

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	06-00353-00-SP	KANE	7	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 63048		

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1. TITLE SHEET
2. SUMMARY OF QUANTITIES
- 3-6. ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS
7. MAST ARMS WITH BEACONS AND SIGNS PLAN

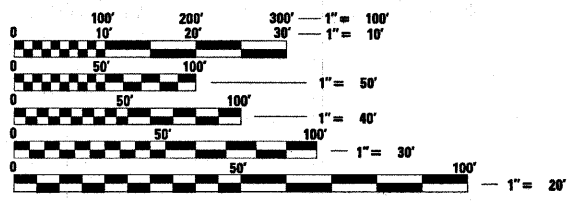
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

**TRAFFIC SIGNAL
MODIFICATION PLAN**

**SAFETY BEACON INSTALLATION
FOR
RANDALL ROAD (C.H. 34) @ KESLINGER ROAD
SECTION: 06-00353-00-SP
PROJECT: HS-0336 (042)
JOB NUMBER: C-91-007-07
KANE COUNTY**

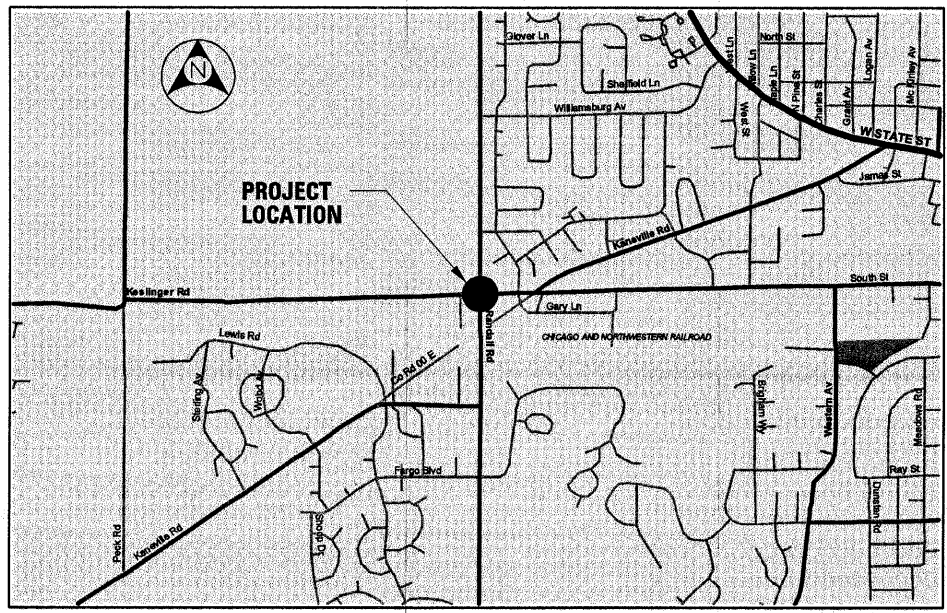


- IDOT STANDARDS**
- 701101-01 OFF-RD OPERATIONS, MULTILANE, 4.5m (15') TO 600mm FROM PAVEMENT EDGE
 - 701421-01 LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS 45MPH TO 55MPH
 - 701901 TRAFFIC CONTROL DEVICES
 - 720001 SIGN PANEL MOUNTING DETAILS
 - 720006-01 SIGN PANEL ERECTION DETAILS
 - 814001-01 HANDHOLES
 - 877001-03 STEEL MAST ARM ASSEMBLY AND POLE 16" THROUGH 55"
 - 878001-06 CONCRETE FOUNDATION DETAILS
 - 880006 TRAFFIC SIGNAL MOUNTING DETAILS

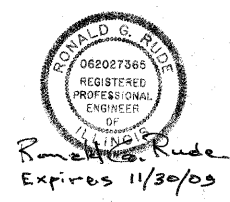


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123



LOCATION MAP



AGENCY RESPONSIBLE FOR LETTING	
Approved	<i>[Signature]</i> KANE COUNTY D.O.T. County Engineer Local Agency, Position
Passed	July 16, 2008 <i>[Signature]</i> CHRISTOPHER HOLT District # Engineer of Local Roads & Streets
Releasing for Bid Based on Limited Review	July 17, 2008 <i>[Signature]</i> Diana M. O'Keefe Deputy Director of Highways, Region # Engineer

**PROJECT ENGINEER
PROJECT MANAGER**

CONTRACT NO. 63048

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	06-00353-00-SP	KANE	7	2
CONTRACT NO. 63048				
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES
(Construction Type Code Y-031-1F)

