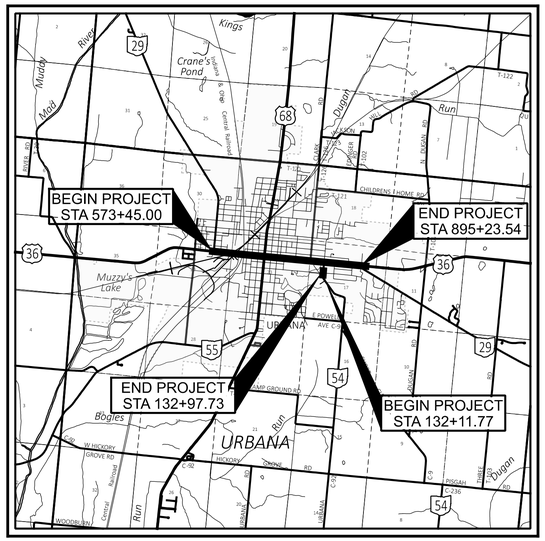
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

CHP-US36-SIGNALS

URBANA TOWNSHIP
CITY OF URBANA
CHAMPAIGN COUNTY



LOCATION MAP

LATITUDE: 40°06'25.1" N LONGITUDE: 83°44'06.2" W

PORTION TO BE IMPROVED ▬▬▬
INTERSTATE HIGHWAY ▬▬▬
FEDERAL ROUTES ▬▬▬
STATE ROUTES ▬▬▬
COUNTY & TOWNSHIP ROADS ▬▬▬
OTHER ROADS ▬▬▬

DESIGN DESIGNATION

CURRENT ADT (2026)	*17,000*
DESIGN YEAR ADT (2028)	*17,500*
DESIGN HOURLY VOLUME (2048)	*2,300*
DIRECTIONAL DISTRIBUTION	*51%*
TRUCKS (24 HOUR B&C)	*5%*
DESIGN SPEED	*25 MPH, 35 MPH*
LEGAL SPEED	*25 MPH, 35 MPH*
DESIGN FUNCTIONAL CLASSIFICATION:	
MINOR ARTERIAL	
NHS PROJECT	*NO*

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE

UNDERGROUND UTILITIES
Contact Two Working Days Before You Dig
OHIO811.org Before You Dig
OHIO811, 8-1-1, or 1-800-362-2764
(Non members must be called directly)

PLAN PREPARED BY:
COMPASS INFRASTRUCTURE GROUP
2800 CORPORATE EXCHANGE DRIVE, SUITE 100
COLUMBUS, OH 43231

INDEX OF SHEETS:

TITLE SHEET	*P.01*
SCHEMATIC PLAN	*P.02 - P.05*
TYPICAL SECTIONS / SIDEWALK DETAILS	*P.06*
GENERAL NOTES	*P.07*
MOT GENERAL NOTES	*P.08*
PEDESTRIAN DETOURS	*P.09 - P.20*
PLAN SHEETS	*P.21 - P.29*
CROSS SECTIONS	*P.30 - P.37*
CURB RAMP DETAILS	*P.38 - P.50*
SIGNAL PLAN SHEETS	*P.51 - P.82*

STANDARD CONSTRUCTION DRAWINGS					*SUPPLEMENTAL SPECIFICATIONS*	*SPECIAL PROVISIONS*

FEDERAL PROJECT NUMBER

E260059

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

REPLACE EXISTING SIGNAL EQUIPMENT, INCLUDING THE REPLACEMENT OR ADDITION OF PEDESTRIAN SIGNAL HEADS AND PUSHBUTTONS TO MEET CURRENT STANDARDS AT (1) US 36/OAKLAND, (2) US 36/HIGH, (3) US 36/EAST LAWN, (4) US 36/JEFFERSON (SR 54), (5) US 36/FINCH, (6) US 36/SR 29/SCIOTO, (7) US 36/LIPPENCOTT, AND (8) JEFFERSON (SR 54)/E. WATER. REPLACE EXISTING CURB RAMPS, INCLUDING ADDING SIDEWALK AND A RECTANGULAR RAPID FLASHING BEACON ALONG US 36 AT US 36/SR 29/SCIOTO STREET. THIS PROJECT INCLUDES THE INSTALLATION OF A TRAFFIC SIGNAL CENTRAL SYSTEM WITH CELLULAR COMMUNICATIONS TO PROVIDE COORDINATED OPERATION OF THE EIGHT SIGNALIZED INTERSECTIONS.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	*ACRES*
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	*ACRES*
NOTICE OF INTENT EARTH DISTURBED AREA:	*ACRES*

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

APPROVED _____

DATE _____ *CITY OF URBANA ENGINEER*

_____

District Deputy Director

_____

Director, Department of Transportation

TITLE SHEET

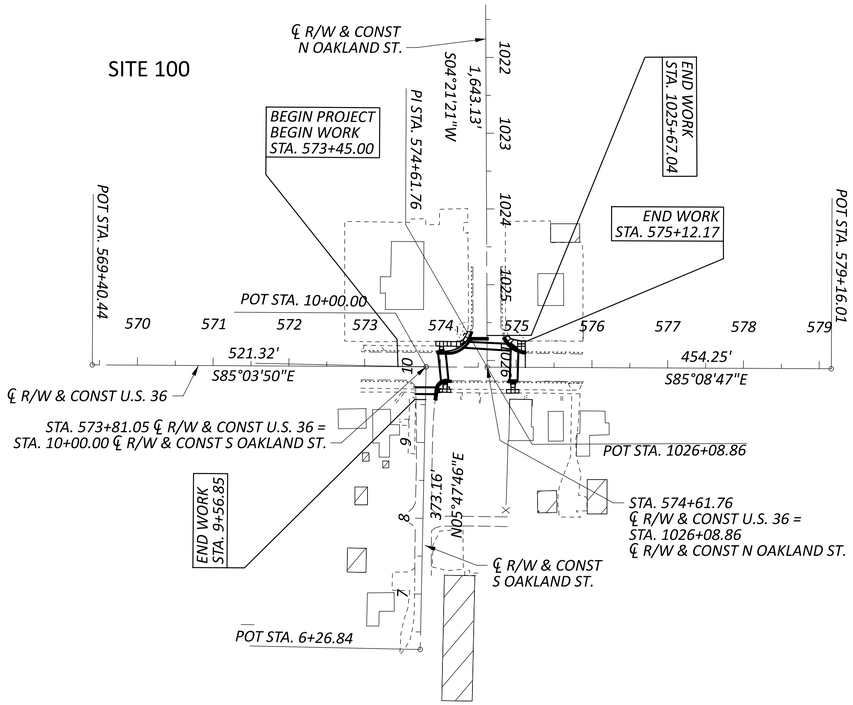
DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	SRP
REVIEWER	JAH 08/28/26
PROJECT ID	122411
SHEET	P.01
TOTAL	P.82

CHP-US36-Signals

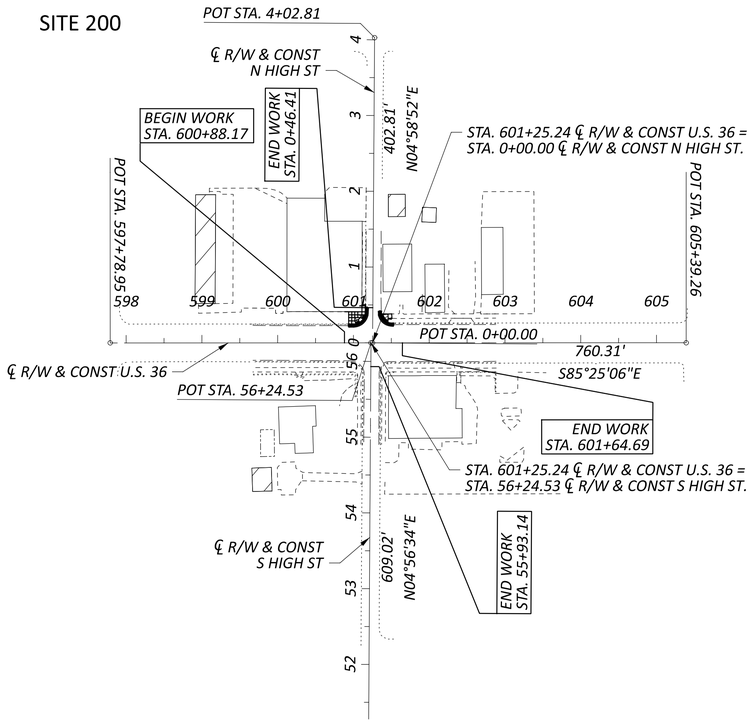
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SITE 100



CENTERLINE REFERENCES CONTROL POINTS AND BENCHMARKS - CHP-US36 SIGNALS (SITE 100)								
POINT	STATION	OFFSET	SIDE	CENTERLINE	NORTHING	EASTING	ELEVATION	DESCRIPTION
100	574+44.93	36.49'	RT.	US 36	313082.227	159796.418	1025.753	5/8" REBAR WITH PINK CAP MARKED "COMPASS POINT"
101	572+74.50	25.29'	LT.	US 36	313158.444	159631.943	1025.176	5/8" REBAR WITH PINK CAP MARKED "COMPASS POINT"
102	1023+22.11	27.23'	LT.	SR 29 (N. OAKLAND ST.)	313400.996	159865.259	1026.288	5/8" REBAR WITH PINK CAP MARKED "COMPASS POINT"
BM 10	573+48.30	20.53'	RT.	US 36	313106.4	159701.5	1027.145	MAG SPIKE DROVE INTO NORTH SIDE OF THE POWER POLE LOCATED SOUTHWEST OF THE INTERSECT OF MIAMI ST (U.S. 36) AND S OAKLAND ST
BM 11	572+75.09	40.79'	LT.	US 36	313173.8	159633.9	1027.148	BOX CUT IN SOUTH SIDE OF CONC PAD OF LIGHT POLE LOCATED ON THE NORTH SIDE OF MIAMI ST (U.S. 36) WEST OF ITS INTERSECTION WITH N OAKLAND ST
BM 12	1023+15.66	26.22'	LT.	SR 29 (N. OAKLAND ST.)	313407.5	159864.7	1028.064	MAG SPIKE DROVE INTO SOUTHWEST SIDE OF THE FIRST POWER POLE ON THE EAST SIDE OF N OAKLAND ST (S.R. 29) NORTH OF ITS INTERSECTION WITH MIAMI ST (U.S. 36)
CHAMPAIGN COUNTY LOW DISTORTION PROJECTION - SEE ODOT MANUAL FOR FURTHER INFORMATION - ELEVATIONS BASED OFF OF 100								

