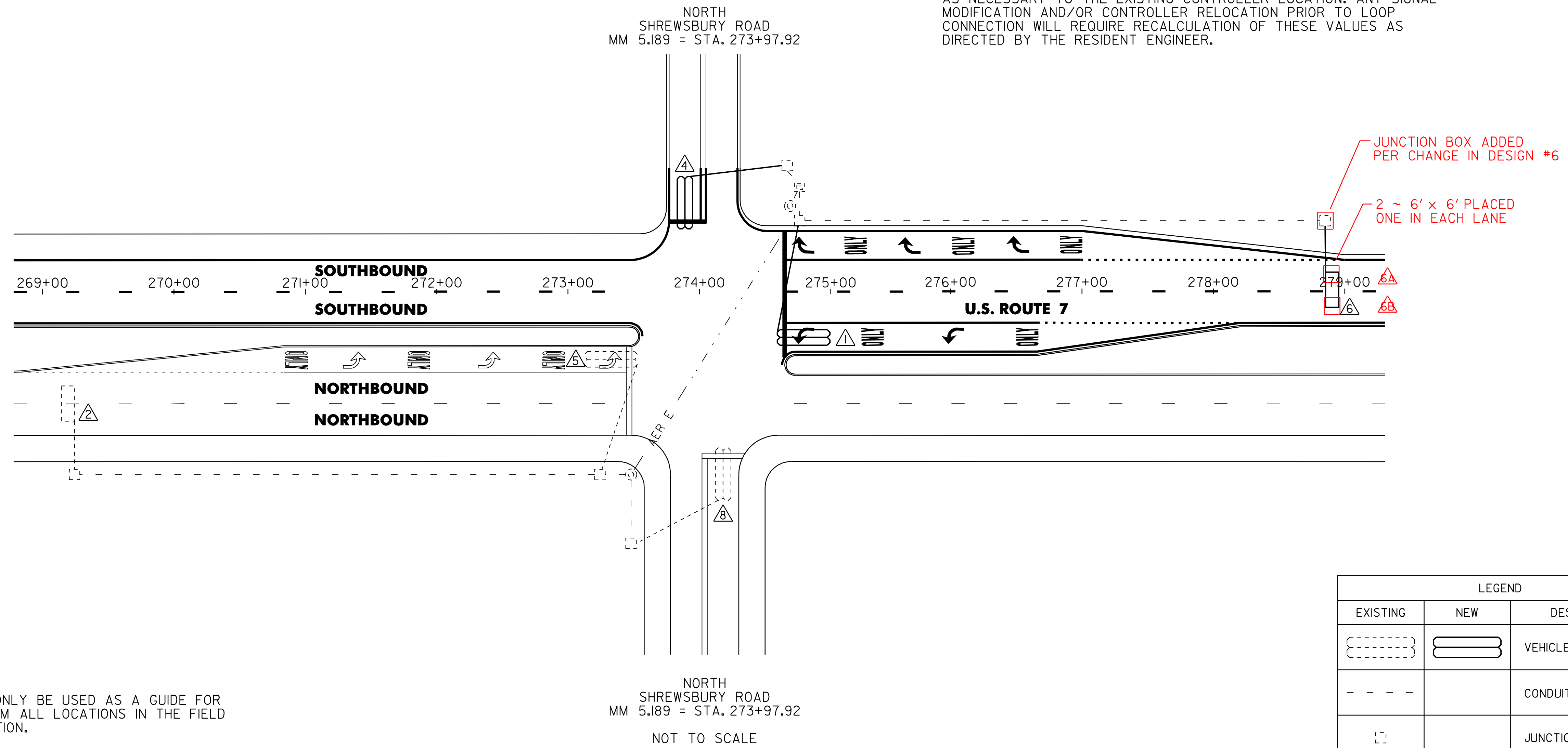
- LOOP 1 - 172 FT 173.5 FT
- LOOP 4 - 148 FT
- ~~LOOP 6 - 72 FT~~
- LOOP 6A - 40 FT
- LOOP 6B - 49 FT

VEHICLE LOOP DETECTORS							TEST RESULTS AT JUNCTION BOX				TEST RESULTS AT CONTROLLER (FUTURE USE)**					
							INDUCTANCE (uH)		RESISTANCE Ω @ 25°C		(MΩ)	INDUCTANCE (uH)		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
SB LT	△4	6' x 40'	QUAD	2	PRESENCE	NON-DELAY	350			0.71		361			0.86	
NB TH	△4	EXISTING	RECT													
EB TH	△4	6' x 40'	QUAD	2	PRESENCE	NON-DELAY	344			0.63		349			0.70	
NB LT	△5	EXISTING	QUAD													
SB TH	△6	6' x 20'	RECT	3	PULSE	NON-DELAY	183			0.11		291			1.78	
WB TH	△8	EXISTING	QUAD													

- SB TL △6A 6' x 6'
- SB PL △6B 6' x 6'

*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.



NOTES:

1. 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.
2. ALL EXISTING LOOPS SHALL BE DISCONNECTED PRIOR TO COLD PLANING THE EXISTING HIGHWAY SURFACE. SIGNAL CONTROLLER SHALL BE SET TO FIXED-TIME OPERATION.
3. LOOP 6 SHALL BE PLACED APPROXIMATELY 400 FT FROM STOP BAR. EXACT LOCATION OF EXISTING LOOP SHALL BE CONFIRMED IN THE FIELD. ALL REMAINING LOOPS SHALL EXTEND 5.0 FT PAST THE CENTER OF THE STOP BAR ON EACH APPROACH.
4. LOOPS SHALL BE INSTALLED IN THE PAVEMENT PRIOR TO THE PLACEMENT OF THE WEARING COURSE.
5. LOOP WIRE SHALL BE SPLICED TO THE EXISTING LEAD-IN CABLE AT THE NEAREST JUNCTION BOX/POLE.
6. 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.
7. SEE VAOT STANDARD E-172 FOR VEHICLE DETECTOR LOOP DETAILS. EACH APPROACH.

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

TRAFFIC LOOP LAYOUT SHEET #2

PROJECT NAME: WALLINGFORD - RUTLAND TOWN
PROJECT NUMBER: NH 2408(1)S

FILE NAME: p04b050.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: J.S.P.
IPARM FILE: p04b050+lp02.i

PLOT DATE: \$DATE\$
DRAWN BY: C.A.K.
CHECKED BY: D.E.G.
SHEET 38 OF 80