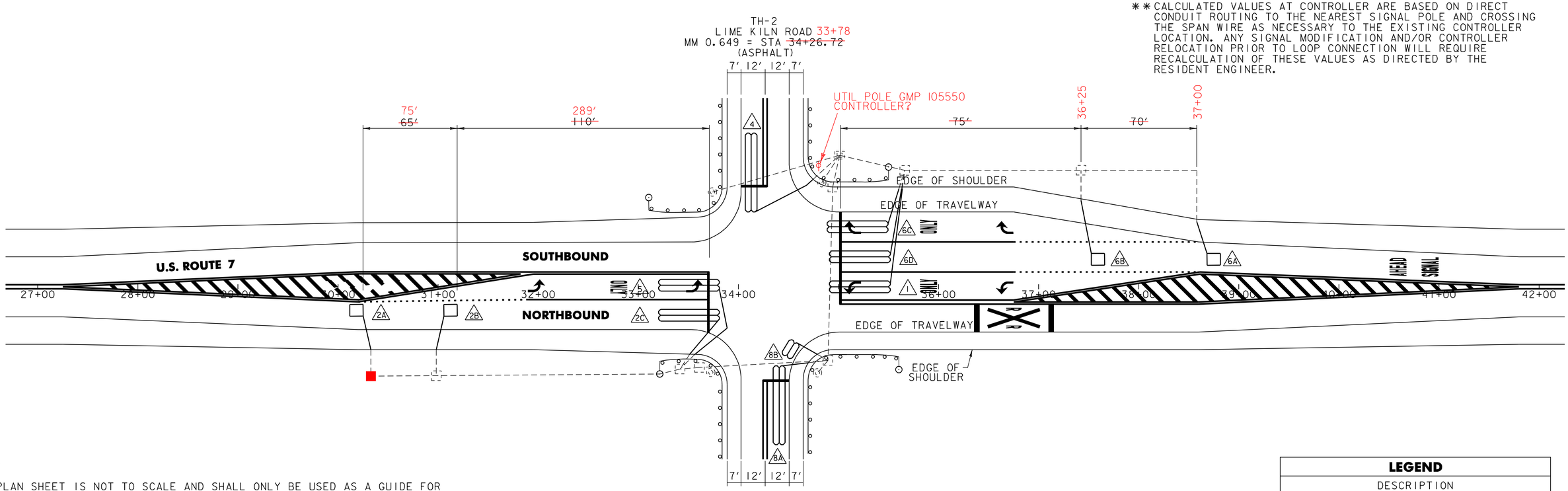
678.22 VEHICLE LOOP DETECTOR

LOOP 1 - 169 LF
LOOP 2A - 36 LF
LOOP 2B - 36 LF
LOOP 2C - 142 LF
LOOP 4 - 152 LF
LOOP 5 - 155 LF
LOOP 6A - 36 LF
LOOP 6B - 41 LF
LOOP 6C - 147 LF
LOOP 6D - 157 LF
LOOP 8A - 162 LF
LOOP 8B - 55 LF

VEHICLE LOOP DETECTORS							TEST RESULTS AT JUNCTION BOX / POLE					TEST RESULTS AT CONTROLLER **				
							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	1	6' x 40'	QUAD	2	PRESENCE	EXISTING	359		0.83			359		0.83		
NB	2A	6' x 6'	RECT	5	PULSE	EXISTING	218		0.45			299		1.51		
NB	2B	6' x 6'	RECT	5	PULSE	EXISTING	202		0.24			283		1.30		
NB TH	2C	6' x 40'	QUAD	2	PRESENCE	EXISTING	342		0.61			394		1.30		
EB TH	4	6' x 40'	QUAD	2	PRESENCE	EXISTING	356		0.78			356		0.78		
NB LT	5	6' x 40'	QUAD	2	PRESENCE	EXISTING	344		0.64			391		1.24		
SB	6A	6' x 6'	RECT	5	PULSE	EXISTING	215		0.47			238		0.71		
SB	6B	6' x 6'	RECT	5	PULSE	EXISTING	206		0.29			224		0.53		
SB RT	6C	6' x 40'	QUAD	2	DELAY 15	EXISTING	344		0.64			356		0.78		
SB TH	6D	6' x 40'	QUAD	2	PRESENCE	EXISTING	347		0.67			358		0.82		
WB TH	8A	6' x 40'	QUAD	2	PRESENCE	EXISTING	349		0.70			406		1.01		
WB RT	8B	6' x 10'	QUAD	2	DELAY 15	EXISTING	106		0.27			129		0.60		

* 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. ALL LOOPS WILL 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.

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

NOT TO SCALE

VEHICLE LOOP LAYOUT SHEET #1

PROJECT NAME: NEW_HAVEN_-_FERRISBURGH
PROJECT NUMBER: NH_2503(I)S

FILE NAME: 05b038.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: M.J.M.
IPARM FILE: p05b038vIII.i
PLOT DATE: 31-JUL-2009 15
DRAWN BY: C.A.K.
CHECKED BY: D.W.E.
SHEET 50 OF 87