CODE NO.	DESCRIPTION	UNIT	QUANTITY
67100100	MOBILIZATION	L SUM	1
70101800	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1
72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	14
81000500	CONDUIT IN TRENCH, 1/2" DIA., GALVANIZED STEEL	FOOT	48
81018400	CONDUIT PUSHED, 1/2" DIA., GALVANIZED STEEL	FOOT	86
81400200	HEAVY-DUTY HANDHOLE	EACH	1
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	48
85000300	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	L SUM	1
87301215	ELECTRIC CABLE IN CONDUIT, NO. 14 2/C	FOOT	4094
X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	2090
87700210	STEEL MAST ARM ASSEMBLY AND POLE, 34 FT.	EACH	2
87800400	CONCRETE FOUNDATION, TYPE E, 30 INCH DIAMETER	FOOT	30
87900200	DRILL EXISTING HANDHOLE	EACH	1
X8050015	SERVICE INSTALLATION - POLE MOUNTED	EACH	1
88040010	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 1-SECTION, MAST-ARM MOUNTED	EACH	4
88200100	TRAFFIC SIGNAL BACKPLATE	EACH	4
89502200	MODIFY EXISTING CONTROLLER	EACH	1



METRO TRANSPORTATION GROUP, INC.
 TRAFFIC ENGINEERING
 TRANSPORTATION PLANNING/ENGINEERING
 SIGNAL SYSTEMS/DESIGN
 3100 W. HIGGINS ROAD, STE. 100
 HOFFMAN ESTATES, IL 60169-2093
 PH: 630.213.1000, FAX: 630.213.3227
 www.metrotransportation.com

REVISIONS		
NO.	DATE	DESCRIPTION

SUMMARY OF QUANTITIES

KANE COUNTY, ILLINOIS

FILE NAME:
02_500.dgn
DATE
June 26, 2008
PROJECT NO.:
H0702.06-100

SHEET NO.:

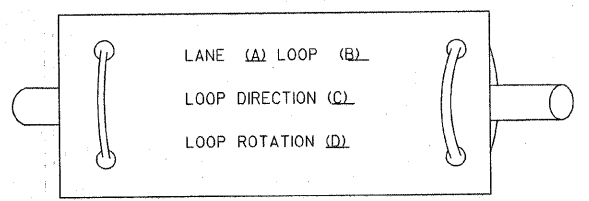
2

OF 7

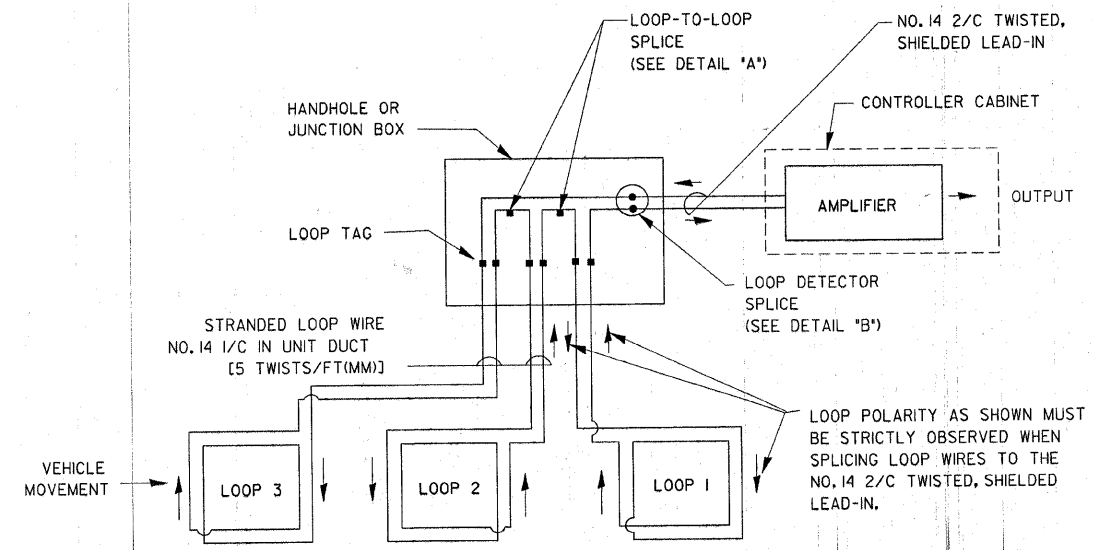
LOOP DETECTOR NOTES

- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
- EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
- ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
- LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
- PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

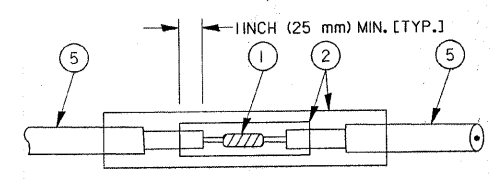


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

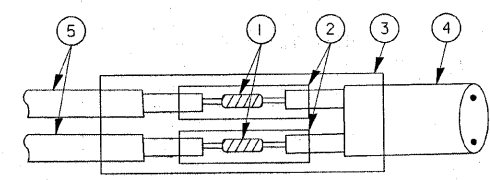


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

- WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- NO. 14 2/C TWISTED, SHIELDED CABLE.
- LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

