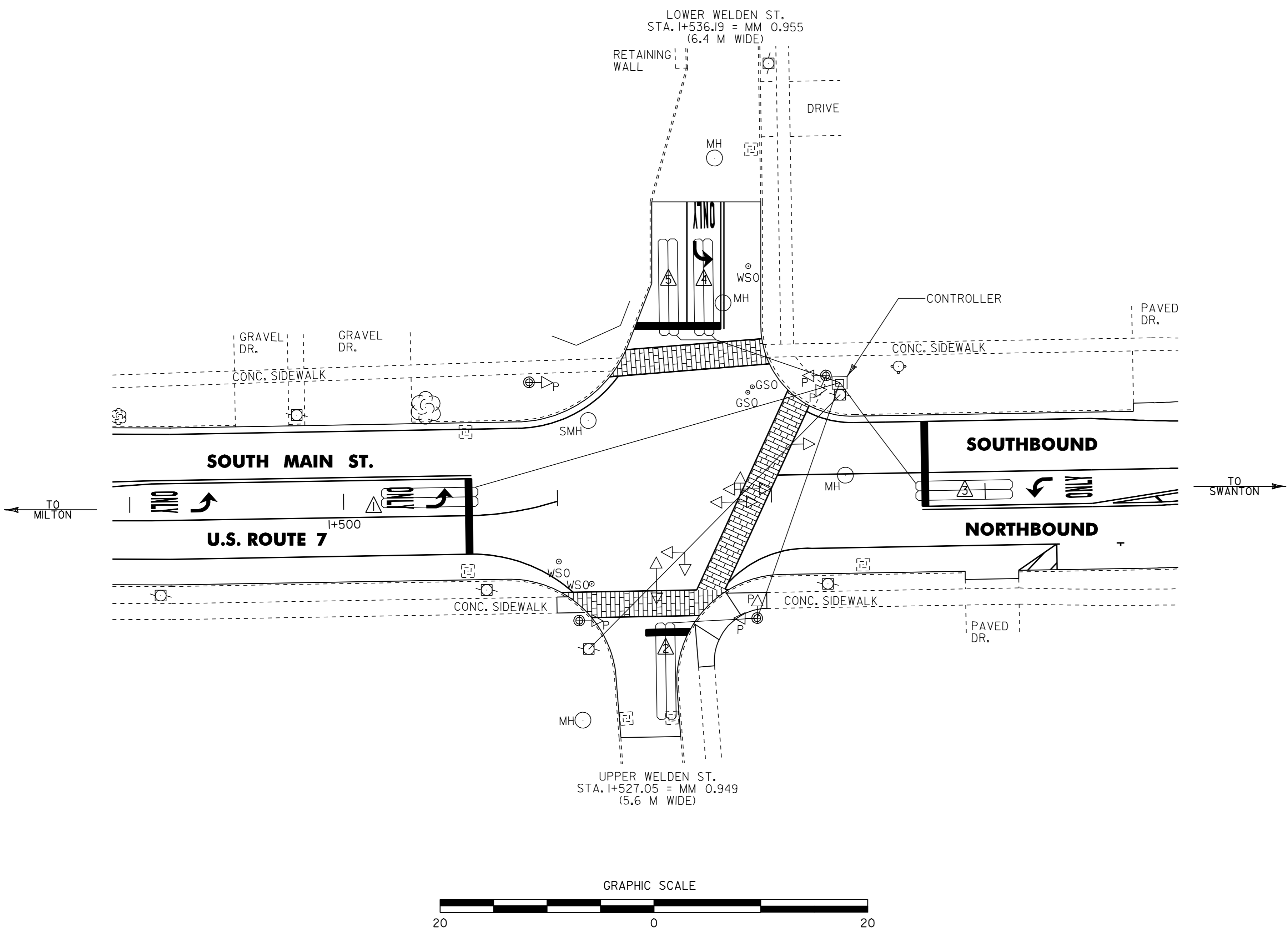


U.S. ROUTE 7 / WELDEN STREET INTERSECTION



NOTES:

PRIOR TO COLD PLANING, ANY EXISTING VEHICLE DETECTOR LOOPS SHALL BE DISCONNECTED IN THE CONTROLLER CABINET AND CUT AT THE CURB.

