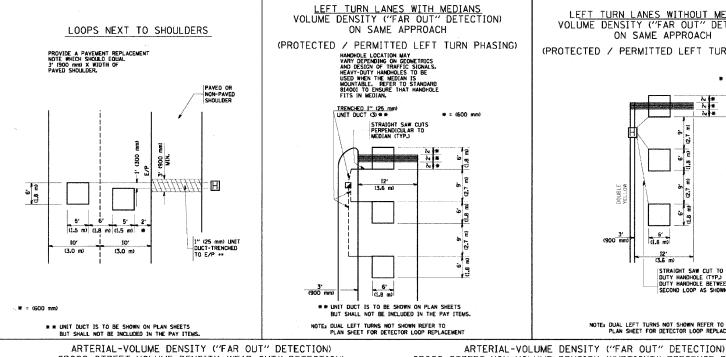
SECTION 1324 03-00097-01-PV COOK STA. TO STA. FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

CONTRACT # 83971



CHECKED

REVISED

OT SCALE = 58.0000 '/ IN

LEFT TURN LANES WITHOUT MEDIANS VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH (PROTECTED / PERMITTED LEFT TURN PHASING) STRAIGHT SAW CUT TO HEAVY
DUTY HANDHOLE (TYP.) PLACE HEAVY
DUTY HANDHOLE BETWEEN FIRST AND
SECOND LOOP AS SHOWN. NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

口下

STATE OF ILLINOIS

**DEPARTMENT OF TRANSPORTATION** 

CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION) CROSS STREET-VOLUME DENSITY ("FAR OUT" DETECTION) ARTERIA THIS DIMENSION MAY BE ADJUSTED FOR DRIVEWAY OR OTHER OBSTRUCTIONS. WHEN ADJUSTMENT IS REQUIRED, DETECTORS WILL \* = (L.8m) CROSS STREET CROSS STREET (3.3m) 9 6 4 6: 9 6: [TYP.-12' (3.6m) LANES] LOOPS ARE SAW-CUT
TO THE EDGE OF
PAVEMENT, 1" (25 mm) UNIT
DUCT IS RUN BETWEEN
EDGE OF PAVEMENT
CTYP, FOR LOOPS
DIA
THAT TERMINATE
IN HANDROLES
CTYPORUSENES \* - THESE DIMENSIONS WILL BE VARIABLE STRAIGHT SAW CUTS TO HEAVY DUTY HANDHOLE IN PAVEMENT DRIVEWAY OFF SET LOOPS BY A - THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

## NOTES:

## VEHICLES LOOP DETECTORS

- \* 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
- \* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT 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 NOT BE PAID FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- \* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET
- \* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- \* WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (I.e. 1-1/2, 1-3/4, 2).
- \* 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
  DETECTORS, EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN 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.

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON  $\underline{\mathsf{ALL}}$  SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

DISTRICT 1 - DETECTOR LOOP INSTALLATION

SHEET NO. 1 OF 1 SHEETS STA.

DETAILS FOR ROADWAY RESURFACING

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.

SECTION

REVISIO NAME	NS DATE	ILLINOIS DEPARTMENT OF TRANSPORTATION IL RTE 58 (DEMPSTER ST) IMPROVEMENTS
		TS-07 DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING
		SCALE: N.T.S. DRAWN BY: NKU
		DATE: 10-16-09 CHECKED BY: RY
		McDonough Associates Inc.