REVISIONS	
NAME	DATE

std.1.dgn	3
	OF 7

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT ONE
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS

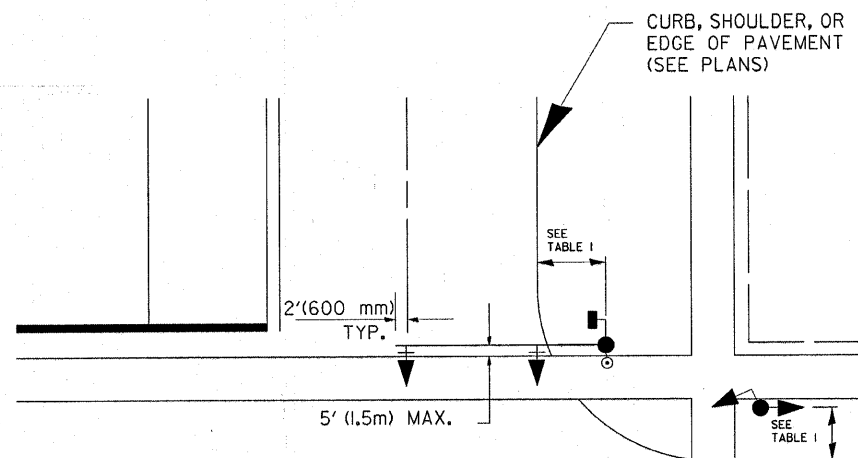
SCALE: VERT. NONE
 HORIZ. NONE
 DATE 1-01-02

DRAWN BY: RWP
 DESIGNED BY: DAD
 CHECKED BY: DAZ
 SHEET 1 OF 4

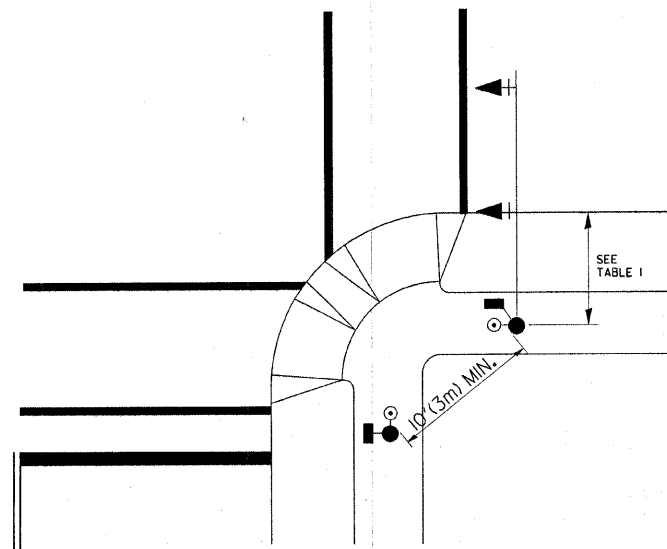
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	06-00353-00-SP	KANE	7	4
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

TRAFFIC SIGNAL MAST ARM AND POST

MAST ARM MOUNTED SIGNAL IN PROPOSED & FUTURE SIDEWALK AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNAL AND PUSHBUTTON DETECTOR



PEDESTRIAN SIGNAL PUSHBUTTON



RECOMMENDED PUSHBUTTON LOCATIONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHALL BE IN ACCORDANCE WITH THE CURRENT MUTCD (SEE NOTE 1). TO MEET MUTCD REQUIREMENTS, PEDESTRIAN SIGNAL PUSHBUTTONS MAY HAVE TO BE MOUNTED ON A SEPARATE POST.

NOTES:

- AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.
 AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.
 PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:
 A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.
 B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.
 C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
 D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).
 E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK.
- PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006, 16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