SITE 200



CENTERLINE REFERENCES CONTROL POINTS AND BENCHMARKS - CHP-US36 SIGNALS (SITE 200)								
POINT	STATION	OFFSET	SIDE	CENTERLINE	NORTHING	EASTING	ELEVATION	DESCRIPTION
200	598+72.35	30.29'	LT.	US 36	312928.909	162219.436	1039.850	5/8" REBAR WITH PINK PLASTIC CAP "COMPASS POINT"
201	602+17.65	28.87'	RT.	US 36	312842.360	162558.904	1040.039	5/8" REBAR WITH PINK PLASTIC CAP "COMPASS POINT"
202	601+67.66	30.87'	LT.	US 36	312905.897	162513.841	1039.970	5/8" REBAR WITH PINK PLASTIC CAP "COMPASS POINT"
BM 20	602+94.56	29.87'	RT.	US 36	312835.2	162635.5	1040.770	CHISELED "X" IN TOP BOLT OF FIRE HYDRANT LOCATED ON THE SOUTH SIDE OF U.S. 36 AND EAST OF ITS INTERSECTION WITH HIGH ST
BM 21	601+10.42	65.00'	RT.	US 36	312814.9	162449.1	1044.266	CHISELED "X" IN ARROW BOLT OF FIRE HYDRANT LOCATED ON THE WEST SIDE OF HIGH ST AND SOUTH OF ITS INTERSECTION WITH U.S. 36
BM 22	597+94.79	30.87'	RT.	US 36	312874.2	162137.2	1041.205	CHISELED "X" IN BOLT ON NORTH SIDE OF FIRE HYDRANT LOCATED SOUTHEAST OF THE INTERSECTION OF U.S. 36 AND RUSSELL ST
CHAMPAIGN COUNTY LOW DISTORTION PROJECTION - SEE ODOT MANUAL FOR FURTHER INFORMATION - ELEVATIONS BASED OFF OF 200								

HORIZONTAL SCALE IN FEET
0 50 100 200

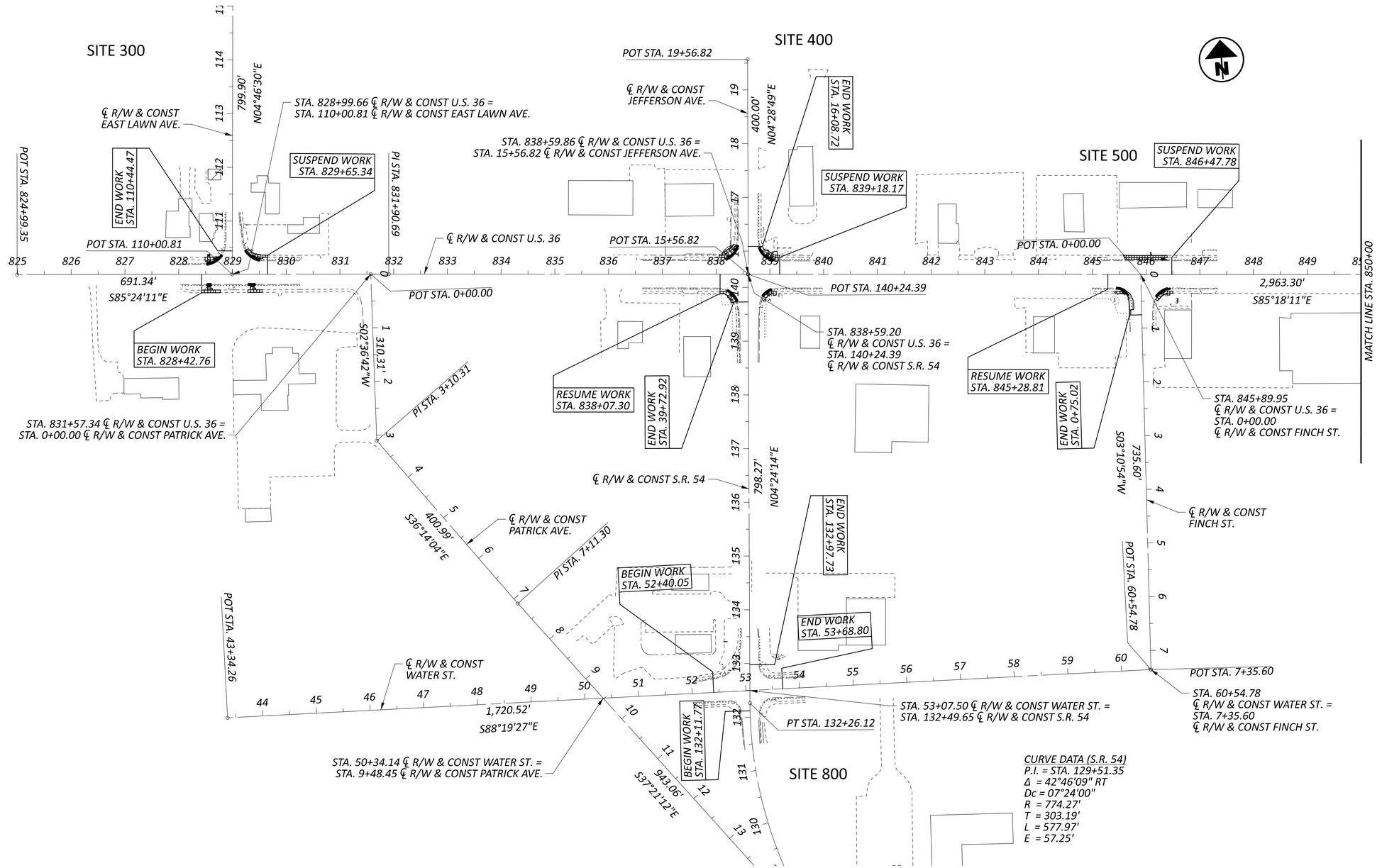
SCHEMATIC PLAN

CHP-US36-Signals

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DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER DMG
REVIEWER JAH 08/20/26
PROJECT ID 122411
SHEET P.02 TOTAL P.82



