

VEHICLE DETECTOR LOOPS											
LOOP NO.	LANE	CALL Ø	SIZE (FT)	TYPE & NO. TURNS	DELAY OR PRESENCE	INDUCTANCE		RESISTANCE		LEAKAGE TO GROUND	LOCKING MEMORY
						CALC.	ACT.	CALC.	ACT.		
1	RAMP "F"		6' X 45'	QUAD - 1	PRESENCE	343		1.186			NO
2	RAMP "F"		6' X 45'	QUAD - 1	PRESENCE	334		1.150			NO
3	EASTBOUND LEFT ONLY		6' X 45'	QUAD - 1	PRESENCE	446		1.588			YES
4	EASTBOUND THRU LANE		6' X 45'	QUAD - 1	PRESENCE	439		1.558			YES
5	EASTBOUND THRU LANE		6' X 45'	QUAD - 1	PRESENCE	430		1.523			YES
6	WESTBOUND LEFT ONLY		6' X 45'	QUAD - 1	PRESENCE	229		0.742			YES
7	WESTBOUND LEFT ONLY		6' X 45'	QUAD - 1	PRESENCE	222		0.716			YES
8	WESTBOUND THRU LANE		6' X 45'	QUAD - 1	PRESENCE	215		0.687			YES
9	WESTBOUND THRU & RIGHT TURN LANE		6' X 45'	QUAD - 1	PRESENCE	208		0.661			NO
ALL CALCULATED VALUES ARE AT THE CONTROLLER. MEASURED VALUES MUST BE FILLED IN PRIOR TO TEST PERIOD.											
FOR DETECTOR LOOP LOCATIONS, SEE SHEET 54A.											

NOTES

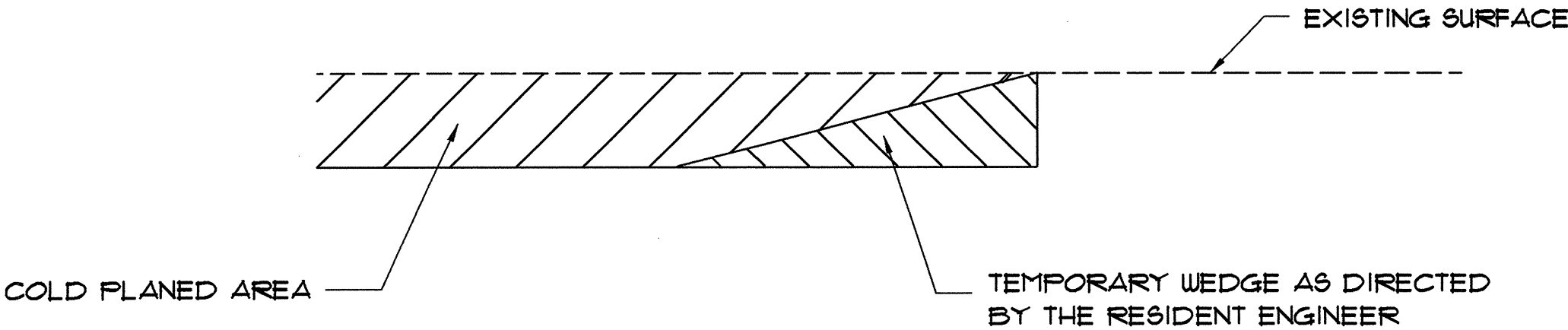
1. THE PAVEMENT WEARING COURSE SHALL BE TYPE III.
THE ESTIMATED LEVELING COURSE SHALL BE TYPE IV
UNLESS OTHERWISE DIRECTED BY THE ENGINEER. ALL ASPHALT CEMENT
USED IN THE BITUMINOUS CONCRETE PAVEMENT SHALL BE PG 64-28.
2. GRASS GROWING ADJACENT TO PAVEMENT OR THROUGH CRACKS IN THE
PAVEMENT WHICH MAY HAMPER THE PLACEMENT OF NEW BITUMINOUS
CONCRETE SHALL BE REMOVED BY THE CONTRACTOR AS DIRECTED BY
THE ENGINEER. PAYMENT FOR THIS WORK WILL NOT BE MADE DIRECTLY,
BUT WILL BE CONSIDERED SUBSIDIARY TO ITEM 406.25 BITUMINOUS
CONCRETE PAVEMENT.
3. BITUMINOUS CONCRETE PAVEMENT TOLERANCE = ± 1/4"
(TOTAL THICKNESS EXCLUDING LEVELING)
4. EMULSIFIED ASPHALT SHALL BE APPLIED ON EXISTING PAVEMENT SURFACES,
BETWEEN ALL COURSES OF PAVEMENT AND ON COLD PLANED SURFACES,
AT THE RATE OF 0.25 GAL/YD² OR AS DIRECTED BY THE RESIDENT ENGINEER.
5. COLD PLANING TO BE COMPLETED ACCORDING TO TYPICAL OR AS NOTED
OTHERWISE ON THE PLANS. THE COLD PLANING AND PAVING SHALL MATCH
THE EXISTING CONDITIONS AT THE BEGINNING AND END OF CONSTRUCTION.
AREAS BY THE USE OF A VERTICAL BUTT JOINT. SEE DETAIL ON THIS SHEET.
6. PRIOR TO COLD PLANING, ANY VEHICLE DETECTOR LOOPS SHALL BE
DISCONNECTED IN THE CONTROLLER CABINET AND CUT AT THE CURB.