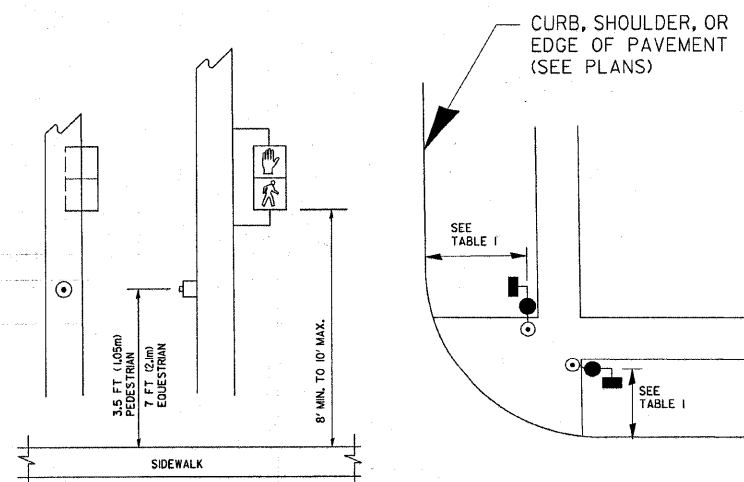
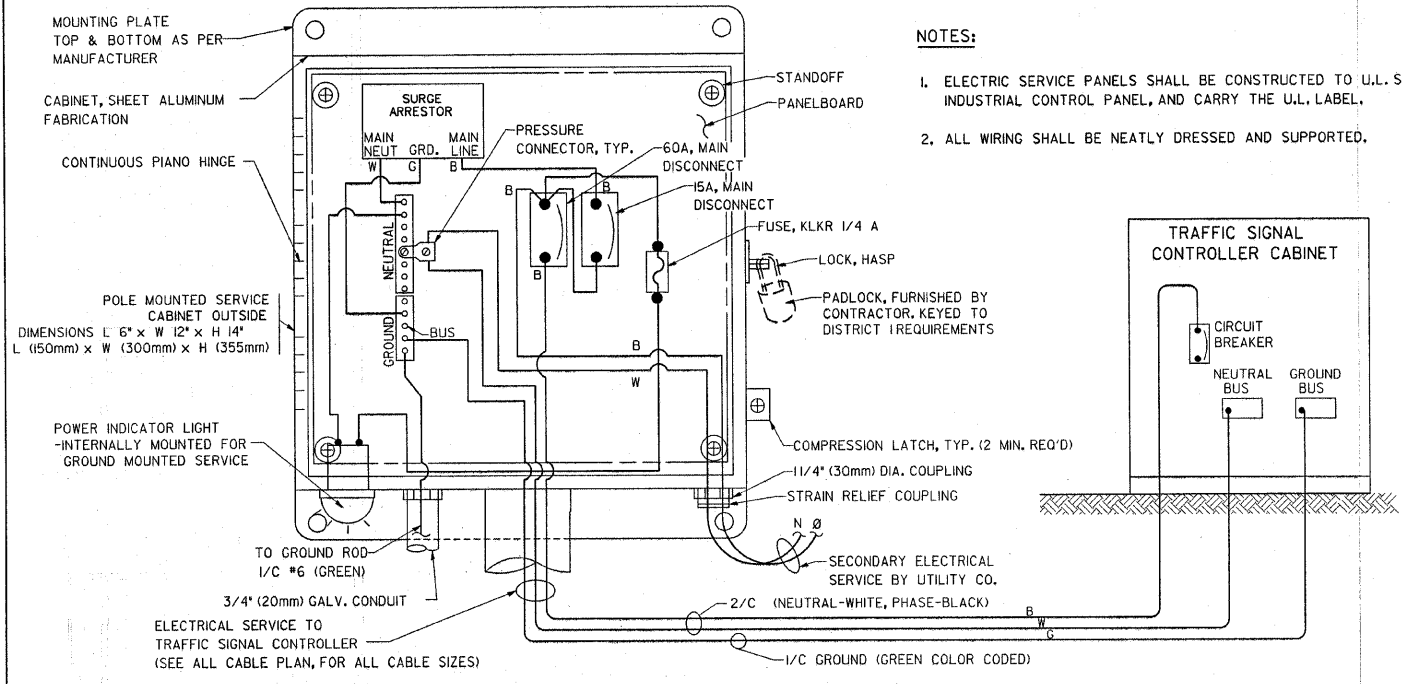


