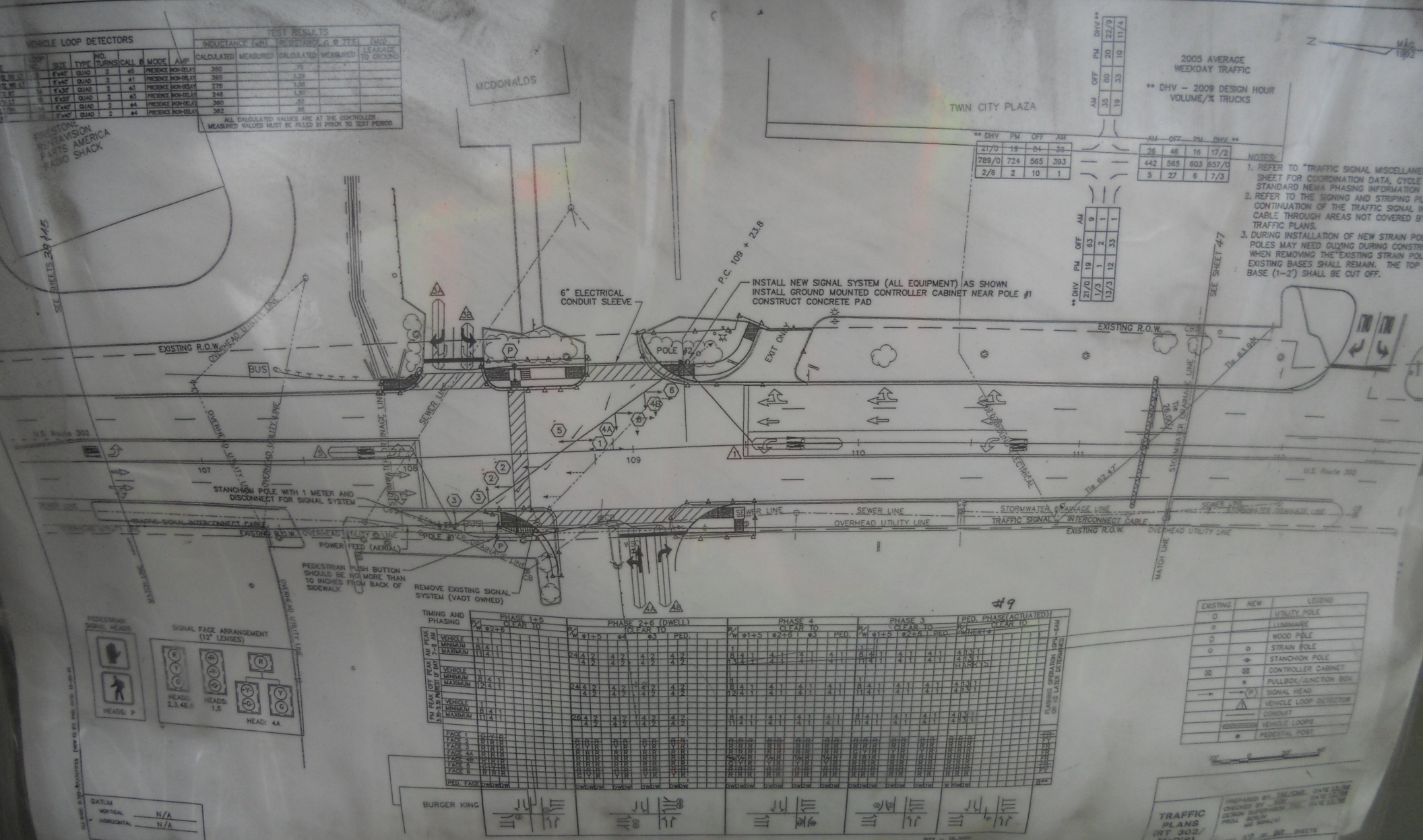
## VEHICLE LOOP DETECTORS

| LOOP NO. | SIZE | TYPE | NO. TURNS | CALL # | MODE | AMP |
|---|---|---|---|---|---|---|
| [illegible] | 6'x40' | QUAD | 2 | #6 | PRESENCE | NON-DELAY |
| [illegible] | 6'x40' | QUAD | 2 | #1 | PRESENCE | NON-DELAY |
| [illegible] | 6'x20' | QUAD | 2 | #3 | PRESENCE | NON-DELAY |
| [illegible] | 6'x20' | QUAD | 2 | #3 | PRESENCE | NON-DELAY |
| [illegible] | 6'x40' | QUAD | 2 | #4 | PRESENCE | NON-DELAY |
| [illegible] | 6'x40' | QUAD | 2 | #4 | PRESENCE | NON-DELAY |

TEST RESULTS

| INDUCTANCE (uH) | | RESISTANCE (Ω @ 77°F) | | (MΩ) LEAKAGE TO GROUND |
|---|---|---|---|---|
| CALCULATED | MEASURED | CALCULATED | MEASURED | |
| 350 | | .70 | | |
| 395 | | 1.29 | | |
| 275 | | 1.36 | | |
| 248 | | 1.30 | | |
| 380 | | .83 | | |
| 382 | | .88 | | |

ALL CALCULATED VALUES ARE AT THE CONTROLLER
MEASURED VALUES MUST BE FILLED IN PRIOR TO TEST PERIOD




| ** DHV | PM | OFF | AM |
|---|---|---|---|
| 21/0 | 19 | 84 | 39 |
| 789/0 | 724 | 565 | 393 |
| 2/6 | 2 | 10 | 1 |

| AM | OFF | PM | DHV ** |
|---|---|---|---|
| 26 | 48 | 16 | 17/2 |
| 442 | 565 | 603 | 657/0 |
| 5 | 27 | 6 | 7/3 |

2005 AVERAGE WEEKDAY TRAFFIC

** DHV – 2009 DESIGN HOUR VOLUME/% TRUCKS

| AM | OFF | PM | DHV ** |
|---|---|---|---|
| 35 | 80 | 20 | 22/9 |
| 19 | 33 | 10 | 11/4 |

| ** DHV | PM | OFF | AM |
|---|---|---|---|
| 21/0 | 19 | 63 | 9 |
| 1/3 | 1 | 2 | 1 |
| 13/3 | 12 | 33 | 1 |

NOTES:

1. REFER TO "TRAFFIC SIGNAL MISCELLANE[illegible] SHEET FOR COORDINATION DATA, CYCLE [illegible] STANDARD NEMA PHASING INFORMATION [illegible]
2. REFER TO THE SIGNING AND STRIPING PL[illegible] CONTINUATION OF THE TRAFFIC SIGNAL [illegible] CABLE THROUGH AREAS NOT COVERED B[illegible] TRAFFIC PLANS.
3. DURING INSTALLATION OF NEW STRAIN PO[illegible] POLES MAY NEED GUYING DURING CONSTR[illegible] WHEN REMOVING THE EXISTING STRAIN POL[illegible] EXISTING BASES SHALL REMAIN. THE TOP [illegible] BASE (1–2') SHALL BE CUT OFF.