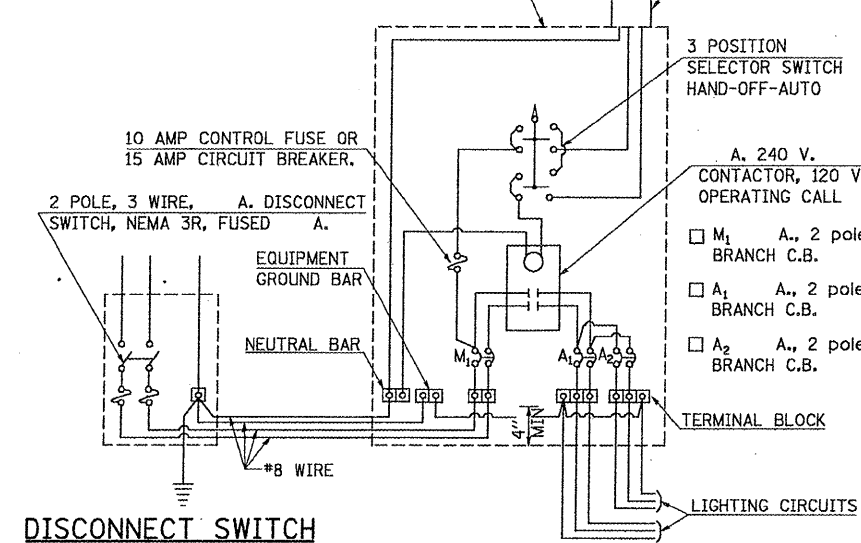


# CONTROL INSTALLATION SIGNAL CABINET MOUNTED

CAST ALUMINUM CABINET 18" H X 12" W X 8" D.  
ALUMINUM DOOR WITH STANDARD TRAFFIC SIGNAL LOCK AND KEY AND 16" X 10" X 1/2" MOUNTING BOARD.