TABLE 1

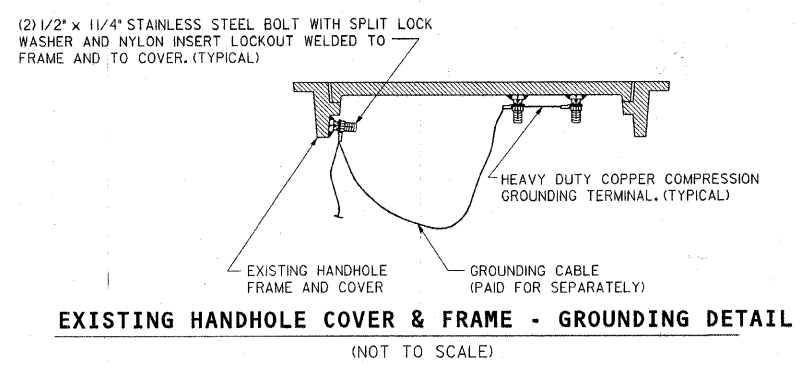
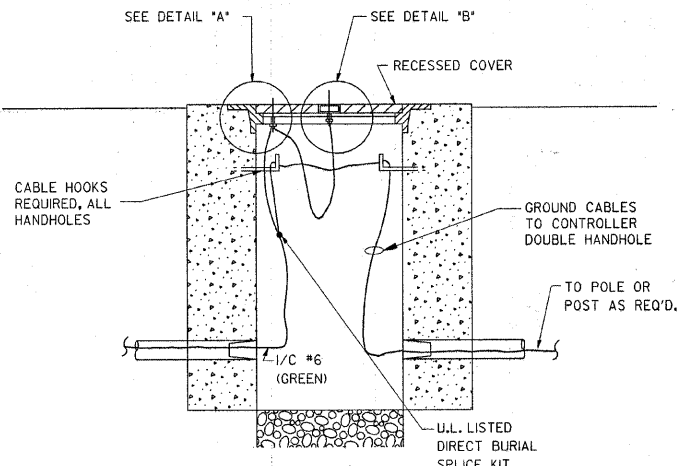
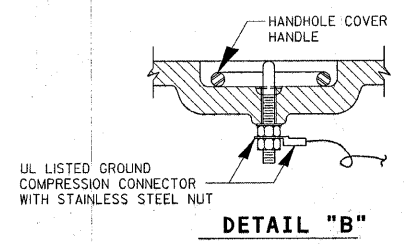
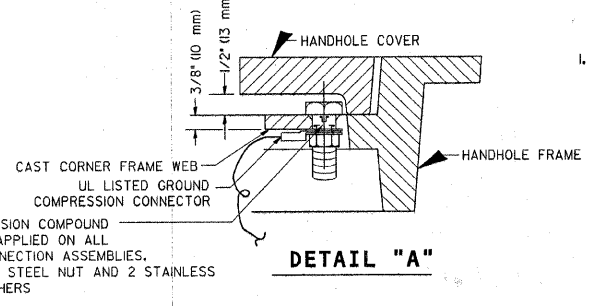
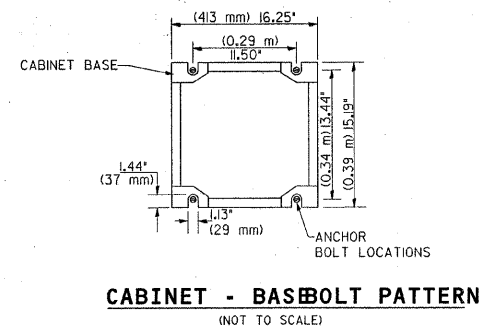
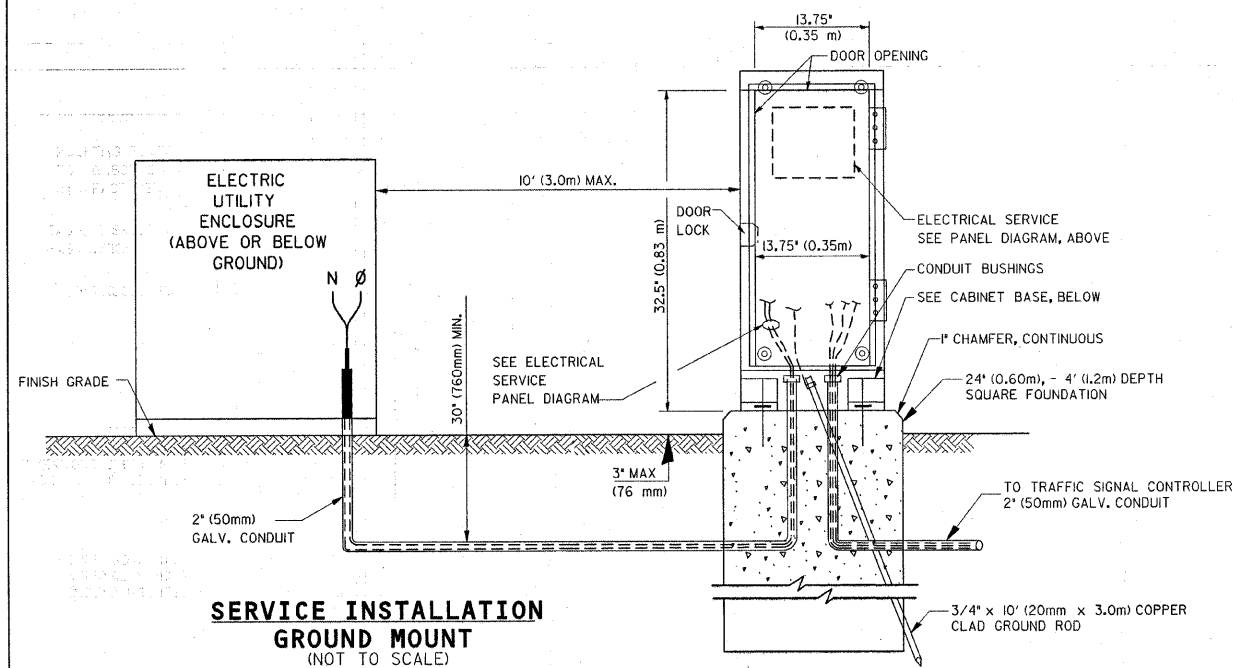
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN PUSHBUTTON	SEE NOTE 1	SEE NOTE 1

std. 2. dgn	4 OF 7	REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT I STANDARD TRAFFIC SIGNAL DESIGN DETAILS SCALE: VERT. NONE HORIZ. NONE DATE 1-01-02
		NAME	DATE	
				DRAWN BY: RWP DESIGNED BY: DAZ CHECKED BY: DAZ SHEET 2 OF 4

