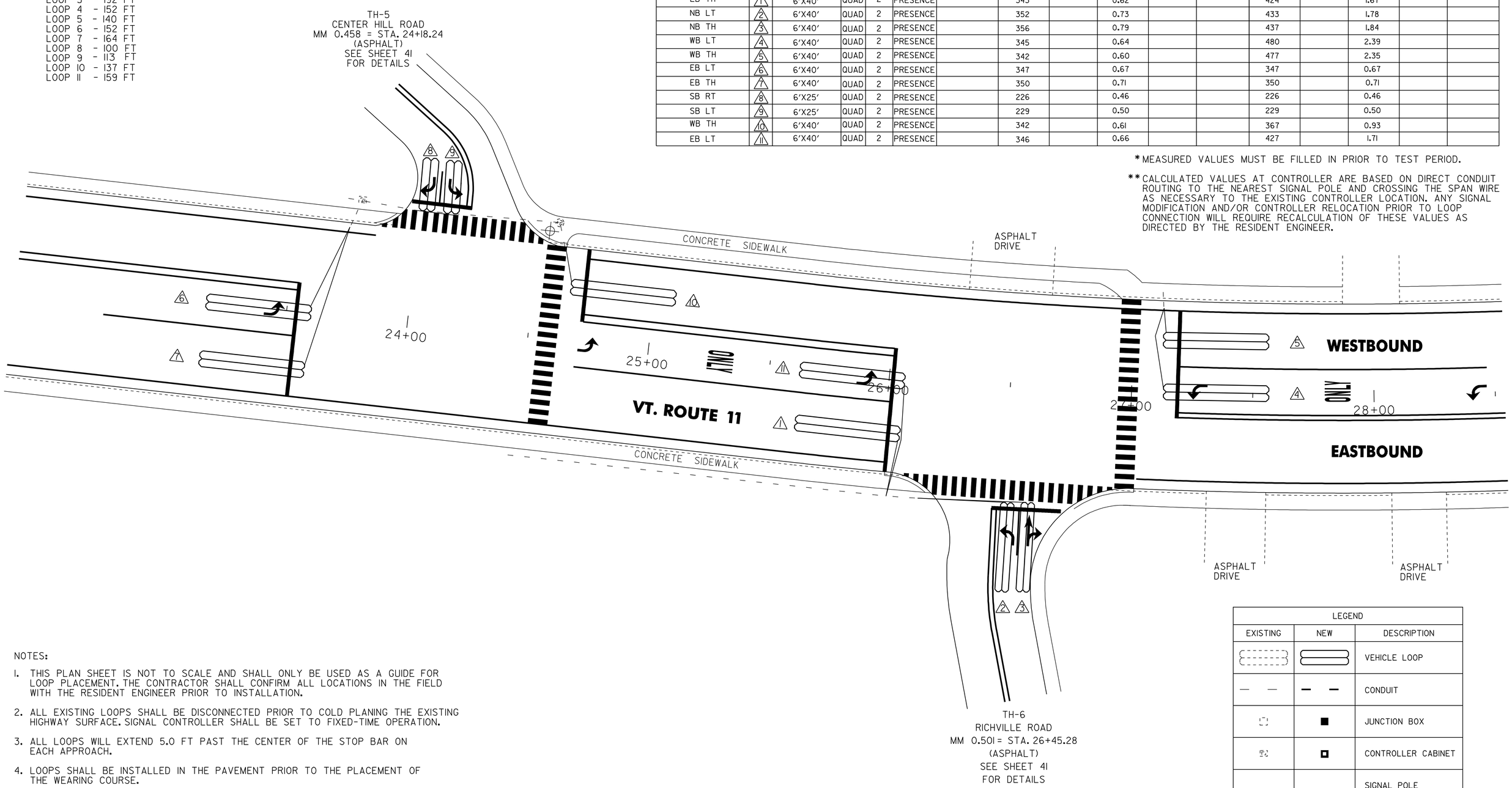
678.22 VEHICLE LOOP DETECTOR

LOOP 1 - 146 FT
LOOP 2 - 175 FT
LOOP 3 - 192 FT
LOOP 4 - 152 FT
LOOP 5 - 140 FT
LOOP 6 - 152 FT
LOOP 7 - 164 FT
LOOP 8 - 100 FT
LOOP 9 - 113 FT
LOOP 10 - 137 FT
LOOP 11 - 159 FT

VEHICLE LOOP DETECTORS							TEST RESULTS AT NEAREST JUNCTION BOX/POLE					TEST RESULTS AT CONTROLLER (FUTURE USE)**				
							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
EB TH	1	6'X40'	QUAD	2	PRESENCE		343		0.62			424		1.67		
NB LT	2	6'X40'	QUAD	2	PRESENCE		352		0.73			433		1.78		
NB TH	3	6'X40'	QUAD	2	PRESENCE		356		0.79			437		1.84		
WB LT	4	6'X40'	QUAD	2	PRESENCE		345		0.64			480		2.39		
WB TH	5	6'X40'	QUAD	2	PRESENCE		342		0.60			477		2.35		
EB LT	6	6'X40'	QUAD	2	PRESENCE		347		0.67			347		0.67		
EB TH	7	6'X40'	QUAD	2	PRESENCE		350		0.71			350		0.71		
SB RT	8	6'X25'	QUAD	2	PRESENCE		226		0.46			226		0.46		
SB LT	9	6'X25'	QUAD	2	PRESENCE		229		0.50			229		0.50		
WB TH	10	6'X40'	QUAD	2	PRESENCE		342		0.61			367		0.93		
EB LT	11	6'X40'	QUAD	2	PRESENCE		346		0.66			427		1.71		

*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		
EXISTING	NEW	DESCRIPTION
		VEHICLE LOOP
— —	— —	CONDUIT
	■	JUNCTION BOX
	■	CONTROLLER CABINET
		SIGNAL POLE

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.

NOT TO SCALE

TRAFFIC LOOP LAYOUT SHEET

PROJECT NAME: MANCHESTER
PROJECT NUMBER: STP 2203(I)S

FILE NAME: p99ci58.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: M.J.M.
IPARM FILE: p04b050tlp.i

PLOT DATE: 09-MAY-2008
DRAWN BY: C.A.K.
CHECKED BY: D.W.E.
SHEET 46 OF 68