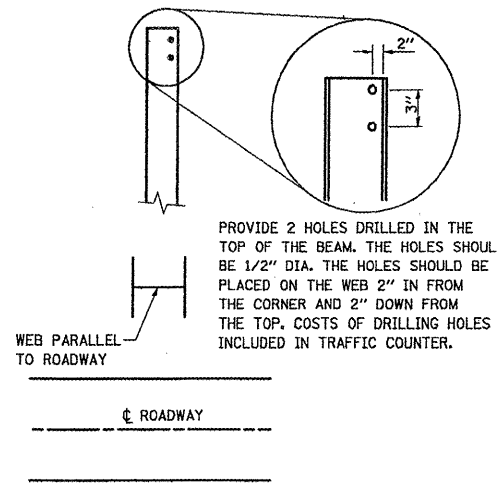


DISCONNECT SWITCH

PHOTOCELL RELAY

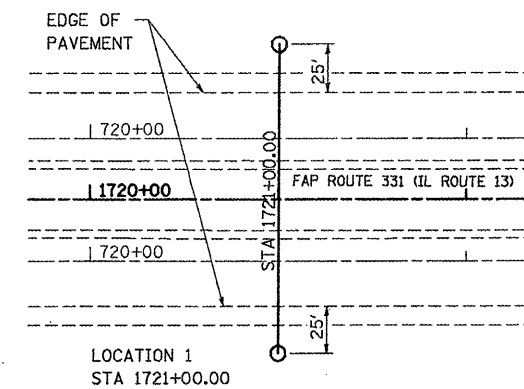
STD. 9-113

REVISIONS	
DRAWN	5-13-02
REVISED	3-25-06
REVISED	
REVISED	

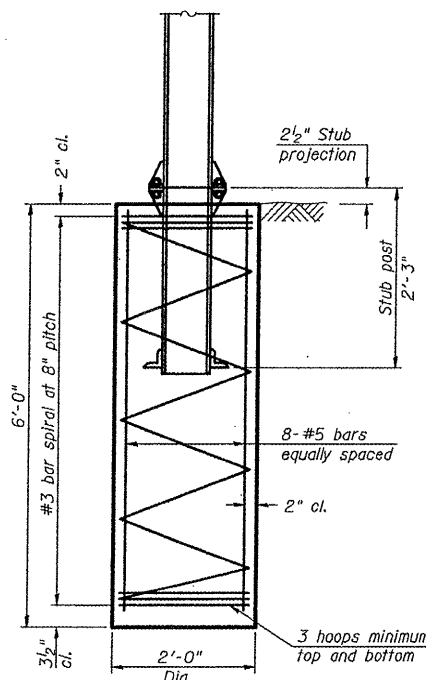


PROVIDE 2 HOLES DRILLED IN THE TOP OF THE BEAM. THE HOLES SHOULD BE 1/2" DIA. THE HOLES SHOULD BE PLACED ON THE WEB 2" IN FROM THE CORNER AND 2" DOWN FROM THE TOP. COSTS OF DRILLING HOLES INCLUDED IN TRAFFIC COUNTER.

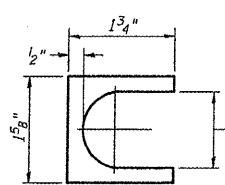
STANDARD 6" I-BEAM 12' TALL



COUNTER LOCATIONS

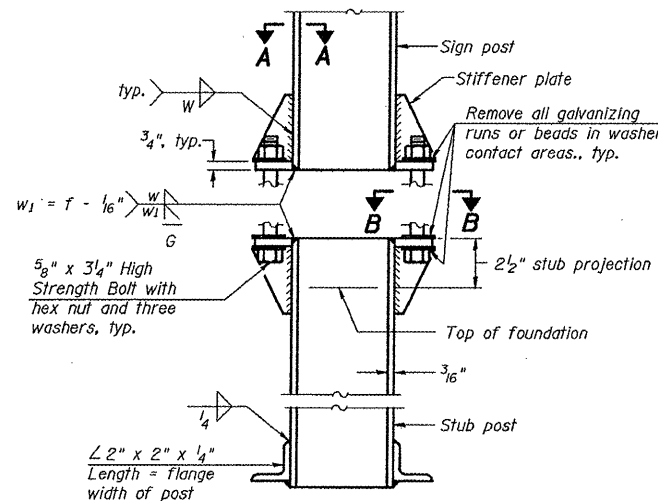


FOUNDATION SECTION

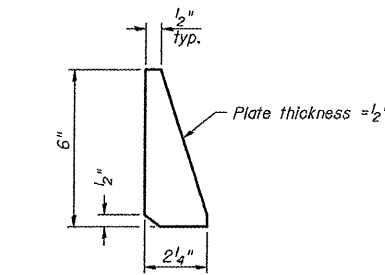


SHIM DETAIL

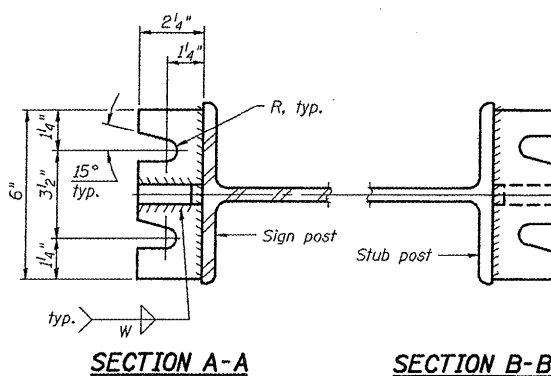
Furnish two 0.01" thick and two 0.03" thick stainless steel or brass (ASTM B36) shims per post.