HORIZONTAL SCALE IN FEET
0 50 100 200

SCHEMATIC PLAN

CHP-US36-Signals

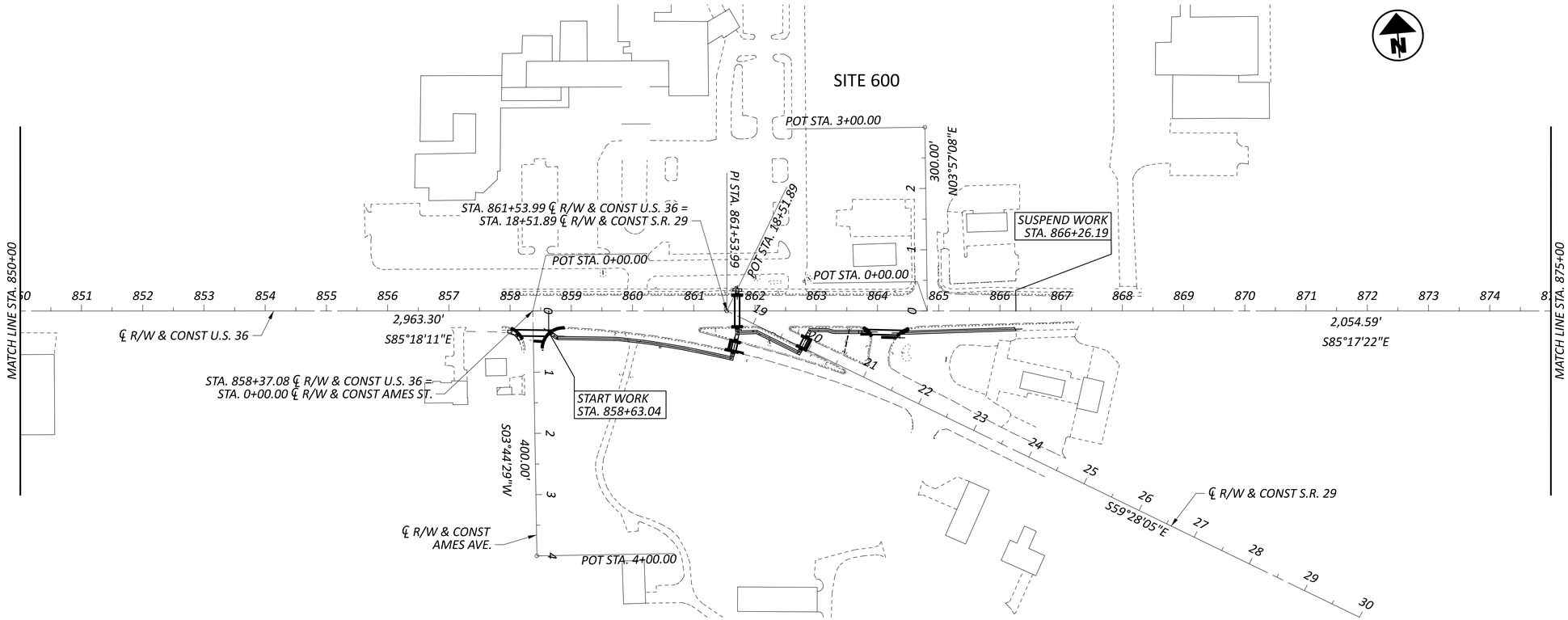
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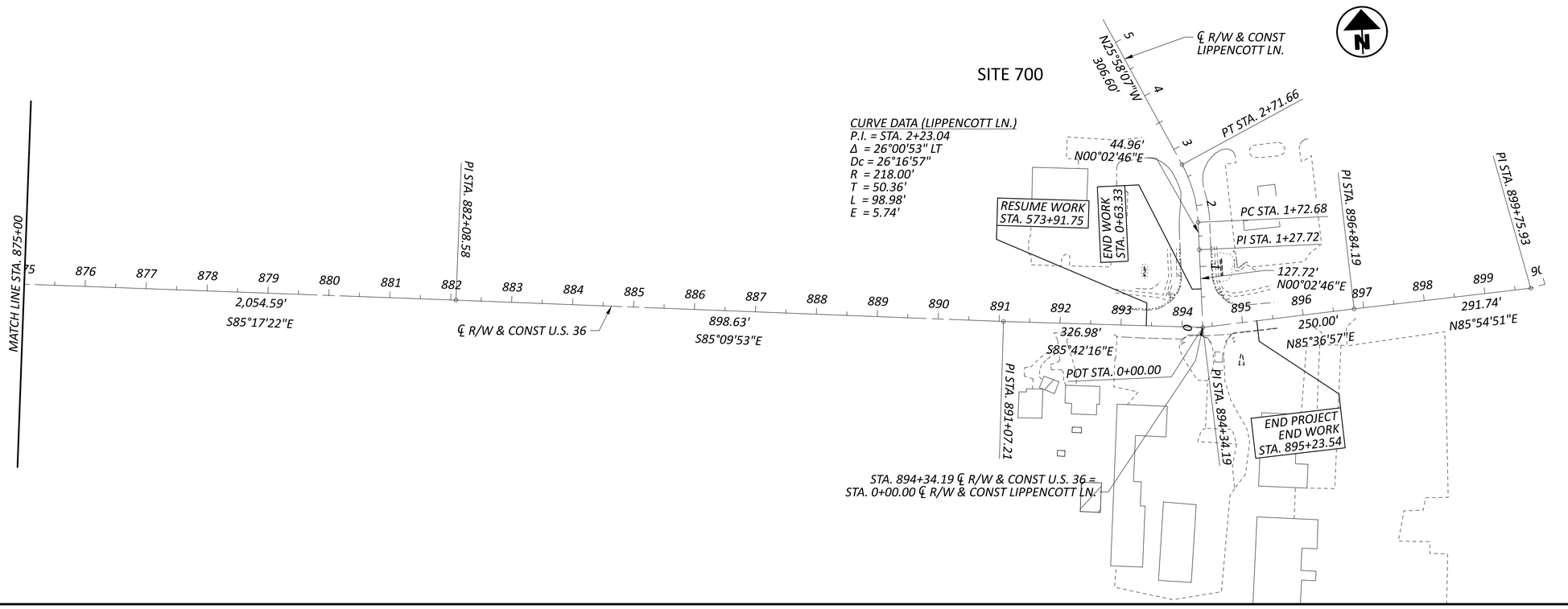
DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	DMG
REVIEWER	JAH 08/20/26
PROJECT ID	122411
SHEET	P.03
TOTAL	P.82

SCHEMATIC PLAN

HORIZONTAL SCALE IN FEET
0 50 100 200





CHP-US36-Signals

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DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	DMG
REVIEWER	JAH 08/20/26
PROJECT ID	122411
SHEET	P.04
TOTAL	P.82

CENTERLINE REFERENCES CONTROL POINTS AND BENCHMARKS - CHP-US36 SIGNALS (SITE 300)								
POINT	STATION	OFFSET	SIDE	CENTERLINE	NORTHING	EASTING	ELEVATION	DESCRIPTION
300	827+83.68	38.85'	RT.	US 36	312524.278	166432.583	1068.179	5/8" REBAR WITH PINK CAP MARKED "COMPASS POINT"
301	830+32.83	34.79'	RT.	US 36	312508.355	166681.260	1071.609	5/8" REBAR WITH PINK CAP MARKED "COMPASS POINT"
302	829+27.69	52.47'	LT.	US 36	312603.760	166583.448	1069.589	MAGNAIL SET IN ASPHALT
BM 30	828+52.61	25.57'	RT.	US 36	312532.0	166502.4	1069.306	BOX CHISELED IN SOUTH SIDE OF PEDESTRIAN CROSSING SIGNAL BASE ON THE SOUTH SIDE OF SCIOTO ST (U.S. 36)
BM 31	828+82.39	62.15'	LT.	US 36	312617.0	166539.1	1071.284	"X" CHISELED IN EAST BOLT OF FIRE HYDRANT ON WEST SIDE OF EAST LAWN AVE NORTH OF ITS INTERSECTION WITH SCIOTO ST (U.S. 36)
BM 32	111+66.05	15.78'	LT.	EAST LAWN AVE.	312719.7	166549.3	1069.850	MAG SPIKE SET IN EAST SIDE OF POWER POLE ON WEST SIDE OF EAST LAWN AVE NORTH OF ITS INTERSECTION WITH SCIOTO ST (U.S. 36)
CHAMPAIGN COUNTY LOW DISTORTION PROJECTION - SEE ODOT MANUAL FOR FURTHER INFORMATION - ELEVATIONS BASED OFF OF 300								

CENTERLINE REFERENCES CONTROL POINTS AND BENCHMARKS - CHP-US36 SIGNALS (SITE 400)								
POINT	STATION	OFFSET	SIDE	CENTERLINE	NORTHING	EASTING	ELEVATION	DESCRIPTION
400	837+36.17	44.21'	RT.	US 36	312441.654	167381.424	1074.962	5/8" REBAR WITH PINK CAP MARKED "COMPASS POINT"
401	838+18.51	45.80'	RT.	US 36	312433.326	167463.355	1075.056	5/8" REBAR WITH PINK CAP MARKED "COMPASS POINT"
402	18+04.99	24.73'	RT.	JEFFERSON AVE.	312721.065	167552.365	1073.709	5/8" REBAR WITH PINK CAP MARKED "COMPASS POINT"
BM 40	836+93.82	35.86'	LT.	US 36	312524.9	167345.8	1078.397	BOX CUT IN SOUTH SIDE OF THE CONCRETE BASE OF THE SECOND LIGHT POLE LOCATED ON THE NORTH SIDE OF SCIOTO ST (U.S. 36) WEST OF ITS INTERSECTION WITH JEFFERSON AVE
BM 41	839+17.75	37.54'	RT.	US 36	312433.4	167562.9	1075.828	"X" CUT IN THE NORTH BOLT OF THE FIRE HYDRANT SOUTHEAST OF THE INTERSECTION OF SCIOTO ST (U.S. 36) AND JEFFERSON AVE
BM 42	17+00.06	24.38'	LT.	JEFFERSON AVE.	312620.3	167495.2	1075.390	"X" CUT IN THE EAST BOLT OF THE FIRE HYDRANT ON THE WEST SIDE OF JEFFERSON AVE NORTH OF ITS INTERSECTION WITH SCIOTO ST (U.S. 36)
CHAMPAIGN COUNTY LOW DISTORTION PROJECTION - SEE ODOT MANUAL FOR FURTHER INFORMATION - ELEVATIONS BASED OFF OF 400								

CENTERLINE REFERENCES CONTROL POINTS AND BENCHMARKS - CHP-US36 SIGNALS (SITE 500)								
POINT	STATION	OFFSET	SIDE	CENTERLINE	NORTHING	EASTING	ELEVATION	DESCRIPTION
500	845+62.29	68.11'	RT.	US 36	312350.152	168203.213	1080.249	5/8" REBAR WITH PINK CAP MARKED "COMPASS POINT"
501	847+16.32	30.39'	LT.	US 36	312435.747	168364.397	1082.565	5/8" REBAR WITH PINK CAP MARKED "COMPASS POINT"
502	843+87.49	40.47'	LT.	US 36	312472.713	168037.488	1077.576	5/8" REBAR WITH PINK CAP MARKED "COMPASS POINT"
BM50	846+20.72	57.81'	RT.	US 36	312355.7	168261.9	1083.634	CHISELED "X" IN ARROW BOLT OF THE FIRST FIRE HYDRANT SOUTH OF US 36 ON THE EAST SIDE OF FINCH STREET.
BM51	846+39.97	29.35'	LT.	US 36	312441.0	168288.2	1083.927	CHISELED "X" IN ARROW BOLT OF THE FIRST FIRE HYDRANT EAST OF FINCH STREET ON THE NORTH SIDE OF US 36.
BM52	843+63.67	30.25'	LT.	US 36	312464.5	168012.9	1080.038	CHISELED "X" IN ARROW BOLT OF THE FIRST FIRE HYDRANT WEST OF FINCH STREET ON THE NORTH SIDE OF US 36.
CHAMPAIGN COUNTY LOW DISTORTION PROJECTION - SEE ODOT MANUAL FOR FURTHER INFORMATION - ELEVATIONS BASED OFF OF 500								

