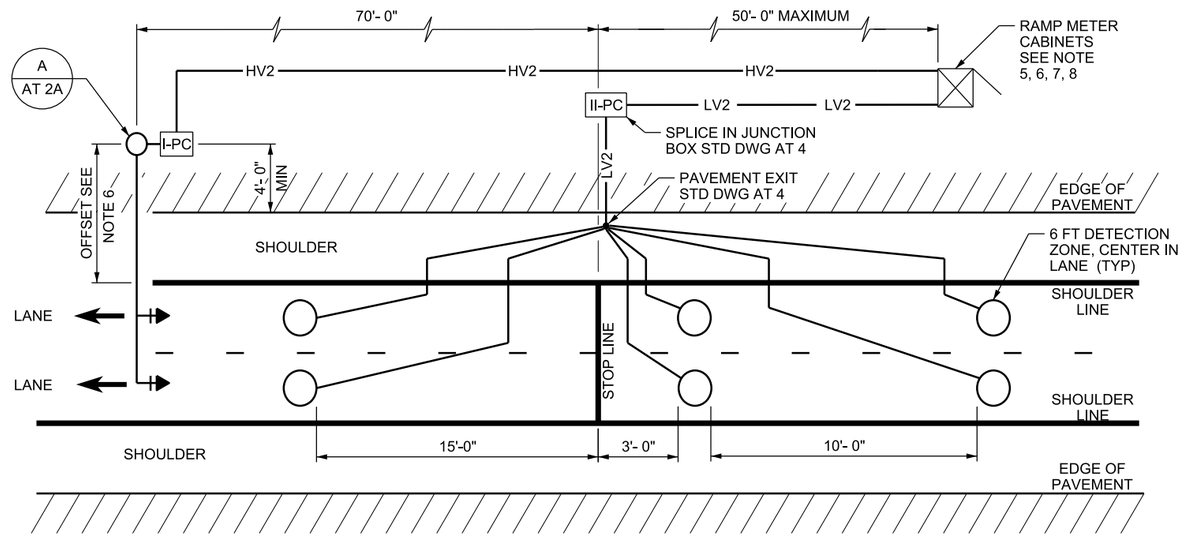
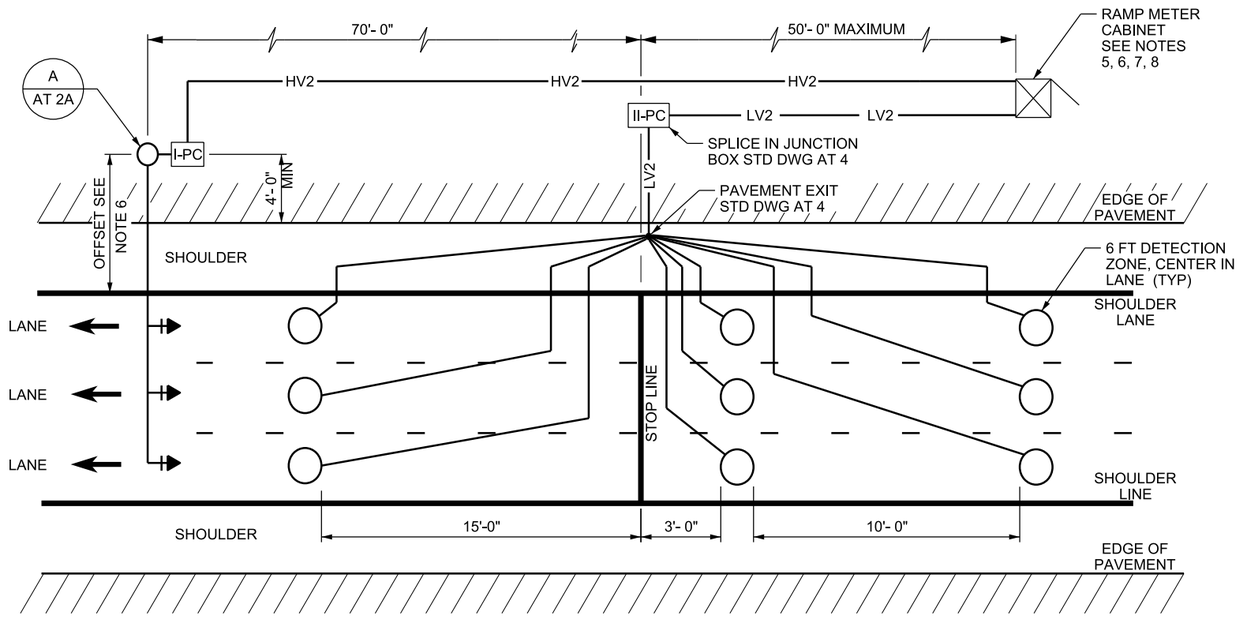