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	06-00353-00-SF	KANE	7	5
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

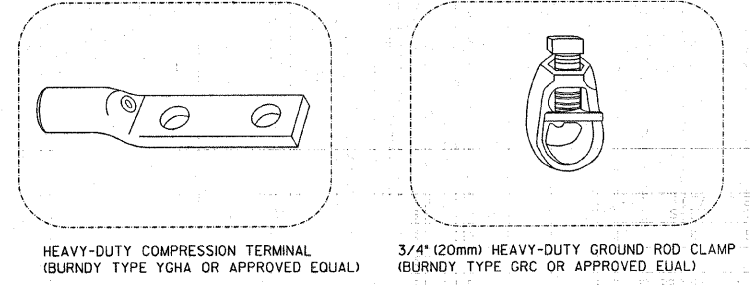


ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)



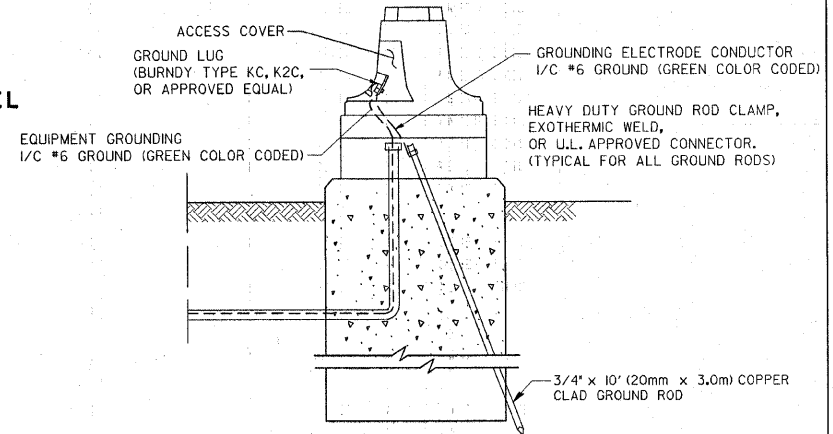
GROUNDING SYSTEM

- THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
- THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
- ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
- THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.
- ALL CONDUIT ENTERING THE CONTROLLER CABINET SHALL HAVE GROUNDING BUSHINGS.



NOTES:

- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES. 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES. 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

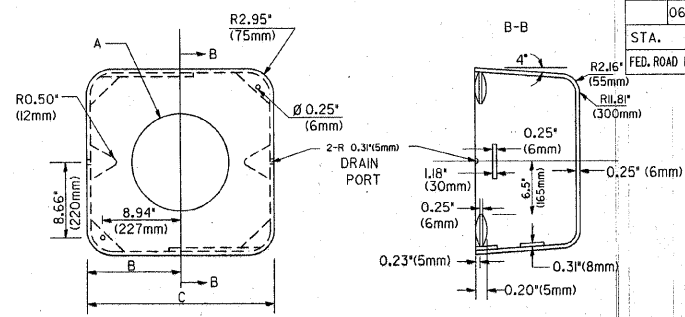
DISTRICT I

STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: VERT. NONE
 HORIZ. NONE
 DATE: 1-01-02

DRAWN BY: RWP
 DESIGNED BY: DAD
 CHECKED BY: DAZ
 SHEET 3 OF 4

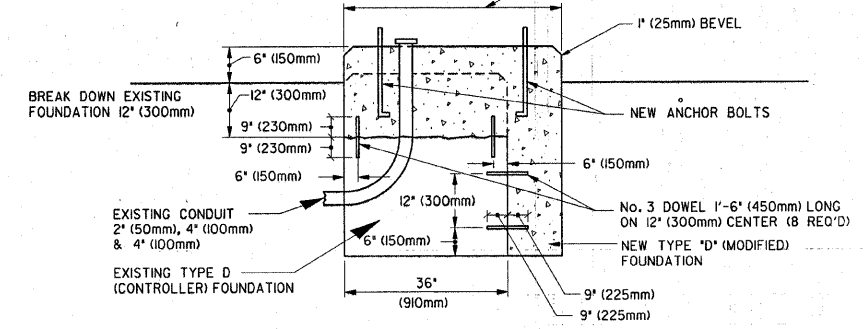
MATERIAL:
 - ASTM A48 CLASS 30 GREY IRON
 - ASTM A123 HOT DIPPED GALVANIZED



TYPE	A	B	C	HEIGHT	WEIGHT
I	Ø 10.125" (257mm)	9.5" (241mm)	19" (483mm)	12" (300mm)	24kg
II	Ø 11.25" (283mm)	10.75" (273mm)	21.5" (546mm)	12" (300mm)	26kg