CENTERLINE REFERENCES CONTROL POINTS AND BENCHMARKS - CHP-US36 SIGNALS (SITE 600)								
POINT	STATION	OFFSET	SIDE	CENTERLINE	NORTHING	EASTING	ELEVATION	DESCRIPTION
600	858+87.99	75.52'	RT.	US 36	312234.246	169523.458	1111.100	5/8" REBAR WITH PINK PLASTIC CAP "COMPASS POINT"
601	861+55.91	55.45'	LT.	US 36	312342.831	169801.216	1116.388	5/8" REBAR WITH PINK PLASTIC CAP "COMPASS POINT"
602	864+87.52	66.51'	RT.	US 36	312194.059	170121.684	1121.517	5/8" REBAR WITH PINK PLASTIC CAP "COMPASS POINT"
BM 60	858+29.55	36.45'	LT.	US 36	312350.6	169474.4	1109.497	ARROW BOLT ON NORTHEAST SIDE OF FIRE HYDRANT LOCATED NORTH OF U.S. 36 AT INTERSECTION WITH AMES AVE AND EAST OF ANDERSON DR
BM 61	861+40.28	37.67'	LT.	US 36	312326.4	169784.2	1117.858	ARROW BOLT ON NORTHEAST SIDE OF FIRE HYDRANT LOCATED NORTH OF U.S. 36 AT INTERSECTION WITH SCIOTO ST AND BETWEEN THE TWO EASTERN MOST ENTERANCES TO MERCY HEALTH HOSPITAL
BM 62	22+85.99	51.18'	RT.	SR 29	312023.1	170142.7	1121.327	MAG SPIKE IN NORTHEAST SIDE OF POWER POLE LOCATED SOUTHEAST OF THE INTERSECTION OF SCIOTO ST AND BON AIR DR
CHAMPAIGN COUNTY LOW DISTORTION PROJECTION - SEE ODOT MANUAL FOR FURTHER INFORMATION - ELEVATIONS BASED OFF OF 601								

CENTERLINE REFERENCES CONTROL POINTS AND BENCHMARKS - CHP-US36 SIGNALS (SITE 700)								
POINT	STATION	OFFSET	SIDE	CENTERLINE	NORTHING	EASTING	ELEVATION	DESCRIPTION
700	894+33.88	68.03'	RT.	US 36	311950.958	173058.484	1174.463	5/8" REBAR WITH PINK PLASTIC CAP "COMPASS POINT"
701	893+66.88	111.55'	LT.	US 36	312135.044	173005.123	1170.112	5/8" REBAR WITH PINK PLASTIC CAP "COMPASS POINT"
702	895+37.85	37.61'	LT.	US 36	312064.194	173164.374	1172.259	5/8" REBAR WITH PINK PLASTIC CAP "COMPASS POINT"
BM 70	894+34.19	75.02'	RT.	US 36	311943.9	173059.0	1176.322	MAG SPIKE IN NORTH SIDE OF POLE SOUTH OF THE INSECTION OF U.S. 36 AND LIPPENCOTT LANE
BM 71	893+55.16	36.79'	LT.	US 36	312061.4	172987.8	1175.112	"X" CUT IN EAST BOLT OF FIRE HYDRANT NORTHWEST OF THE INTERSECTION OF U.S. 36 AND LIPPENCOTT LANE
BM 72	894+66.22	63.75'	LT.	US 36	312084.8	173091.0	1172.884	"X" CUT IN NORTHEAST RIM OF SEWER MANHOLE NORTHEAST OF THE INTERSECTION OF U.S. 36 AND LIPPENCOTT LANE
CHAMPAIGN COUNTY LOW DISTORTION PROJECTION - SEE ODOT MANUAL FOR FURTHER INFORMATION - ELEVATIONS BASED OFF OF 700								

CENTERLINE REFERENCES CONTROL POINTS AND BENCHMARKS - CHP-US36 SIGNALS (SITE 800)								
POINT	STATION	OFFSET	SIDE	CENTERLINE	NORTHING	EASTING	ELEVATION	DESCRIPTION
800	53+43.47	62.16'	LT.	WATER ST.	311764.264	167485.949	1071.569	5/8" REBAR WITH PINK PLASTIC CAP "COMPASS POINT"
801	53+44.22	62.19'	RT.	WATER ST.	311639.946	167483.061	1071.135	5/8" REBAR WITH PINK PLASTIC CAP "COMPASS POINT"
802	51+11.44	37.29'	LT.	WATER ST.	311746.193	167253.285	1070.431	5/8" REBAR WITH PINK PLASTIC CAP "COMPASS POINT"
BM 80	53+61.47	55.95'	LT.	WATER ST.	311757.5	167503.8	1072.237	BOX CHISELED IN SOUTH SIDE OF CATCH BASIN POSITIONED OFF THE NORTHEAST CORNER OF THE INTERSECTION OF JEFFERSON AVE AND WATER ST
BM 81	54+61.03	22.69'	RT.	WATER ST.	311676.0	167601.0	1074.288	"X" CHISELED IN BOLT OF FIRE HYDRANT ON SOUTH SIDE OF WATER ST EAST OF ITS INTERSECTION WITH JEFFERSON AVE
BM 82	51+46.70	25.03'	LT.	WATER ST.	311733.0	167288.2	1071.976	"X" CHISELED IN BOLT OF FIRE HYDRANT ON NORTH SIDE OF WATER ST WEST OF ITS INTERSECTION WITH JEFFERSON AVE
CHAMPAIGN COUNTY LOW DISTORTION PROJECTION - SEE ODOT MANUAL FOR FURTHER INFORMATION - ELEVATIONS BASED OFF OF 800								

SCHEMATIC PLAN
CONTROL POINTS AND BENCHMARKS

CHP-US36-Signals

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DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER DMG
REVIEWER JAH 08/20/26
PROJECT ID 122411
SHEET P.05 TOTAL P.82

EXISTING LEGEND

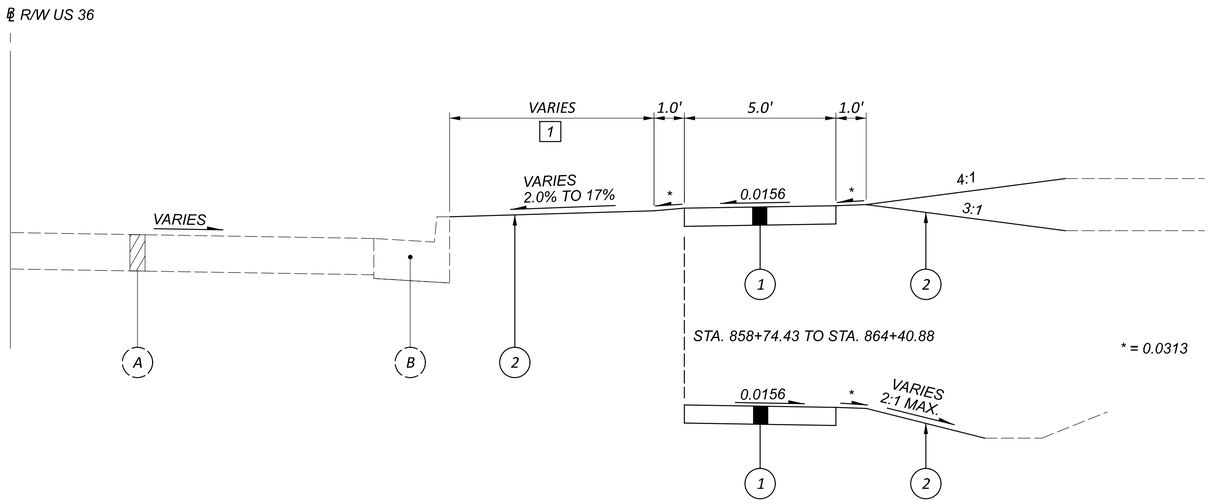
(A) 8"± ASPHALT CONCRETE PAVEMENT

(B) CONCRETE CURB AND GUTTER

PROPOSED LEGEND

(1) *ITEM 608 - 5" CONCRETE WALK*

(2) *ITEM 659 - SEEDING AND MULCHING*



1

STA. 858+74.43 TO STA. 859+05.85, 1.0'
STA. 859+05.85 TO STA. 859+29.01, 1.0' TO 6.75'
STA. 859+29.01 TO STA. 861+48.11, 6.75'

STA. 861+60.92 TO STA. 862+70.61, 4.0'

STA. 862+88.74 TO STA. 863+15.51, 1.0'
STA. 863+15.51 TO STA. 863+31.34, 1.0' TO 3.5'
STA. 863+31.34 TO STA. 863+84.43, 3.5'

STA. 864+40.88 TO STA. 866+25.19, 4.0'

SIDEWALK REPLACEMENT

US 36

STA. 858+74.43 TO STA. 866+25.19

TYPICAL SECTIONS

CHP-US36-Signals

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DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER SRP

REVIEWER JAH 08/28/26

PROJECT ID 122411

SHEET P.06 TOTAL P.82

ROUNDING

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLIES TO ALL CROSS-SECTIONS, EVEN THOUGH OTHERWISE SHOWN.

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

ELECTRIC:
PIONEER ELECTRIC COOPERTIVE
767 THREE MILE ROAD
URBANA, OHIO 43078
800-762-0997
FAX: 937-204-1941

ELECTRIC:
AES OHIO
ERIC HOLTVOGT
1201 WEST FIFTH STREET
MARYSVILLE, OH 43040
937-331-3371

SEWER:
CITY OF URBANA
TYLER OHNMEISS
1263 MUZZY ROAD
URBANA, OHIO 43078
OFFICE: 937-652-5105

TRAFFIC SIGNAL:
CITY OF URBANA
MARK MUIRHEAD
416 TAFT AVENUE
URBANA, OH 43078
OFFICE: 937-652-4334

WATER:
CITY OF URBANA
KERRY QUINN
416 TAFT AVENUE
URBANA, OH 43078
OFFICE: 937-652-4335

COMMUNICATIONS:
CT COMM
ROGER BARNHART
126 SCIOTO STREET
URBANA, OHIO 43087
937-653-2233
ROGER@CTCOMMUNICATIONS.COM

COMMUNICATIONS:
CHARTER-TIME WARNER CABLE
EIN WHATLEY
3691 TURNER RD.
DAYTON, OH 45415
937-396-8591
ein.whatley@charter.com
DL-MOH-CONSTRUCTION-FRELO-TEAM@charter.com
(740) 474-3491

GAS:
COLUMBIA GAS OF OHIO
T SCHLEICH
2101 W. MAIN STREET
SPRINGFIELD, OH 45504
Office:937-624-6706
DAMAGE PREVENTION: T SCHLEICH
COLUMBIAGAS_COLUMBUSENG@NISOURCE.COM
ALSO COPY: RCALDWELL@NISOURCE.COM

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 7:00 PM AND 7:00 AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

CLEARING AND GRUBBING

THE CITY HAS NOT MARKED INDIVIDUAL TREES AND STUMPS FOR REMOVAL. UNLESS SPECIFICALLY DESIGNATED AS "DO NOT DISTURB" IN THE PLANS, REMOVE ALL TREES AND STUMPS WITHIN THE CONSTRUCTION LIMITS UNDER THE LUMP SUM BID FOR ITEM 201 CLEARING AND GRUBBING.

