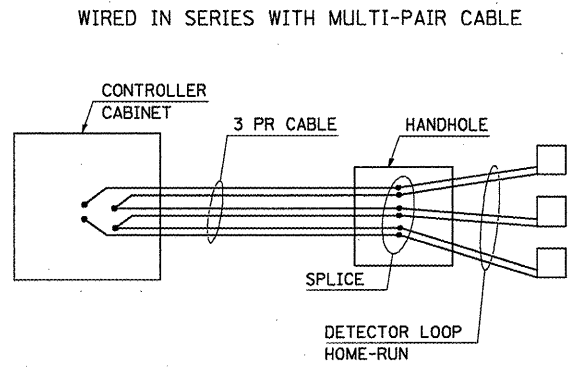
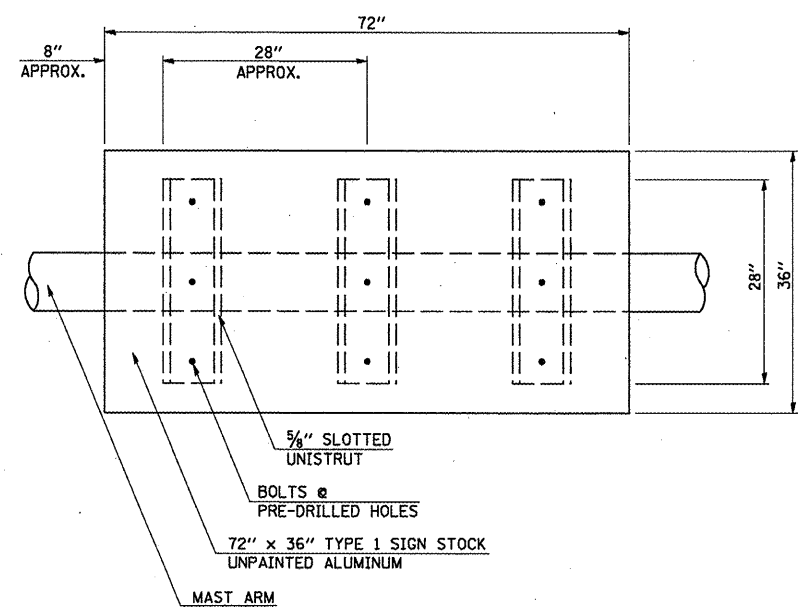


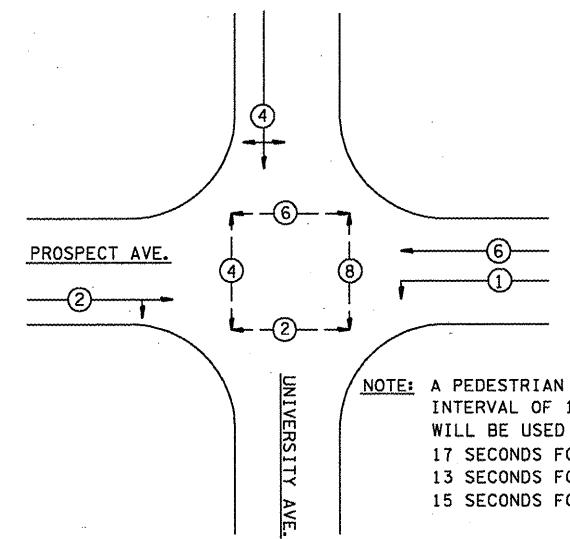
DETAIL OF DETECTOR LOOP WIRING



MAST ARM DAMPENING DEVICE MOUNTING DETAIL

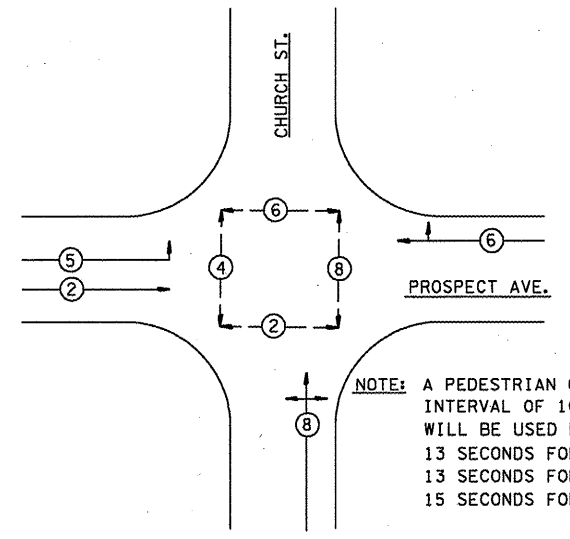


PHASE DESIGNATION DIAGRAM



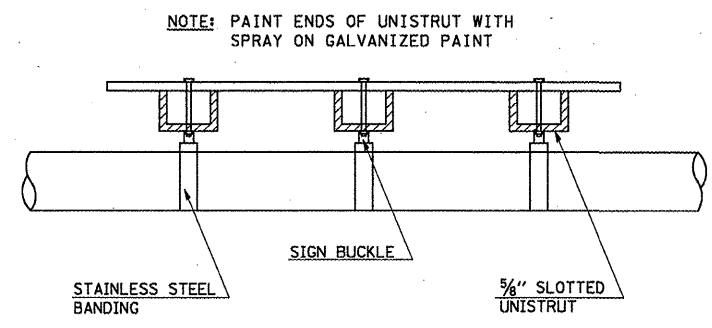
NOTE: A PEDESTRIAN CLEARANCE INTERVAL OF 15 SECONDS WILL BE USED FOR Ø2, 17 SECONDS FOR Ø4, 13 SECONDS FOR Ø6, 15 SECONDS FOR Ø8.