SHROUD DETAIL

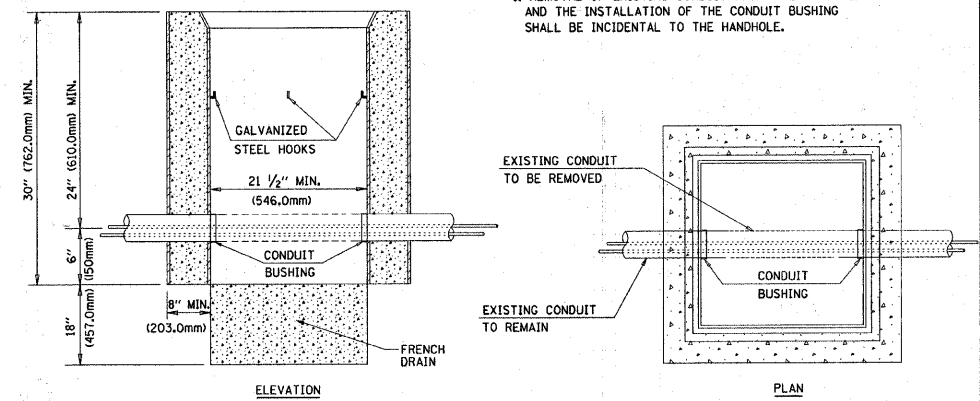
NOTE:
 SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



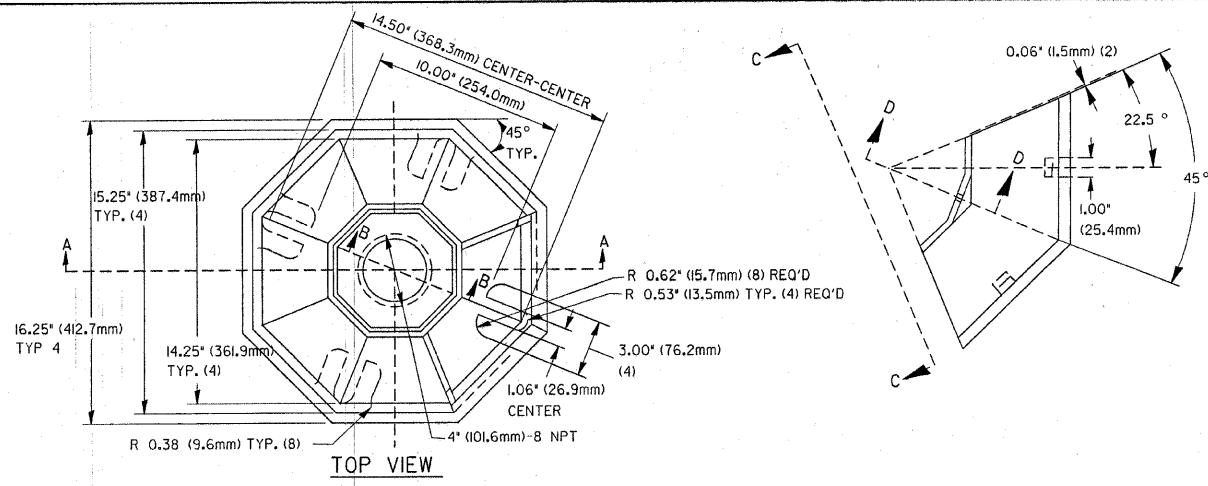
MODIFY EXISTING TYPE 'D' FOUNDATION

(NOT TO SCALE)

NOTES:
 1. REMOVAL OF EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHING SHALL BE INCIDENTAL TO THE HANDHOLE.



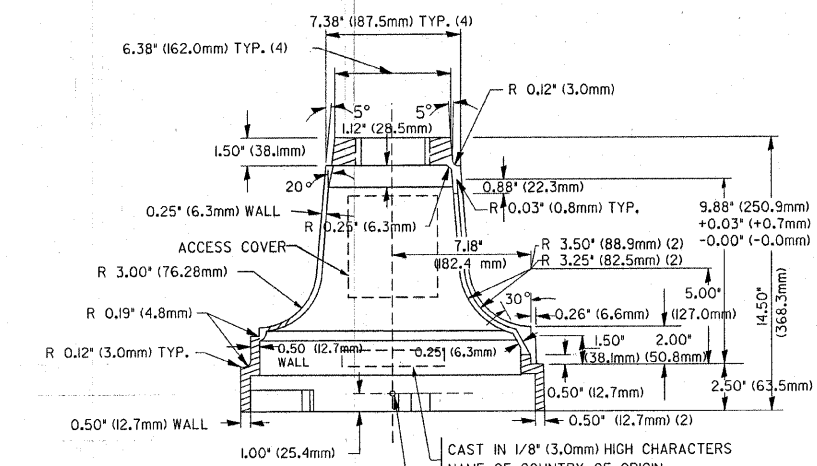
DETAIL HANDHOLE TO INTERCEPT EXISTING CONDUIT N.T.S.