MONUMENT ASSEMBLIES

CONSTRUCT MONUMENT ASSEMBLIES IN ACCORDANCE WITH THE DETAILS SHOWN ON THE STANDARD CONSTRUCTION DRAWINGS AND AT THE LOCATIONS SHOWN ON SHEET P.02-P.05.

SURVEYING PARAMETERS - OHIO COUNTY COORDINATE SYSTEM (OCCS)

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET P.02 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL
POSITIONING METHOD: ODOT TYPE B- RTN

MONUMENT TYPE: 5/8" REBAR W/ PINK PLASTIC CAP "COMPASS POINT"

VERTICAL POSITIONING
ORTHOMETRIC HEIGHT DATUM: NAVD 88 (2011 ADJ) ODOT RTN
GEOID: GEOID 18
ELEVATIONS BASED ON CONVENTIONAL LEVELING:
SITE 100 (OAKLAND AND US 36) - FROM CONTROL POINT 100
SITE 200 (HIGH AND US 36) FROM CONTROL POINT 200
SITE 300 (LAWN AND US 36) - FROM CONTROL POINT 300
SITE 400 (JEFFERSON AND US 36) - FROM CONTROL POINT 400
SITE 500 (FINCH AND US 36) - FROM CONTROL POINT 500
SITE 600 (US 36 AND SR 29 "THE SPLIT") - FROM CONTROL POINT 601
SITE 700 (LIPPENCOTT AND US 36) - FROM CONTROL POINT 700
SITE 800 (JEFFERSON AND WATER) - FROM CONTROL POINT 800

HORIZONTAL POSITIONING

REFERENCE FRAME:	NAD83 (2011 ADJ)
ELLIPSOID:	GRS 80
OHIO COUNTY COORDINATE SYSTEM:	CHAMPAIGN
MAP PROJECTION:	LCC 1 PARALLEL
CENTRAL LATITUDE:	N 40 DEGREES 09 MINUTES 00 SECONDS
CENTRAL LONGITUDE	E 276 DEEGREES 15 MINUTES 00 SECONDS
FALSE NORTHING:	100,000 M
FALSE EASTING:	50,000 M
PROJECTION SCALE FACTOR:	1.000045

*THE OHIO COUNTY COORDINATE SYSTEM (OCCS) IS A LOCAL COUNTY-WIDE LOW DISTORTION PROJECTIONS (LDP) DEVELOPED BY O.D.O.T. THE DISTORTION BETWEEN GROUND AND GRID IS SO MINIMAL THAT THERE IS NO NEED FOR A SCALE FACTOR TO ADJUST BETWEEN GRID AND GROUND COORDINATES. CONTACT THE DISTRICT SURVEY DEPARTMENT FOR FURTHER INFORMATION OR QUESTIONS.

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IN U.S. SURVEY FEET. USE THE FOLLOWING CONVERSION FACTOR:
1 METER = 3.280833333 U.S. SURVEY FEET.

BASIS OF BEARINGS

BEARINGS ARE BASED ON GRID NORTH OF THE O.D.O.T LOW DISTORTION PROJECTION - CHAMPAIGN COUNTY (OCCS)

BASIS OF CENTERLINE OF RIGHT OF WAY & STATIONS

SITE 100 (OAKLAND AND MIAMI) - CENTERLINE STATIONING FOR STATE ROUTE 29 (OAKLAND STREET) IS BASED ON CHP-29-18.75 (CIRCA 1962), CENTERLINE STATIONING FOR US 36 (MIAMI STREET) IS BASED ON STRAIGHT LINE MILEAGE FROM DESK TAPE FROM THE WEST COUNTYLINE. NOTHING HISTORIC WAS AVAILABLE.

SITE 200 (HIGH AND MIAMI) - CENTERLINE STATIONING FOR SOUTH HIGH STREET IS BASED ON CHP-S. HIGH STREET (CIRCA 2019-2021). CENTERLINE STATIONING FOR NORTH HIGH STREET IS BASED ON 0+00.00 BEGINNING AT ITS INTERSECTION WITH US 36 (MIAMI STREET). CENTERLINE STATIONING FOR US 36 (MIAMI STREET) IS BASED ON STRAIGHT LINE MILEAGE FROM DESK TAPE FROM THE WEST COUNTYLINE. NOTHING HISTORIC WAS AVAILABLE.

SITE 300 (LAWN AND SCIOTO) - CENTERLINE STATIONING FOR US 36 (SCIOTO STREET) IS BASED ON CHP-36-(15.63-16.24) (CIRCA 1964). CENTERLINE STATIONING FOR LAWN AVENUE IS BASED ON CHP-EAST-LAWN AVE. RECONSTRUCTION (CIRCA 2006). CENTERLINE STATIONING FOR PATRICK AVENUE (OLD STATE ROUTE 54) IS BASED ON 0+00.00 FOR ITS INTERSECTION WITH US 36.

SITE 400 (JEFFERSON AND SCIOTO) - CENTERLINE STATIONING FOR US 36 (SCIOTO STREET), AND JEFFERSON AVENUE (NORTH) IS BASED ON CHP-36-(15.63-16.24) (CIRCA 1964). CENTERLINE STATIONING FOR CHP-EAST-LAWN AVE. RECONSTRUCTION (CIRCA 2006). CENTERLINE STATIONING FOR STATE ROUTE 54 (JEFFERSON AVENUE SOUTH) IS BASED ON CHP-WATER STREET (CIRCA 2005).

SITE 500 (FINCH AND SCIOTO) - CENTERLINE STATIONING US 36 (SCIOTO STREET) AND FINCH STREE IS BASED ON CHP-36-(15.63-16.24) (CIRCA 1964).

SITE 600 (SCIOTO AND SR 29 "THE SPLIT") - CENTERLINE STATIONING FOR US 36 (SCIOTO STREET) AND AMES AVENUE IS BASED ON CHP-36-(15.63-16.24) (CIRCA 1964). CENTERLINE STATIONING FOR STATE ROUTE 29 IS BASED ON CHP-29-20.76 SH SEC'S URBANA PT, S~1, S, P~2 & P~1, SH 191 SEC. F PT (CIRCA 1950). CENTERLINE STATIONING FOR BERWICK DRIVE IS BASED ON CHP-US 36 EAST-16.285 (CIRCA 2015).

SITE 700 (US 36 AND LIPPENCOTT) - CENTERLINE STATIONING FOR US 26 AND LIPPENCOTT LANE IS BASED ON CHP-US 36 EAST-16.285 (CIRCA 2015).

SITE 800 (JEFFERSON AND WATER) - CENTERLINE STATIONING FOR STATE ROUTE 54 (JEFFERSON AVENUE SOUTH) AND WATER STREET IS BASED ON CHP-WATER STREET (CIRCA 2005).

SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

659, TOPSOIL ____ CU. YD.
659, SEEDING AND MULCHING ____ SQ. YD.
659, REPAIR SEEDING AND MULCHING ____ SQ. YD.
659, COMMERCIAL FERTILIZER ____ TON
659, LIME ____ ACRES
659, WATER ____ M. GAL.

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

SODDING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SODDED AREAS.

659, SOIL ANALYSIS TEST ____ EACH
659, TOPSOIL ____ CU. YD.
659, COMMERCIAL FERTILIZER ____ TON
659, LIME ____ ACRE
659, WATER ____ M. GAL.
660, SODDING, UNSTAKED, STAKED, REINFORCED ____ SQ. YD.

REVIEW OF DRAINAGE FACILITIES

PRIOR TO THE START OF WORK AND AGAIN BEFORE FINAL ACCEPTANCE, PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE CITY, CONTRACTOR AND LOCALS OF ALL EXISTING DRAINAGE FACILITIES THAT ARE TO REMAIN IN SERVICE WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES IS DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE MAINTAINED BY THE CITY.

CONFIRM ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES ARE MAINTAINED AND LEFT IN A CONDITION COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY CHANGE IN THE CONDITION RESULTING FROM THEIR OPERATIONS AS DIRECTED AND APPROVED BY THE CITY ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

GENERAL NOTES

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER SRP
REVIEWER JAH 08/20/26
PROJECT ID 122411
SHEET P.07 TOTAL P.82

CHP-US36-Signals

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/1/2026 TIME: 1:37:19 PM USER: aakuraju
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MAINTENANCE OF TRAFFIC

THE ITEM SHALL CONSIST OF MAINTENANCE OF TRAFFIC ON EXISTING ROADWAYS AND SIDEWALKS IN ACCORDANCE WITH THE FEDERAL MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD) AND THE OHIO SUPPLEMENT TO THE MUTCD, CURRENT EDITION, LATEST REVISION, THE SPECIFICATIONS AND THE FOLLOWING:

THE CONTRACTOR SHALL INFORM THE CITY ENGINEER (937) 652-4324, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.