PHASE DESIGNATION DIAGRAM

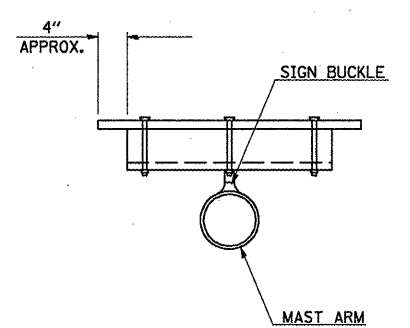


NOTE: A PEDESTRIAN CLEARANCE INTERVAL OF 16 SECONDS WILL BE USED FOR Ø2, 13 SECONDS FOR Ø4, 13 SECONDS FOR Ø6, 15 SECONDS FOR Ø8.

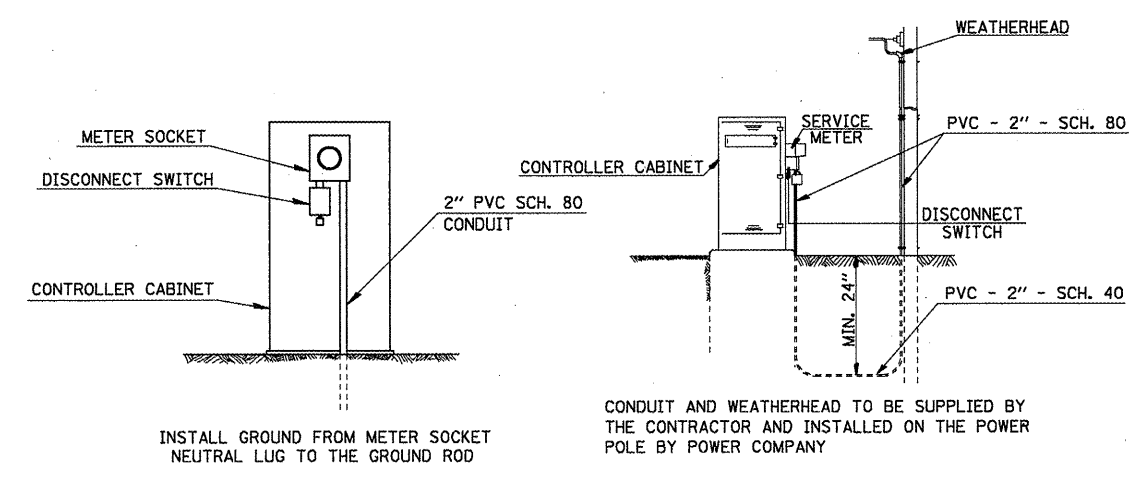
PLAN VIEW



ELEVATION



CROSS SECTION



DETAIL OF SERVICE INSTALLATION MOUNTED ON CONTROLLER CABINET

GENERAL NOTES

1. THE ACTUAL LOCATION OF ALL SIGNAL FOUNDATIONS, HANDHOLES, AND TRAFFIC CONTROLLER WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
2. POST MOUNTED SIGNALS SHALL BE INSTALLED SO THAT NO PART OF THE SIGNAL HEAD IS WITHIN 2 FT. OF THE FACE OF CURB.
3. ALL MAST ARM POLES SHALL BE A MINIMUM OF 6 FT. FROM THE CENTER OF THE POLE TO THE FACE OF CURB (ON THE MAST ARM SIDE) OR AS SHOWN ON THE PLANS.
4. ALIGN ADJACENT RED INDICATIONS TO SAME HEIGHT ABOVE PAVEMENT.
5. THE BASE FOR A TRAFFIC SIGNAL POST SHALL BE SITUATED SUCH THAT THE HANDHOLE IS LOCATED ON A SIDE AWAY FROM A TRAVELED LANE.
6. PEDESTRIAN PUSHBUTTON SIGNAL SIGNS SHALL BE MOUNTED ABOVE THE APPROPRIATE PEDESTRIAN PUSHBUTTON.
7. THE ANTI-BACKUP FEATURE SHALL BE HARDWIRED ON THE BACKPANEL OF THE CONTROLLER CABINET.
8. THE TRAFFIC SIGNAL INSTRUCTION SIGN APPLICABLE TO PEDESTRIANS SHALL BE NATIONAL MUTCD 10-3. THE SIGN SHALL BE MOUNTED DIRECTLY OVER THE PEDESTRIAN PUSH-BUTTON.

FILE NAME =	USER NAME = biggard	DESIGNED -	REVISED -
c:\p\work\p\dot\biggard\d0212155\7087	Prospect Ave topo - signals.dgn	DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
804	(13X-1, 14)TS	CHAMPAIGN	13	13
CONTRACT NO. 70879				
[ILLINOIS] FED. AID PROJECT				