ONCE A 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. LOOPS SHALL BE INSTALLED PRIOR TO THE PLACEMENT OF THE WEARING COURSE.

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 LAYOUT PRIOR TO INSTALLATION.

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-172M.

CALCULATED VALUES AT CONTROLLER ARE BASED ON DIRECT CONDUIT ROUTING TO THE NEAREST SIGNAL POLE AND CROSSING THE SPAN WIRE OR EXISTING CONDUIT AS NECESSARY TO THE EXISTING CONTROLLER LOCATION. ANY SIGNAL MODIFICATION AND OR CONTROLLER RELOCATION PRIOR TO LOOP CONNECTION WILL REQUIRE RECALCULATION OF THESE VALUES.

AFTER ACCEPTANCE OF THE LOOP INSTALLATION BY THE RESIDENT ENGINEER, RETURN THE SIGNAL TO NORMAL OPERATION. ALL WORK REQUIRED SHALL BE SUBSIDIARY TO ITEM 678.22, VEHICLE DETECTOR LOOP.

FOR ADDITIONAL DETAILS, SEE VTrans STANDARD E-172M.

ALL DIMENSIONS IN MILLIMETERS EXCEPT WHERE OTHERWISE INDICATED.

EXISTING	NEW	LEGEND
		UTILITY POLE
		LUMINAIRE
		LIGHT OR WOOD POLE
		STRAIN POLE
		CONTROLLER CABINET
		PULLBOX/JUNCTION BOX
		SIGNAL HEAD
		CONDUIT
		VEHICLE LOOPS
		PEDESTAL POST
		STANCHION
		SWEEP
		LOOP NUMBER



VEHICLE DETECTOR LOOPS												
LAYOUT SHEET	LOOP NO.	LANE	CALL	SIZE (M)	TYPE & NO. TURNS	DELAY OR PRESENCE	INDUCTANCE (uH)		RESISTANCE (OHMS)		LEAKAGE TO GROUND (MEGOHMS)	LOCKING MEMORY
							CALC.	ACT.	CALC.	ACT.		
U.S. ROUTE 7 - 10	1	NORTHBOUND LEFT ONLY		1.8 X 9.0	QUAD - 2	PRESENCE	286		0.824			YES
U.S. ROUTE 7 - 10	2	UPPER WELDEN ST.		1.8 X 9.0	QUAD - 2	PRESENCE	284		0.803			NO
U.S. ROUTE 7 - 10	3	SOUTHBOUND LEFT ONLY		1.8 X 9.0	QUAD - 2	PRESENCE	266		0.569			YES
U.S. ROUTE 7 - 10	4	LOWER WELDEN ST. LEFT ONLY		1.8 X 9.0	QUAD - 2	PRESENCE	266		0.571			YES
U.S. ROUTE 7 - 10	5	LOWER WELDEN ST. RIGHT & THRU		1.8 X 9.0	QUAD - 2	PRESENCE	269		0.614			NO

VEHICLE DETECTOR LOOP LAYOUT DETAIL #1	PROJECT NAME: <u>ST. ALBANS CITY</u>	PLOT DATE: 01-FEB-2006 07:4
	PROJECT NUMBER: <u>SIP_9804(I)S</u>	DRAWN BY: <u>D-H</u>
	FILE NAME: <u>zpqve297d150zpd150.dgn</u>	CHECKED BY: _____
	PROJECT LEADER: <u>JLL</u>	SHEET <u>9</u> OF <u>105</u>
	DESIGNED BY: <u>D-H</u>	
	IPARM FILE NAME: <u>pd150cd3,1</u>	