THE CONTRACTOR SHALL MAINTAIN SAFE AND ADEQUATE DRIVEWAYS IN ORDER TO PROVIDE CONTINUOUS ACCESS FOR PASSENGER VEHICLES, TRUCKS AND SAFETY EQUIPMENT TO ALL ADJOINING PROPERTIES.

DURING THE CURB RAMP REPLACEMENT WORK, TRAFFIC SHALL BE MAINTAINED ALONG US 36 AS PER STANDARD CONSTRUCTION DRAWINGS MT-95.31 AND MT-95.32, AND AS PER SCD MT-97.10 ALONG SIDE STREETS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE C&MS ITEM 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE FEDERAL MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE OHIO SUPPLEMENT TO THE MUTCD. PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACTOR PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

SEQUENCE OF CONSTRUCTION SUMMARY:
THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION SEQUENCING SCHEDULE PRIOR TO WORK BEGINNING FOR APPROVAL BY THE CITY ENGINEER. THE CONSTRUCTION SEQUENCING SCHEDULE SHALL TAKE INTO CONSIDERATION ALL ASPECTS OF THE PROJECT, INCLUDING HOW LOCAL TRAFFIC TO BUSINESSES WILL BE MAINTAINED. THE CONSTRUCTION SEQUENCE WILL NEED TO BE APPROVED BY THE ENGINEER PRIOR TO ANY COMMENCEMENT OF WORK.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE CITY ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELLING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

THE CONTRACTOR SHALL ADJUST THE LOCATION AND/OR SPACING OF ALL TRAFFIC CONTROL CHANNELIZING DEVICES AS DICTATED BY THE PROGRESS OF THE REQUIRED WORK TO ALLOW CONSTRUCTION ACCESS TO WORK AREAS WHILE MAINTAINING SAFE AND EFFECTIVE TRAFFIC CONTROL DURING ALL CONSTRUCTION OPERATIONS. THE ORIGINAL LOCATION, PLACEMENT, SPACING, AND SUBSEQUENT RELOCATION OR REMOVAL OF ALL TRAFFIC CONTROL DEVICES SHALL BE SUBJECT TO THE CITY ENGINEER'S APPROVAL.

THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER OF ANY INTENDED CHANGES TO ANY EXISTING OR TEMPORARY TRAFFIC CONTROL DEVICES AND SHALL OBTAIN THE ENGINEER'S APPROVAL PRIOR TO MAKING CHANGES. THE CONTRACTOR SHALL ALSO NOTIFY THE CITY ENGINEER AND LOCAL NEWSPAPER 48 HOURS IN ADVANCE OF ANY INTENDED LANE CLOSURES.

MAINTENANCE OF TRAFFIC (CONT.)

DURING THE CURB RAMP REPLACEMENT, IT IS INTENDED THAT THE LOCAL TRAFFIC NOT BE SUBJECTED TO ANY LANE CLOSURES UNLESS ACTIVE WORK IS BEING PERFORMED IN OR IMMEDIATELY ADJACENT TO THE OPEN LANE. THE ROADWAY SHALL NOT BE RESTRICTED TO ANY LANE CLOSURE DURING PERIODS OF INTERMITTENT OR IRREGULAR WORK, NOR CLOSED SOLELY FOR THE CONVENIENCE OF THE CONTRACTOR. THE CITY ENGINEER SHALL MAKE THE FINAL DETERMINATION AS TO WHAT CONSTITUTES ACTIVE WORK AND WHETHER OR NOT THE LANE CLOSURE IS JUSTIFIED. IF, IN THE OPINION OF THE CITY ENGINEER, THE LANE CLOSURE IS NOT JUSTIFIED, THEY MAY ORDER ALL OR PART OF THE LANE CLOSURE REOPENED TO LOCAL TRAFFIC UNTIL SUCH TIME THIS CONDITION IS CORRECTED.

THE CURB RAMP NUMBERING UTILIZED ON THE SCHEMATIC PLAN DOES NOT REPRESENT THE ORDER AT WHICH THE CURB RAMPS ARE REQUIRED TO BE CONSTRUCTED. THE CONTRACTOR MAY COMPLETE THE CURB RAMP CONSTRUCTION IN ANY ORDER. ONLY ONE CURB RAMP PER INTERSECTION IS PERMITTED TO BE CLOSED AT A TIME, UNLESS APPROVED IN WRITING BY THE CITY ENGINEER. CONCURRENT CURB RAMP CLOSURES ARE PERMITTED AS LONG AS THE CLOSURES ARE NOT AT THE SAME INTERSECTION.

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED AT ALL TIMES AROUND THE WORK AREA. THE CONTRACTOR SHALL NOT CLOSE THE ENTIRE WIDTH OF THE SIDEWALK UNLESS THE PROPOSED CURB RAMP REPLACEMENT ENCOMPASSES THE FULL WIDTH OF THE SIDEWALK.

DETOUR NOTIFICATION

THE CONTRACTOR SHALL ADVISE THE CITY ENGINEER (937-652-4324) EIGHTEEN (18) DAYS IN ADVANCE OF WHEN THE DETOUR ROUTE SHOULD BE IN EFFECT. ALL WORK ZONE DEVICES REQUIRED SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. PAYMENT FOR ALL WORK ASSOCIATED WITH THE DETOUR SHALL BE INCLUDED UNDER THE LUMP SUM BID FOR ITEM 614, DETOUR SIGNING.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES, AS SET FORTH IN THE TABLE BELOW. THIS NOTIFICATION SHALL BE RECEIVED BY THE CITY ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION OF TRAFFIC RESTRICTIONS (CONT.)

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
SIDEWALK CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC/ PEDESTRIAN PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE CITY ENGINEER USING THE NOTIFICATION TIME TABLE.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER.

TRAFFIC CONTROL INSPECTOR

THE CONTRACTOR SHALL DESIGNATE AN INDIVIDUAL OTHER THAN THE SUPERINTENDENT AND SUBJECT TO THE APPROVAL OF THE CITY ENGINEER, TO CONTINUOUSLY INSPECT ALL TRAFFIC CONTROL DEVICES WHENEVER CONSTRUCTION WORK IS BEING PERFORMED WITHIN THE WORK LIMITS OF THE PROJECT. THE DESIGNATED INDIVIDUAL SHALL ALSO INSPECT ALL TRAFFIC DEVICES AT THE BEGINNING AND AT THE END OF EACH WORK DAY. THE DESIGNATED INDIVIDUAL OR A QUALIFIED REPRESENTATIVE SHALL ALSO BE AVAILABLE ON AN AROUND THE CLOCK BASIS TO REPAIR AND/OR REPLACE DAMAGED OR MISSING TRAFFIC CONTROL DEVICES. THESE INDIVIDUALS SHALL BE EQUIPPED WITH CELLULAR PHONES AND THEIR NAMES AND PHONE NUMBERS SHALL BE GIVEN TO THE PROJECT ENGINEER AT THE PRE-CONSTRUCTION MEETING. THE DESIGNATED INDIVIDUAL MAY HAVE OTHER CONSTRUCTION RELATED DUTIES AS LONG AS IMMEDIATE ATTENTION IS GIVEN TO TRAFFIC CONTROL. PAYMENT FOR THE SERVICES OF THE TRAFFIC CONTROL INSPECTOR SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

PEDESTRIAN ACCESS

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. PLACEMENT OF ADVANCE WARNING SIGNAGE FOR PEDESTRIAN DETOURS SHALL NOT BLOCK ANY EXISTING SIGNAGE, DRIVE, OR WALKS. LOCATION OF ADVANCE WARNING SIGNAGE SHALL BE PLACED AT THE NEAREST ADA COMPLIANT PATHWAY. SIDEWALK AND CROSSWALK CLOSURE SIGNAGE SHALL BE MOUNTED ON TYPE I OR TYPE II BARRIACES, OR AS DIRECTED BY THE ENGINEER.

PAYMENT FOR MAINTAINING PEDESTRIAN ACCESS SHALL BE INCLUDED AS LUMP SUM IN ITEM 614 MAINTAINING TRAFFIC.

NOTIFICATIONS AND CONTACTS

THE CONTRACTOR SHALL NOTIFY THE FOLLOWING ENTITIES IN WRITING AND VIA TELEPHONE PER THE NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE ON THIS SHEET. INCLUDED IN THE NOTIFICATION SHALL BE THE PROJECTED DATES AND TIME FRAMES OF ANY CLOSURES.

CITY OF URBANA ENGINEER
TYLER BUMBALOUGH
EMAIL: TYLER.BUMBALOUGH@CI.URBANA.OH.US
TELEPHONE: (937) 652-4324

CHAMPAIGN COUNTYWIDE COMMUNICATION (DISPATCH)
EMAIL: N/A
TELEPHONE: (937) 653-3409

OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 7
LORYN BRYSON, PUBLIC INFORMATION OFFICER
EMAIL: D07.PIO@DOT.OHIO.GOV
TELEPHONE: (937) 497-6748

URBANA CITY SCHOOLS
MIKE PUHALLA
EMAIL: MIKE.PUHALLA@URBANACITYSCHOOLS.ORG
TELEPHONE: (937) 653-1411

MAINTAIN ACCESS TO PRIVATE PROPERTY

THE CONTRACTOR SHALL MAINTAIN TEMPORARY ACCESS TO ALL DRIVES DURING CONSTRUCTION. THE CONTRACT SHALL ADJUST THE DRIVE GRADE CONCURENT TO ROADWAY GRADE CHANGES, AND MAINTAIN AN 8% MAXIMUM GRADE. AT THE ENGINEER'S DIRECTION, THE CONTRACTOR SHALL USE ITEM 410-TRAFFIC COMPACTED SURFACE, TYPE A, TO MAINTAIN A DRIVING SURFACE ON THE TEMPORARY DRIVE. ONCE FINAL GRADE HAS BEEN ESTABLISHED PER THAN PLAN, THE CONTRACTOR SHALL INSTALL THE FINAL DRIVE SURFACE PER THE ENGINEER'S DIRECTION.

