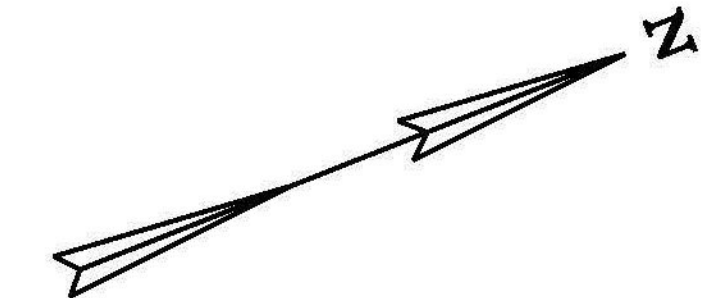


678.22 VEHICLE LOOP DETECTOR

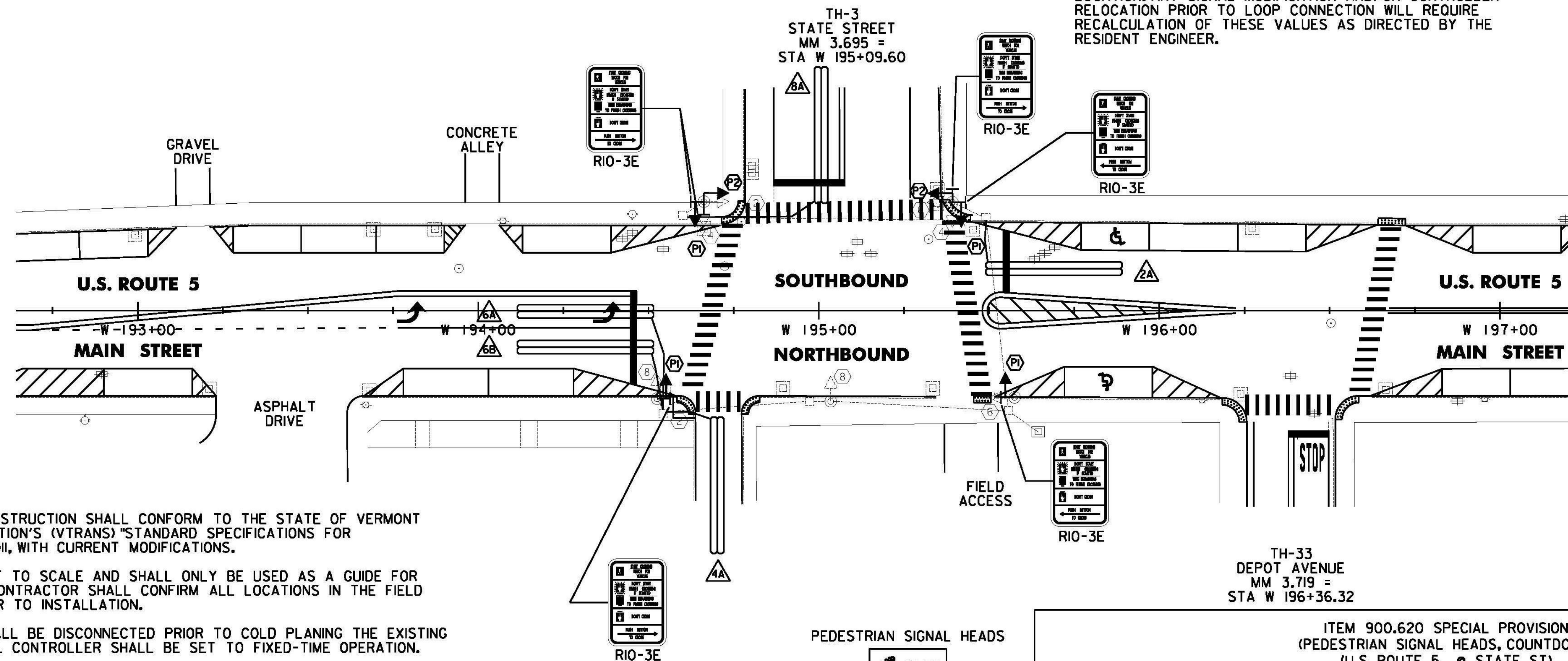
LOOP 2A - 156 LF
 LOOP 4A - 144 LF
 LOOP 6A - 137 LF
 LOOP 6B - 144 LF
 LOOP 8A - 156 LF

