

APPENDIX A –INDUCTIVE DETECTION LOOPS AND GROUNDING TEST RESULTS

Inductive Detection Loop & Grounding Test Results

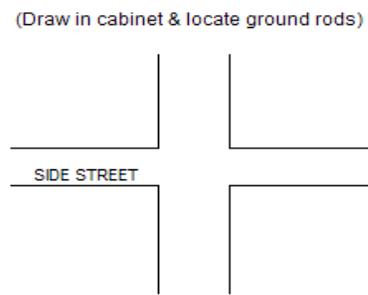
Location: _____ Sig. Inv. #: _____
 Inspected By: _____ /Contractor's Name Date Tested: _____

| Loop No. | Sealant Type | Distance from Stop Bar | Megger Reading @ Pull Box | | Megger Reading @ Signal Cabinet | | Ohm Reading @ Signal Cabinet | | | |
|----------|--------------|------------------------|----------------------------|------|---------------------------------|------|---|---------|--------------|------|
| | | | Reading (> 100 megohms) | Date | Reading (> 50 megohms) | Date | Length of Loop Wire & Lead-in Wire _____ feet/meter (<0.0036 ohms/foot) #14 AWG (< 0.012 ohms/meter) #14 AWG | Reading | Feet / Meter | Date |
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Grounding

Number of Ground rods? _____
 (3 Rod Minimum)
 How are the ground rods installed? Individually Stacked
 Ohm Reading? _____
 Amount of ground wire? _____
 (From cabinet to closest ground rod)

Ground Rod Location



NOTES:

- When using clamp-type ground resistance meters, readings of less than 1 ohm typically indicate a ground loop. Rework bonding and grounding circuits as necessary to remove ground loop circuits and retest.
- Grounding of traffic signal controller cabinets should be in accordance with Section 1700 of the NCDOT Standard Specifications for Roads and Structures and drawing numbers 1700.01 and 1700.02 of the Roadway Standard Drawings.
- The installation and testing of inductive detection loop systems should be in accordance with Sections 1725 and 1726 of the NCDOT Standard Specifications for Roads and Structures and drawing number 1725.01 of the Roadway Standard Drawings.