WHEN DRIVEWAY ACCESS MUST BE BLOCKED DUE TO CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL PROVIDE A SAFE TEMPORARY LOCATION TO PARK VEHICLES.

WHILE SIDEWALKS MAY BE CLOSED TO THE GENERAL PUBLIC AND DETOURED DURING CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE SAFE PEDESTRIAN INGRESS AND EGRESS TO THE PARCEL OWNERS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR ACCESS PURPOSES:
ITEM 410 - TRAFFIC COMPACTED SURFACE, TYPE A = 2 CY

MAINTENANCE OF TRAFFIC GENERAL NOTES

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP
DESIGNER SRP
REVIEWER JAH 08/28/26
PROJECT ID 122411
SHEET P.08 TOTAL P.82

CHP-US36-Signals
MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/1/2026 TIME: 1:37:21 PM USER: aakuraju
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LEGEND

- WORK AREA
- DETOUR ROUTE
- TYPE I BARRICADE W/ SIGN

SIGN LEGEND

1. DETOUR — M4-9bL-30
2. DETOUR — M4-9bC-30
3. DETOUR — M4-9bR-30
4. SIDEWALK CLOSED CROSS HERE — R9-11aL-24 OR SIDEWALK CLOSED CROSS HERE — R9-11aR-24
5. SIDEWALK CLOSED USE OTHER SIDE — R9-10L-24 OR SIDEWALK CLOSED USE OTHER SIDE — R9-10R-24
6. SIDEWALK CLOSED AHEAD CROSS HERE — R9-11L-24 OR SIDEWALK CLOSED AHEAD CROSS HERE — R9-11R-24
7. SIDEWALK CLOSED — R9-9-24
8. SIDEWALK CLOSED AHEAD — R9-H9a-30

NOTE: COMPLETE WEST QUADRANTS BEFORE BEGINNING WORK ON EAST QUADRANTS TO MAINTAIN U.S. 36 PEDESTRIAN CROSSING.



HORIZONTAL SCALE IN FEET
0 30 60 120

PEDESTRIAN DETOUR
US 36 AT OAKLAND STREET - NORTHWEST QUADRANT

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	DMG
REVIEWER	JAH 08/20/26
PROJECT ID	122411
SHEET	P.09
TOTAL	P.82

CHP-US36-Signals

MODEL: CLX_U036_100 - North-South Detours PAPERSIZE: 34x22 (in.) DATE: 9/1/2026 TIME: 1:11:25 PM USER: aakuraju
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LEGEND

WORK AREA

DETOUR ROUTE

TYPE I BARRICADE W/ SIGN

SIGN LEGEND

1 — DETOUR (left) — *M4-9bL-30*

2 — DETOUR (up) — *M4-9bC-30*

3 — DETOUR (right) — *M4-9bR-30*

4 — SIDEWALK CLOSED / CROSS HERE (left) — *R9-11aL-24* OR SIDEWALK CLOSED / CROSS HERE (right) — *R9-11aR-24*

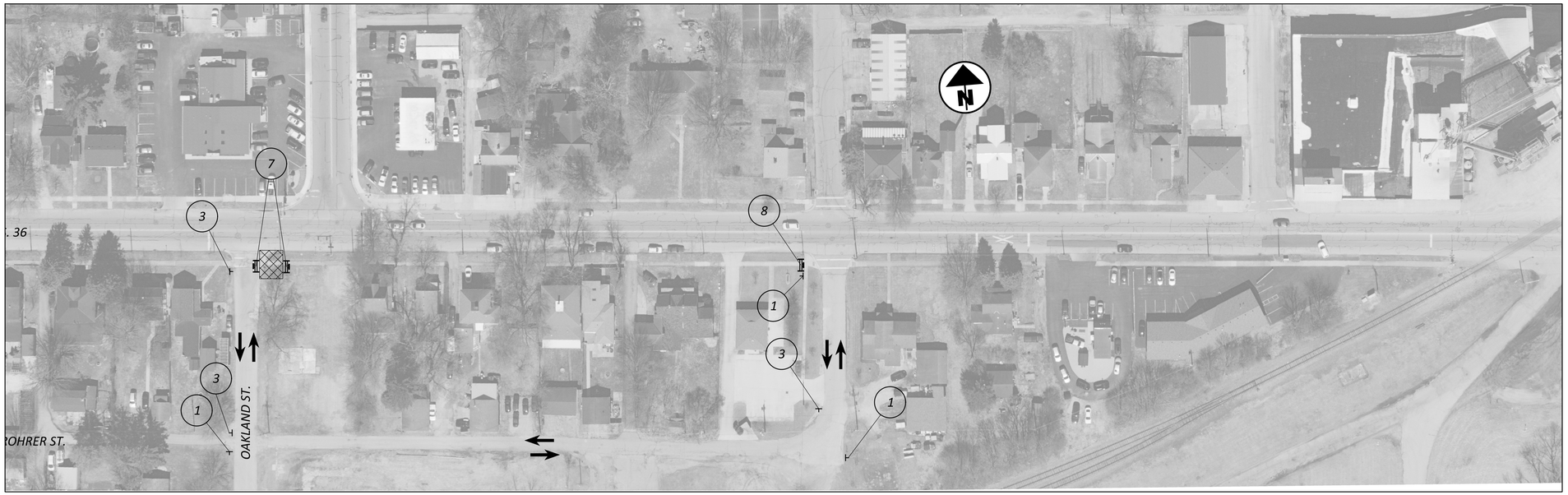
5 — SIDEWALK CLOSED / USE OTHER SIDE (left) — *R9-10L-24* OR SIDEWALK CLOSED / USE OTHER SIDE (right) — *R9-10R-24*

6 — SIDEWALK CLOSED AHEAD / CROSS HERE (left) — *R9-11L-24* OR SIDEWALK CLOSED AHEAD / CROSS HERE (right) — *R9-11R-24*

7 — SIDEWALK CLOSED — *R9-9-24*

8 — SIDEWALK CLOSED AHEAD — *R9-H9a-30*

NOTE: COMPLETE WEST QUADRANTS BEFORE BEGINNING WORK ON EAST QUADRANTS TO MAINTAIN U.S. 36 PEDESTRIAN CROSSING.



HORIZONTAL SCALE IN FEET
0 30 60 120

PEDESTRIAN DETOUR
US 36 AT OAKLAND STREET - SOUTHWEST QUADRANT

CHP-US36-Signals

MODEL: CLX_U036_100 - North-South Detours PAPERSIZE: 34x22 (in.) DATE: 9/1/2026 TIME: 1:11:55 PM USER: aakuraju
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DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	DMG
REVIEWER	JAH 08/20/26
PROJECT ID	122411
SHEET	P.10
TOTAL	P.82

LEGEND

WORK AREA

DETOUR ROUTE

TYPE I BARRICADE W/ SIGN

SIGN LEGEND

1 — DETOUR — M4-9bL-30

2 — DETOUR — M4-9bC-30

3 — DETOUR — M4-9bR-30

4 — SIDEWALK CLOSED CROSS HERE — R9-11aL-24 OR SIDEWALK CLOSED CROSS HERE — R9-11aR-24

5 — SIDEWALK CLOSED USE OTHER SIDE — R9-10L-24 OR SIDEWALK CLOSED USE OTHER SIDE — R9-10R-24

6 — SIDEWALK CLOSED AHEAD CROSS HERE — R9-11L-24 OR SIDEWALK CLOSED AHEAD CROSS HERE — R9-11R-24

7 — SIDEWALK CLOSED — R9-9-24

8 — SIDEWALK CLOSED AHEAD — R9-H9a-30

NOTE: COMPLETE WEST QUADRANTS BEFORE BEGINNING WORK ON EAST QUADRANTS TO MAINTAIN U.S. 36 PEDESTRIAN CROSSING.



HORIZONTAL SCALE IN FEET
0 30 60 120

PEDESTRIAN DETOUR
US 36 AT OAKLAND STREET - EAST QUADRANTS

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER DMG

REVIEWER JAH 08/20/26

PROJECT ID 122411

SHEET P.11 | TOTAL P.82

CHP-US36-Signals

MODEL: CLX_U036_100 - North-South Detours PAPERSIZE: 34x22 (in.) DATE: 9/1/2026 TIME: 1:12:17 PM USER: aakuraju
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LEGEND

WORK AREA

DETOUR ROUTE

TYPE I BARRICADE W/ SIGN

SIGN LEGEND

1 — DETOUR — *M4-9bL-30*

2 — DETOUR — *M4-9bC-30*

3 — DETOUR — *M4-9bR-30*

4 — SIDEWALK CLOSED CROSS HERE — *R9-11aL-24* OR SIDEWALK CLOSED CROSS HERE — *R9-11aR-24*

5 — SIDEWALK CLOSED USE OTHER SIDE — *R9-10L-24* OR SIDEWALK CLOSED USE OTHER SIDE — *R9-10R-24*

6 — SIDEWALK CLOSED AHEAD CROSS HERE — *R9-11L-24* OR SIDEWALK CLOSED AHEAD CROSS HERE — *R9-11R-24*

7 — SIDEWALK CLOSED — *R9-9-24*

8 — SIDEWALK CLOSED AHEAD — *R9-H9a-30*



HORIZONTAL SCALE IN FEET
0 40 80 160

PEDESTRIAN DETOUR
US 36 AT HIGH ST

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	DMG
REVIEWER	JAH 08/20/26
PROJECT ID	122411
SHEET	P.12
TOTAL	P.82

CHP-US36-Signals

MODEL: CLX_U036_200 - Plan Sheet PAPERSIZE: 34x22 (in.) DATE: 9/1/2026 TIME: 1:12:42 PM USER: aakuraju
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LEGEND

