



**678.22 VEHICLE LOOP DETECTOR**  
 STA. 88+28 RT - STA. 88+68 RT (170 LF)  
 STA. 88+28 LT - STA. 88+68 LT (181 LF)  
 STA. 88+92 LT (176 LF)  
 STA. 89+07 LT (221 LF)  
 STA. 89+20 RT - STA. 89+36 RT (152 LF)  
 STA. 89+73 LT - STA. 90+13 LT (142 LF)  
 STA. 89+96 LT - STA. 90+36 LT (159 LF)

**SIGNAL LAYOUT PLAN**  
 NOT TO SCALE

**GENERAL NOTES**

1. THIS PLAN IS NOT TO SCALE AND SHALL BE USED AS A GUIDE. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS, INCLUDING, BUT NOT LIMITED TO, UTILITIES, POLES, PULL BOXES, STRIPING, AND LOOP DETECTORS. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION.
2. PRIOR TO COLD PLANING, THE CONTRACTOR SHALL DISCONNECT THE VEHICLE DETECTOR LOOP IN THE CONTROLLER CABINET AND CUT IT AT THE CURB OR SHOULDER. ONCE THE VEHICLE DETECTOR LOOP IS DISCONNECTED, THE SIGNAL PHASE THAT IT WAS CALLING SHALL BE SET ON MAXIMUM RECALL OR THE SIGNAL SHALL BE SET TO FLASH WHILE TRAFFIC IS BEING CONTROLLED BY A UNIFORMED TRAFFIC OFFICER. DETECTOR AND SIGNAL WORK SHALL BE INCIDENTAL TO PAY ITEM 678.22, 'VEHICLE LOOP DETECTOR'. UNIFORMED TRAFFIC OFFICERS WILL BE PAID FOR UNDER CONTRACT ITEM 630.10.
3. ALL PROPOSED VEHICLE DETECTOR LOOPS SHALL BE INSTALLED IN THE LEVELING COURSE, WHICH IS IMMEDIATELY BELOW THE WEARING SURFACE. ONCE THE PROPOSED VEHICLE DETECTOR LOOP IS INSTALLED, THE INDUCTANCE, RESISTANCE AND LEAKAGE TO GROUND MUST BE TESTED USING PROPERLY CALIBRATED EQUIPMENT. THESE TEST RESULTS SHALL BE COMPARED WITH THE CALCULATED VALUES SHOWN ON THE LAYOUT PLANS AND THE FIELD MEASURED VALUES SHALL BE RECORDED ON THE LAYOUT PLANS. UPON COMPLETION OF THE INSTALLATION OF A PROPOSED VEHICLE LOOP DETECTOR, THE SIGNAL SHALL BE RETURNED TO NORMAL OPERATION.
4. THE CONTRACTOR SHALL USE THE EXISTING CONDUIT WHICH RUNS FROM THE CURB TO THE CONTROLLER PANEL FOR THE NEW LOOP DETECTORS.
5. EXISTING TIMINGS WILL BE USED.
6. WORK IMPROVEMENTS CONSISTING OF THOSE SHOWN ON PLANS SHALL BE PERFORMED ACCORDING TO SPECIFICATIONS AND STANDARD DRAWINGS OF VERMONT AGENCY OF TRANSPORTATION. VEHICLE DETECTOR LOOPS SHALL COMPLY WITH VTRANS STANDARD E-172.

**VEHICLE LOOP DETECTOR SCHEDULE**

STREET	LANE	STATION	LOOP #	SIZE	TYPE	# OF TURNS	CALL PHASE	MODE	INDUCTANCE		RESISTANCE		LEAKAGE TO GROUND
									CALC.	MEAS.	CALC.	MEAS.	
VT 14	SB LT	89+96 - 90+36 LT	1	6' X 40'	LONG	2	1 + 5	PRES.	409		1.47		
VT 14	NB TH/RT	88+28 - 88+68 RT	2	6' X 40'	LONG	2	2 + 6	PRES.	351		0.72		
VT 63	EB TH/RT	88+92 LT	4	6' X 50'	LONG	1	4 + 8	PRES.	199		1.22		
VT 14	NB LT	88+28 - 88+68 LT	5	6' X 40'	LONG	2	1 + 5	PRES.	352		0.74		
VT 14	SB TH/RT	89+73 - 90+13 LT	6	6' X 40'	LONG	2	2 + 6	PRES.	404		1.41		
VT 63	EB LT	89+07 LT	7	6' X 50'	LONG	1	4 + 8	PRES.	196		1.18		
MIDDLE RD.	WB LT/TH/RT	89+20 - 89+36 RT	8	8' X 30'	LONG	2	4 + 8	PRES.	280		0.43		

**LOOP DETECTOR LAYOUT SHEET**

PROJECT NAME: WILLIAMSTOWN-BARRE TOWN  
 PROJECT NUMBER: STP 2210 (1)S

FILE NAME: p99cl72.dgn  
 PROJECT LEADER: EPD  
 DESIGNED BY: CDL  
 PLOT FILE: p99cl72lds.i

PLOT DATE: 29-APR-2009 13:3  
 DRAWN BY: RHB  
 CHECKED BY: EPD  
 SHEET 25 OF 32