

678.22 VEHICLE LOOP DETECTOR

LOOP 2A - 43 m
 LOOP 2B - 43 m
 LOOP 4 - 41m
 LOOP 6 - 43 m

678.23 WIRED CONDUIT (DN41)

LOOP 2A TO JBI - 2 m
 LOOP 2B TO JB2 - 2 m
 LOOP 4 TO JB3 - 2 m
 LOOP 6 TO JB4 - 1m

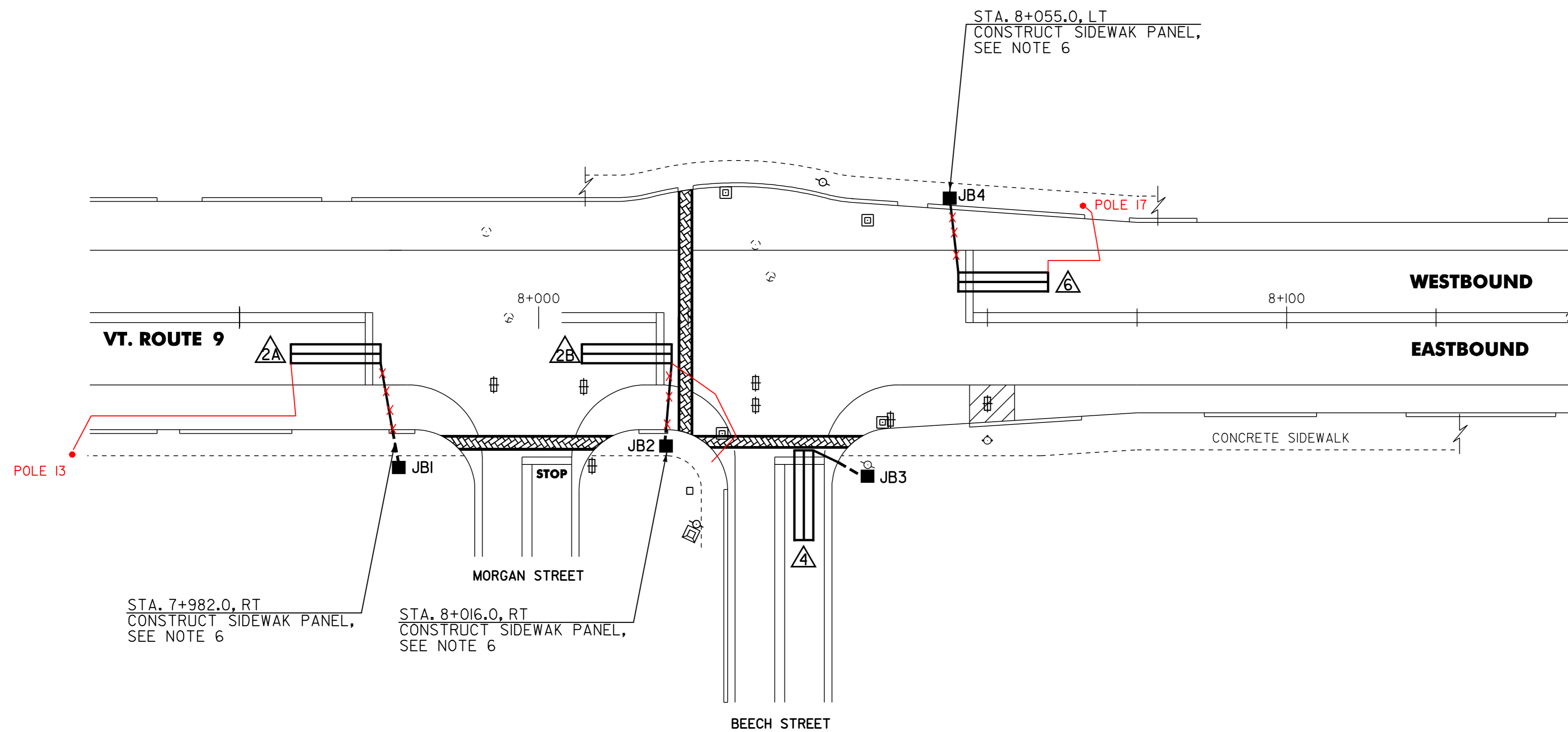
678.26 JUNCTION BOX

JBI-STA. 7+982.0 RT
 JB2-STA. 8+016.0 RT
 JB3-STA. 8+042.0 RT
 JB4-STA. 8+055.0 LT

VEHICLE LOOP DETECTORS							TEST RESULTS AT JUNCTION BOX				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 THRU	2A	1.8m x 12.0m	QUAD.	2	PRESENCE	NON-DELAY	338		0.61			371		1.04		
EB THRU	2B	1.8m x 12.0m	QUAD.	2	PRESENCE	NON-DELAY	337		0.60			341		0.65		
NB THRU	4	1.8m x 12.0m	QUAD.	2	PRESENCE	NON-DELAY	336		0.59			357		0.86		
WB THRU	6	1.8m x 12.0m	QUAD.	2	PRESENCE	NON-DELAY	337		0.60			387		1.24		

* 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.



STA. 7+982.0, RT
 CONSTRUCT SIDEWALK PANEL,
 SEE NOTE 6

STA. 8+016.0, RT
 CONSTRUCT SIDEWALK PANEL,
 SEE NOTE 6

STA. 8+055.0, LT
 CONSTRUCT SIDEWALK PANEL,
 SEE NOTE 6

LEGEND		
EXISTING	NEW	DESCRIPTION
		VEHICLE LOOP
		CONDUIT
		JUNCTION BOX
		CONTROLLER CABINET

NOTES:

- THIS PLAN SHEET IS NOT TO SCALE AND SHALL ONLY BE USED AS A GUIDE FOR LOOP AND JUNCTION BOX PLACEMENT. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION.
- LOOPS ARE TO BE TERMINATED AT THE JUNCTION BOX WITH 1m SLACK PER LOOP WIRE COILED NEATLY WITHIN THE BOX. LOOPS WILL NOT BE CONNECTED TO THE CONTROLLER AT THIS TIME.
- ALL LOOPS WILL EXTEND 1m PAST THE CENTER OF THE STOP BAR ON EACH APPROACH.
- LOOPS SHALL BE INSTALLED IN THE PAVEMENT 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.
- SEE SHEET I2 OF I08 FOR ITEM DETAIL SUMMARY SHEET #2.

TRAFFIC LOOP LAYOUT # 5

SURVEYED BY N/A DATE N/A
 DRAWN BY K.H.D. DATE 4/01
 SQUAD LEADER T.P.K.
 DESIGN FILE NO. /pave/99d156/pd156.dgn
 IPARM FILE pbl56t15.i DATE 20 NOV-2005 10:20
 PROJ. NAME BENNINGTON
 PROJ. NO. NH 2202(I)S
 SHEET 45 OF 108 SHEETS

DATUM	
VERTICAL	<u>N/A</u>
HORIZONTAL	<u>N/A</u>