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 TH	2A	6' x 40'	QUAD	2	PRESENCE	NON-DELAY	341		0.60			358		0.82		
WB TH	4A	6' x 40'	QUAD	2	PRESENCE	NON-DELAY	342		0.60			370		0.97		
NB LT	6A	6' x 40'	QUAD	2	PRESENCE	NON-DELAY	346		0.65			373		1.01		
NB TH	6B	6' x 40'	QUAD	2	PRESENCE	NON-DELAY	343		0.62			371		0.98		
EB TH	8A	6' x 40'	QUAD	2	PRESENCE	NON-DELAY	346		0.66			388		1.20		



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. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION'S (VTRANS) "STANDARD SPECIFICATIONS FOR CONSTRUCTION" DATED 2011, WITH CURRENT MODIFICATIONS.
2. 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 ENGINEER PRIOR TO INSTALLATION.
3. ALL EXISTING LOOPS SHALL BE DISCONNECTED PRIOR TO COLD PLANING THE EXISTING HIGHWAY SURFACE. SIGNAL CONTROLLER SHALL BE SET TO FIXED-TIME OPERATION.
4. ALL LOOPS WILL EXTEND 5.0 FT PAST THE CENTER OF THE STOP BAR ON EACH APPROACH.
5. LOOPS SHALL BE INSTALLED IN THE PAVEMENT PRIOR TO THE PLACEMENT OF THE WEARING COURSE.
6. LOOP WIRE SHALL BE SPLICED TO THE EXISTING LEAD-IN CABLE AT THE NEAREST JUNCTION BOX/POLE.
7. 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 ENGINEER MUST APPROVE THE NEW LAYOUT PRIOR TO INSTALLATION.
8. SEE VAOT STANDARD E-172 FOR VEHICLE DETECTOR LOOP DETAILS.
9. DISCONNECT WIRING TO EXISTING PEDESTRIAN SIGNAL HEADS. THE EXISTING PEDESTRIAN SIGNAL HEADS, PUSH BUTTONS, AND SIGNS SHALL BE REMOVED AND RETURNED TO THE TOWN OF WINDSOR. THE PROPOSED PEDESTRIAN SIGNAL HEADS, PUSH BUTTONS, AND SIGNS SHALL BE INSTALLED ON EXISTING POLES. EXISTING WIRING SHALL BE CONNECTED TO THE NEW PEDESTRIAN SIGNALS AND PUSH BUTTONS.

10. ALL SIGNAL EQUIPMENT SHALL BE PAINTED FLAT BLACK IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
11. A UNIFORMED TRAFFIC OFFICER WITH A BLUE LIGHT SHALL BE PRESENT DURING ALL LANE CLOSURES.
12. ALL ELECTRICAL WIRING SHALL BE PERFORMED BY A LICENSED ELECTRICIAN AND OVERSEEN BY A MASTER ELECTRICIAN.

ITEM 900.620 SPECIAL PROVISION (PEDESTRIAN SIGNAL HEADS, COUNTDOWN)		
(U.S. ROUTE 5 @ STATE ST)		
DESCRIPTION	QUANTITY	UNIT
16"X18" LED PEDESTRIAN HEAD WITH VISOR & MOUNTING HARDWARE (HAND/MAN SYMBOLS WITH COUNTDOWN TIMER)	6	EA
ACCESSIBLE PEDESTRIAN SIGNAL WITH SIGN AND PUSH BUTTON	6	EA

PEDESTRIAN SIGNAL HEADS
 15
 FACES P1, P2

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

NOT TO SCALE

WINDSOR TRAFFIC SIGNAL PLAN SHEET	PROJECT NAME: CHESTER-SPRINGFIELD-ROCKINGHAM-WINDSOR
	PROJECT NUMBER: STP 295210
	FILE NAME: z13c518bdr_vd.dgn
	DESIGNED BY: S. BOWMAN
	PLOT DATE: 3/27/2015
	DRAWN BY: A. KIRBY
	CHECKED BY: D. KAHLBAUGH
	SHEET 305 OF 309