ONCE THE LOOP IS DISCONNECTED, THE SIGNAL PHASE THAT IT WAS
CALLING SHALL BE PUT ON MAX RECALL OR THE SIGNAL PUT ON
FLASH AND TRAFFIC CONTROLLED BY A UNIFORMED TRAFFIC OFFICER.

ALL BITUMINOUS AREAS TO RECEIVE NEW VEHICLE DETECTOR LOOPS SHALL BE
LEVELED WITH TYPE IV BITUMINOUS CONCRETE PAVEMENT AS
DIRECTED BY THE RESIDENT ENGINEER PRIOR TO THE INSTALLATION OF THE
NEW DETECTOR LOOPS.

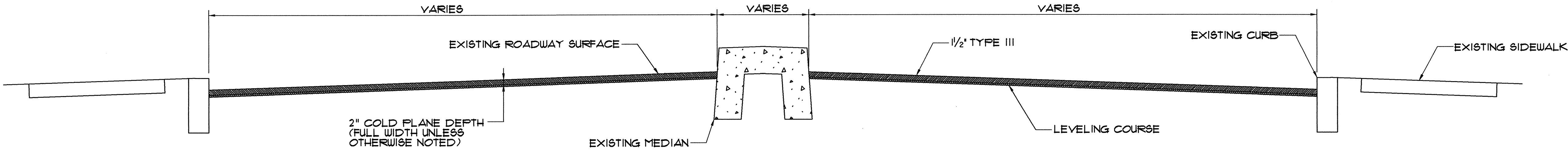
AFTER THE NEW LOOPS ARE INSTALLED, THE INDUCTANCE RESISTANCE AND LEAKAGE
TO GROUND SHALL BE TESTED USING PROPERLY CALIBRATED EQUIPMENT. THE
TEST RESULTS SHALL BE COMPARED WITH THE CALCULATED VALUES AND
RECORDED ON THE PLANS. ALL LOAD TESTING SHALL BE PERFORMED AS PER VTRANS
STANDARD E-112.

AFTER ACCEPTANCE OF THE LOOP INSTALLATION BY THE RESIDENT ENGINEER,
RETURN THE SIGNAL TO NORMAL OPERATION. ALL WORK REQUIRED SHALL BE
SUBSIDIARY TO ITEM 618.22, VEHICLE DETECTOR LOOP.



DETAIL AT VERTICAL COLD PLANE JOINTS

N.T.S.



COLD PLANE TYPICAL SECTION - CURBED

U.S. ROUTE 2 STA. 34+60 TO 38+43

N.T.S.



STATE OF VERMONT AGENCY OF TRANSPORTATION			
Town of SOUTH BURLINGTON		Bridge No. 68	
Highway No. U.S. 2		Log Sta.	
		Surv. Sta.	
U.S. 2 OVER I-89			
U.S. ROUTE 2 & DORSET ST. INTERSECTION (2 OF 3)			
Designed By D-H		Drawn By D-H	
Checked By JLL		Date 1/00	
		Bridge Design Supervisor Date	
PROJECT SOUTH BURLINGTON		PROJECT NO. IM DECK (36)	
D-H Cad Drawing No. DORSET ST.		Date 1/00	
Bridge Sheet No.		Sheet 54B of 75	