



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 BEGINNING CONCRETE JOINT REPAIRS. SIGNAL CONTROLLER SHALL BE SET TO FIXED-TIME OPERATION.
3. ALL LOOPS WILL EXTEND 5.0 FT PAST THE CENTER OF THE STOP BAR.
4. LOOP WIRE SHALL BE SPLICED TO THE EXISTING LEAD-IN CABLE AT THE NEAREST JUNCTION BOX/POLE.
5. 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.
6. SEE VAOT STANDARD E-172 FOR VEHICLE DETECTOR LOOP DETAILS.

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
WB LT	4	6' x 40'	QUAD	2	PRESENCE	NON-DELAY	344		0.63			348		0.69		
WB TH/LT	5	6' x 40'	QUAD	2	PRESENCE	NON-DELAY	341		0.60			345		0.65		

* 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.

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 #2

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