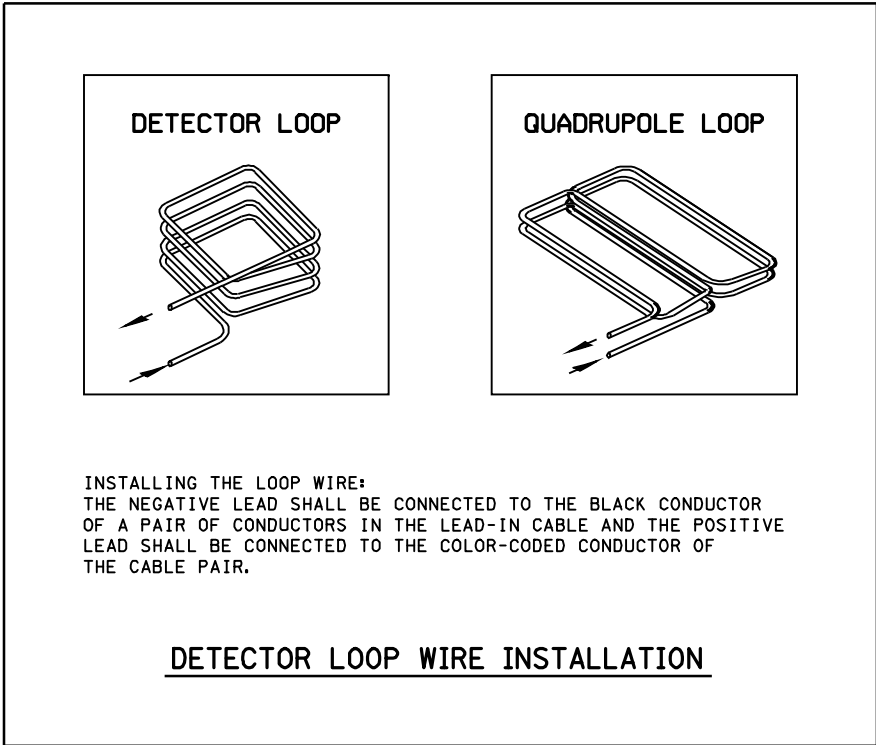


LOOP DESIGNATION	NUMBER OF TURNS	READING @ HANDHOLE OR JUNCTION BOX				READING @ CONTROLLER				LOOP DESIGNATION	NUMBER OF TURNS	READING @ HANDHOLE OR JUNCTION BOX				READING @ CONTROLLER			
		CALCULATED		METERED		CALCULATED		METERED				CALCULATED		METERED		CALCULATED		METERED	
		$\mu\eta$	$\Omega$	$\mu\eta$	$\Omega$	$\mu\eta$	$\Omega$	$\mu\eta$	$\Omega$			$\mu\eta$	$\Omega$	$\mu\eta$	$\Omega$	$\mu\eta$	$\Omega$	$\mu\eta$	$\Omega$
<b>HILLTOP ROAD</b>																			
WRF	4	141	0.36			174	5.26												
WLF	4	144	0.42			177	5.33												
WRE	4	142	0.38			158	2.72												
WLE	4	145	0.44			161	2.79												
SRP	3	169	0.44			182	2.40												
SAP	2	156	0.57			170	2.52												
SAB	2	180	0.66			194	2.61												
ELT	2-4-2	357	1.05			379	4.26												
ELB	2	183	0.66			205	3.88												
ELE	4	143	0.40			185	6.67												
ERE	4	140	0.34			183	6.61												
ELF	4	143	0.41			203	9.23												
ERF	4	141	0.34			200	9.17												
<b>MAIN ST.</b>																			
WRF	4	138	0.29			190	7.93												
WLF	4	141	0.35			193	7.99												
WRE	4	138	0.29			175	5.64												
WLE	4	141	0.35			177	5.70												
WLB	2	187	0.74			211	4.40												
WLT	2-4-2	361	1.13			385	4.79												
ELT	2-4-2	475	1.49			477	1.74												
ELB	2	189	0.80			191	1.05												
ELE	4	144	0.42			157	2.31												
ERE	4	141	0.35			154	2.25												
ELF	4	141	0.35			169	4.42												
ERF	4	138	0.29			166	4.35												
NRB	2	135	0.46			149	2.64												
NLB	2	144	0.55			159	2.72												
NLT	2-4-2	230	0.72			245	2.89												
NRT	2-4-2	211	0.61			226	2.79												
SRP	2	168	0.57			185	3.02												
<b>WALNUT ST.</b>																			
WRF	4	138	0.29			171	5.17												
WLF	4	141	0.35			174	5.23												
WRE	4	138	0.29			157	3.00												
WLE	4	141	0.35			159	3.06												
WLB	2	187	0.75			192	1.57												
WLT	2-4-2	361	1.13			366	1.96												
ELT	2-4-2	268	0.95			290	4.24												
ELB	2	190	0.83			212	4.11												
ELE	4	141	0.35			178	5.75												
ERE	4	138	0.29			175	5.69												
ELF	4	141	0.35			192	7.93												
ERF	4	138	0.29			190	7.87												
NRB	2	168	0.57			184	2.92												
NAB	2	185	0.70			201	3.05												
NAP	2-4-2	263	0.83			279	3.18												
NRT	2	161	0.55			177	2.90												
SRT	2	138	0.47			149	2.13												
SRL	2	157	0.57			168	2.23												
SAP	2-4-2	328	1.02			339	2.68												
SLT	2-4-2	347	1.13			358	2.79												
SLB	2	155	0.68			166	2.34												
SAB	2	126	0.53			137	2.19												
<b>STATE STREET</b>																			
WLF	4	142	0.38			192	7.72												
WRF	4	139	0.31			189	7.65												



- DETECTOR NOTES:
1. THE DETECTOR LOOP SHALL BE CENTERED IN THE LANE IN WHICH IT IS SHOWN. ANY ADJUSTMENTS ARE TO BE MADE ONLY AT THE DIRECTION OF THE ENGINEER.
  2. THE DETECTOR LOOPS SHALL CONSIST OF THE NUMBER OF TURNS AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
  3. ACCEPTANCE OF THE LOOPS AS METERED SHALL BE DETERMINED BY THE ENGINEER.
  4. ALL DETECTOR WIRES SHALL BE MARKED WITH WATERPROOF LABELS USING THE WIRING IDENTIFICATION SHOWN ON THE PLANS. THE + AND - OF EACH LOOP MUST BE USED TO IDENTIFY CURRENT FLOW. ALWAYS CONNECT THE BLACK WIRE OF EACH PAIR TO THE NEGATIVE (-) LOOP WIRE.
  5. ALL QUADRAPOLE LOOPS SHALL BE 2-4-2 DESIGN.