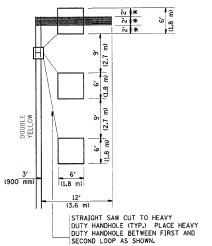
COUNTY SECTION 336 112 R-N-2 MCHERRY 31 31 STA. TO STA. -

FED. ROAD DIST, NO. ILLINOIS FED. ATD PROJECT

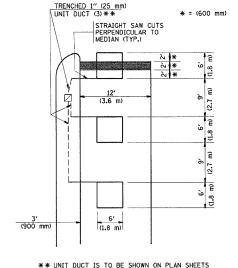
LEFT TURN LANES WITHOUT MEDIANS VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)



NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

(PROTECTED / PERMITTED LEFT TURN PHASING) HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. AND DESIGN OF TRAFFIC SIGNALS.
HEAVY-DUTY HANDHOLES TO BE
USED WHEN THE MEDIAN IS
MOUNTABLE. REFER TO STANDARD
BI4001 TO ENSURE THAT HANDHOLE
FITS IN MEDIAN.



LEFT TURN LANES WITH MEDIANS

VOLUME DENSITY ("FAR OUT" DETECTION)

ON SAME APPROACH

* = (600 mm) * * UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS

BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

CROSS STREET-VOLUME DENSITY ("FAR OUT" DETECTION)

(3.0 m)

LOOPS NEXT TO SHOULDERS

PAVED OR NON-PAVED SHOULDER

 \blacksquare

DUCT-TRENCHED
TO E/P ...

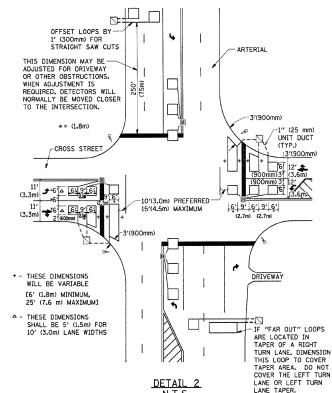
PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.

(1.5 m) (1.8 m) (1.5 m) *

(3.0 m)

NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION) CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)



* = (600 mm

NOTES:

SHIELDED.

VEHICLES LOOP DETECTORS

FOR DETECTOR LOOPS.

(i.e. 1-1/2, 1-3/4, 2).

PLACEMENT OF DETECTORS

PAVEMENT EXTENDED.

SPECIFIC GEOMETRIC CONSIDERATIONS.

ON ALL SIGNAL LAYOUT PLAN SHEETS.

* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED,

* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE

FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM

* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET

* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH

* WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE

* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND

INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM

AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW

DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A

CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM)

DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE

ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO

10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF

LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR

DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT

TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN

NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND

AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE

INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.

LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE

THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR

DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL ${\hbox{\tt NOT}}$ BE PAID

* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT

ARTERIAL CALLING LOOP IN RIGHT TURN LANE. ** = (1.5m) CROSS STREET (600mm) 10' (3.0m) OR CLOSER DEPENDING ON DRIVE-WAY LOCATION. CALLING LOOPS 2'--(600mm) [TYP.-12' (3.6m) LANES] 12' 12' 12' 12' 12' (3.6m) (3.6m) (3.6m) LOOPS ARE SAW-CUT
TO THE EDGE OF
PAVEMENT. 1" (25 mm) UNIT
DUCT IS RUN BETWEEN
EDGE OF PAVEMENT
CITY STRAIGHT SAW DRIVEWAY CUTS TO HEAVY-DUTY HANDHOLE -IN PAVEMENT AND HANDHOLE. (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OFF SET LOOPS BY 1' (300mm) FOR STRAIGHT SAW CUTS. OUTSIDE PAVEMENT)

DETAIL 1

N.T.S.

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

> ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT 1 DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING DESIGNED BY SCALE: NONE DRAWN BY CADD

= 10/25/2007 = Wi\diststd\1 = 52.9411 '/ II = benksl DATE NAME SCALE NAME PLOT PLOT USER

BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

CHECKED BY R.K.F.

TS07