A TWO LANE RAMP METER DETECTION ZONE LAYOUT DETAIL

(NOT TO SCALE)



B THREE LANE RAMP METER DETECTION ZONE LAYOUT DETAIL

(NOT TO SCALE)

NOTES:

1. PLACE JUNCTION BOXES ACCORDING TO STD DWG AT 7A. REFER TO STD DWG AT 4 FOR DETECTION.
2. USE PREFORMED LOOPS UNDER NEW PAVEMENT. PREFORMED LOOPS ARE TO BE PLACED PRIOR TO PAVING. SAW CUTTING NEW PAVEMENT WILL NOT BE PERMITTED.
3. TAG EACH LOOP WIRE IN EACH JUNCTION BOX, BEGINNING WITH FIRST LOOP IN LANE CLOSEST TO LEFT SHOULDER.
4. SEE STD DWG AT 5 FOR DETECTOR NUMBERING SCHEME.
5. USE THE AASHTO ROADSIDE DESIGN GUIDE AND THE UDOT ROADWAY DESIGN MANUAL FOR CLEAR ZONE REQUIREMENTS. CLEAR ZONE MAY EXTEND INTO CUT OR FILL SLOPES.
6. PLACE RAMP METER MAST ARM ASSEMBLY AND CABINET A MINIMUM OF 1.2 TIMES THE AASHTO CLEAR ZONE DISTANCE AWAY FROM THE TRAVELED WAY, OR SHIELD ACCORDING TO THE AASHTO ROADSIDE DESIGN GUIDE.
7. PLACE CABINET ON RIGHT SIDE OF TRAFFIC UNLESS SPACE IS UNAVAILABLE. CABINET ON LEFT SIDE MUST MEET CLEAR ZONE REQUIREMENTS FOR MAINLINE AND RAMP.
8. ORIENT CABINET SO THAT ELECTRONICS AND SIGNAL HEAD CAN BE VIEWED AT THE SAME TIME.
9. BARRIER BREAK FOR CABINET ACCESS REQUIRED, CONSTRUCT ACCORDING TO THE PLAN.
10. ENFORCEMENT PULL OUT REQUIRED, CONSTRUCT ACCORDING TO THE PLAN.
11. SEE PLAN SHEETS FOR DETECTOR LOOP LOCATION. ADJUST THE LOOP PLACEMENT FORWARD OR BACKWARD IN THE SHORTEST DIRECTION FROM THE OPTIMUM POSITION IF A DETECTOR LOOP LOCATION IS IN CONFLICT WITH A MANHOLE, WATER VALVE, OR PAVEMENT EXPANSION JOINT.

SUPPLEMENTAL DRAWING

NO.	DATE	APPR.	REMARKS

UTAH DEPARTMENT OF TRANSPORTATION

STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL — AUG. 30, 2018 DATE
CHAIRMAN STANDARDS COMMITTEE

APPROVED — AUG. 30, 2018 DATE
DEPUTY DIRECTOR

RAMP METER DETECTION LAYOUT AND CABINET PLACEMENT

STANDARD DRAWING TITLE

STD. DWG. NO.

AT 3

12-SEP-2018 DGN File:Q:\Standardsandspecssection\2017section\All Supp Issues\Issue # 6 08-30-2018\Drawings\AT03.dgn