ELEVATION  
SIGN POST & STUB POST



STIFFENER PLATE DETAIL



SECTION A-A

SECTION B-B

## GENERAL NOTES

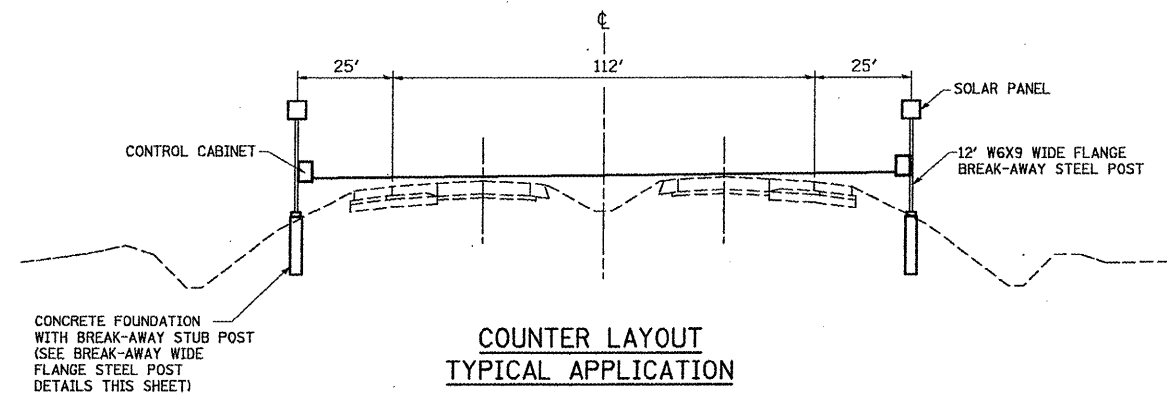
Posts shall be plumbed by using shims with post-to-stub post connection bolts snug tight only. Final tightening of all High Strength Bolts shall be in accordance with Article 727.05 and threads at the junction of the bolt and nut shall be burred or center punched to prevent the nut from loosening.

LOADING: 80 m.p.h. wind with 30% gust factor, normal to sign.

DESIGN STRESSES:  
Structural steel - 20,000 p.s.i.  
Reinforcing steel - 20,000 p.s.i.  
Concrete - 1,400 p.s.i.  
Floating soil pressure - 2,000 p.s.f.

After fabrication, the post and upper 6", min. of the stub post shall be hot-dip galvanized in accordance with AASHTO M111. All bolts, nuts and washers shall be hot-dip galvanized in accordance with AASHTO M232.

## BREAK-AWAY WIDE FLANGE STEEL POST DETAILS



COUNTER LAYOUT  
TYPICAL APPLICATION

## NOTES:

1. SYSTEM CONSISTS OF TWO STANDARD 6" I-BEAM SIGNPOSTS WITH CONCRETE FOUNDATION AND A FLANGE WITH BREAKAWAY BOLTS.
2. THE I-BEAMS ARE 12' LONG AND DRILLED ACCORDING TO THE DRAWING TO ACCOMMODATE A PIPE TO ALLOW THE MOUNTING OF A SOLAR PANEL.
3. THE WEB OF THE I-BEAM IS PLACED PARALLEL TO THE LANES.
4. THE POST MUST BE PLACED DIRECTLY ACROSS FROM EACH OTHER PERPENDICULAR TO THE LANES.
5. TWO POSTS ARE REQUIRED FOR EACH LOCATION.
6. THE CABINETS ARE ATTACHED TO THE I-BEAMS USING GALVANIZED J-BOLTS.
7. IDEALLY THE CABINET HEIGHT SHOULD BE APPROX. 5' AND BE ABLE TO VIEW THE OTHER CABINET WITH THE LINE OF SIGHT BEING ABOUT 4" ABOVE THE SURFACE OF THE ROAD.
8. THE IDOT OFFICE OF PLANNING AND PROGRAMMING DATA MANAGEMENT LAB (ATTN: RAMON TAYLOR 217-782-2065) SHALL BE NOTIFIED TWO WEEKS PRIOR TO THE LAYOUT AND PLACEMENT OF THE POST FOUNDATIONS.

## TRAFFIC COUNTER DETAILS

FILE NAME =	USER NAME = Gary Davis	DESIGNED -	REVISED -
L:\DOT\0986683\Draw\CADD_Sheets\0986683\9-sht-details.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / IN.		CHECKED -	REVISED -
PLOT DATE = 1/12/2012		DATE = 12/9/11	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT DETAILS  
ILLINOIS ROUTE 13

SCALE: N/A SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(IX-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	305
CONTRACT NO. 98859				
ILLINOIS FED. AID PROJECT				