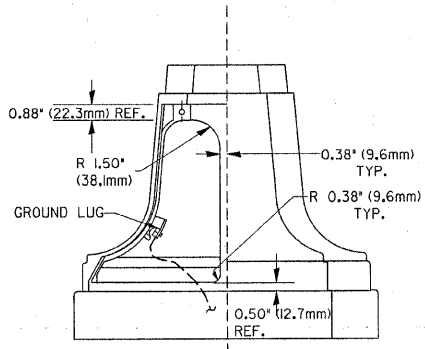
TOP VIEW

SECTION B-B

SECTION D-D

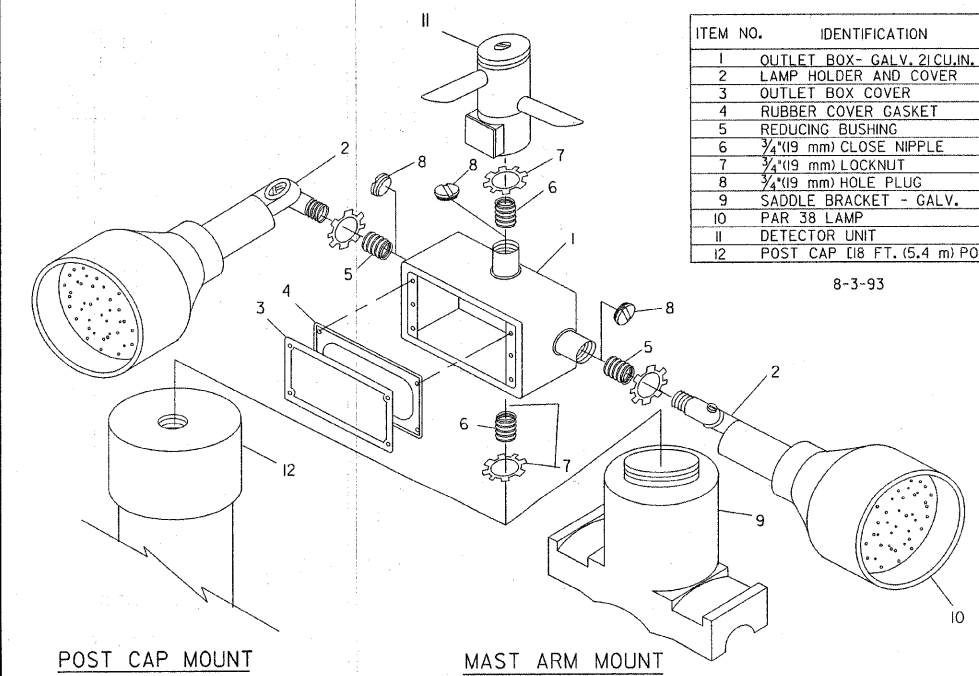


SECTION A-A



VIEW C-C

TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



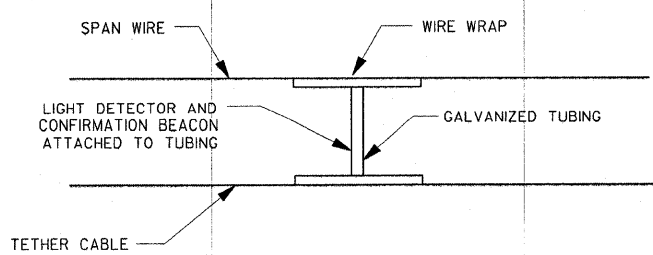
POST CAP MOUNT MAST ARM MOUNT
 EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

ITEM NO.	IDENTIFICATION
1	OUTLET BOX - GALV. 21 CU. IN. (0.00344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4" (19 mm) CLOSE NIPPLE
7	3/4" (19 mm) LOCKNUT
8	3/4" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	PAR 38 LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

8-3-93

NOTES:

- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
- ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
 ITEM #2- MULBERRY CON-D-SHADE LAMP SHIELD OR EQUIVALENT
 ITEM #9- 'BAND-IT' SADDLE BRACKET OR EQUIVALENT
- WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4" (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



LIGHT DETECTOR AND CONFIRMATION BEACON MOUNTING FOR TEMPORARY TRAFFIC SIGNALS (NOT TO SCALE)

REVISIONS	
NAME	DATE

std_4.dgn
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 OF 7

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT I
 STANDARD TRAFFIC SIGNAL DESIGN DETAILS
 SCALE: VERT. NONE
 HORIZ. 1-01-02
 DATE
 DRAWN BY: RWP
 DESIGNED BY: DAZ
 CHECKED BY: DAZ
 SHEET 4 OF 4

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	06-00353-00-SP	KANE	7	7
CONTRACT NO. 63048				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