- *WORK AREA*
- *DETOUR ROUTE*
- *TYPE I BARRICADE W/ SIGN*

SIGN LEGEND

1. DETOUR — *M4-9bL-30*
2. DETOUR — *M4-9bC-30*
3. DETOUR — *M4-9bR-30*
4. SIDEWALK CLOSED / CROSS HERE — *R9-11aL-24* OR SIDEWALK CLOSED / CROSS HERE — *R9-11aR-24*
5. SIDEWALK CLOSED / USE OTHER SIDE — *R9-10L-24* OR SIDEWALK CLOSED / USE OTHER SIDE — *R9-10R-24*
6. SIDEWALK CLOSED AHEAD / CROSS HERE — *R9-11L-24* OR SIDEWALK CLOSED AHEAD / CROSS HERE — *R9-11R-24*
7. SIDEWALK CLOSED — *R9-9-24*
8. SIDEWALK CLOSED AHEAD — *R9-H9a-30*





HORIZONTAL SCALE IN FEET
0 60 120 240

PEDESTRIAN DETOUR
US 36 AT EAST LAWN AVE - WEST QUADRANTS

CHP-US36-Signals

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DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	DMG
REVIEWER	JAH 08/20/26
PROJECT ID	122411
SHEET	P.13
TOTAL	P.82

LEGEND

WORK AREA

DETOUR ROUTE

TYPE I BARRICADE W/ SIGN

SIGN LEGEND

1 — DETOUR (←) — M4-9bL-30

2 — DETOUR (↑) — M4-9bC-30

3 — DETOUR (→) — M4-9bR-30

4 — SIDEWALK CLOSED CROSS HERE (←) — R9-11aL-24
OR
SIDEWALK CLOSED CROSS HERE (→) — R9-11aR-24

5 — SIDEWALK CLOSED USE OTHER SIDE (←) — R9-10L-24
OR
SIDEWALK CLOSED USE OTHER SIDE (→) — R9-10R-24

6 — SIDEWALK CLOSED AHEAD CROSS HERE (←) — R9-11L-24
OR
SIDEWALK CLOSED AHEAD CROSS HERE (→) — R9-11R-24

7 — SIDEWALK CLOSED — R9-9-24

8 — SIDEWALK CLOSED AHEAD — R9-H9a-30

HORIZONTAL SCALE IN FEET
0 25 50 100

PEDESTRIAN DETOUR
US 36 AT EAST LAWN AVE - EAST QUADRANTS

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	DMG
REVIEWER	JAH 08/20/26
PROJECT ID	122411
SHEET	P.14
TOTAL	P.82

CHP-US36-Signals

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LEGEND

WORK AREA

DETOUR ROUTE

TYPE I BARRICADE W/ SIGN

SIGN LEGEND

1 — DETOUR — *M4-9bL-30*

2 — DETOUR — *M4-9bC-30*

3 — DETOUR — *M4-9bR-30*

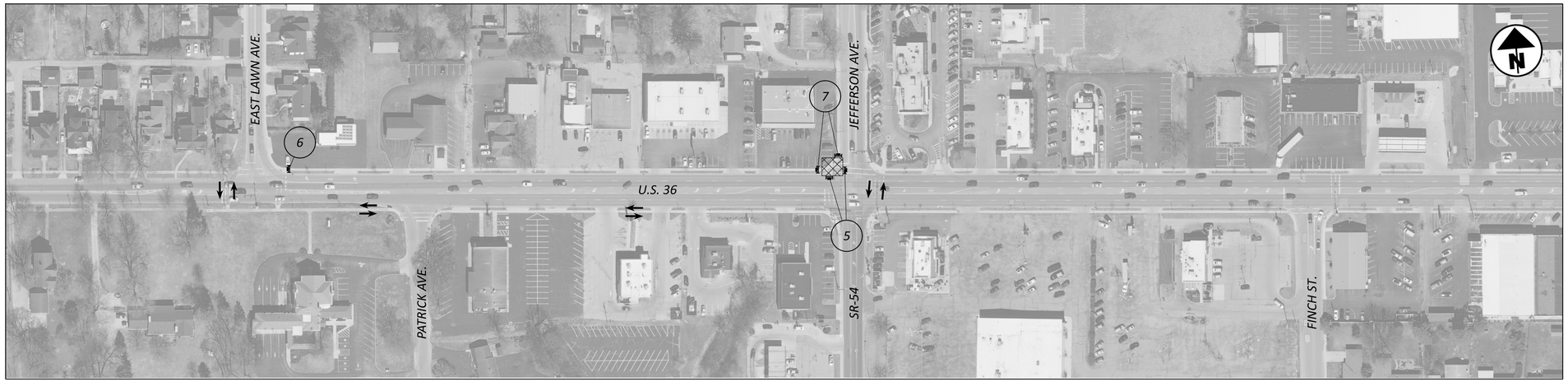
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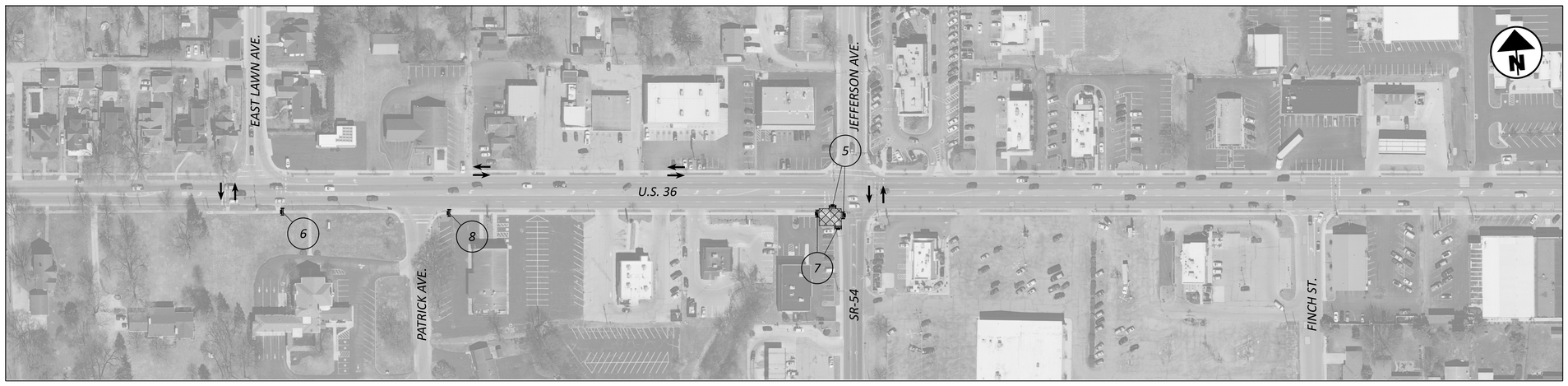
5 — SIDEWALK CLOSED / USE OTHER SIDE — *R9-10L-24* OR SIDEWALK CLOSED / USE OTHER SIDE — *R9-10R-24*

6 — SIDEWALK CLOSED AHEAD / CROSS HERE — *R9-11L-24* OR SIDEWALK CLOSED AHEAD / CROSS HERE — *R9-11R-24*

7 — SIDEWALK CLOSED — *R9-9-24*

8 — SIDEWALK CLOSED AHEAD — *R9-H9a-30*





HORIZONTAL SCALE IN FEET
0 50 100 200

PEDESTRIAN DETOUR
US 36 AT JEFFERSON AVE - WEST QUADRANTS

CHP-US36-Signals

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DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	DMG
REVIEWER	JAH 08/20/26
PROJECT ID	122411
SHEET	P.15
TOTAL	P.82

LEGEND

WORK AREA

DETOUR ROUTE

TYPE I BARRICADE W/ SIGN

SIGN LEGEND

1 — DETOUR — M4-9bL-30

2 — DETOUR — M4-9bC-30

3 — DETOUR — M4-9bR-30

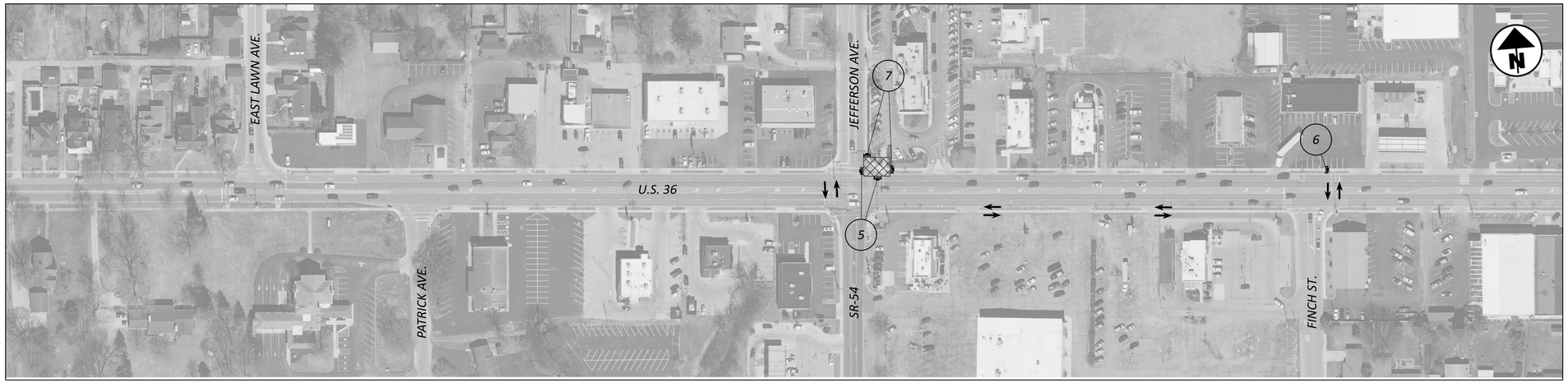
4 — SIDEWALK CLOSED CROSS HERE — R9-11aL-24
OR
SIDEWALK CLOSED CROSS HERE — R9-11aR-24

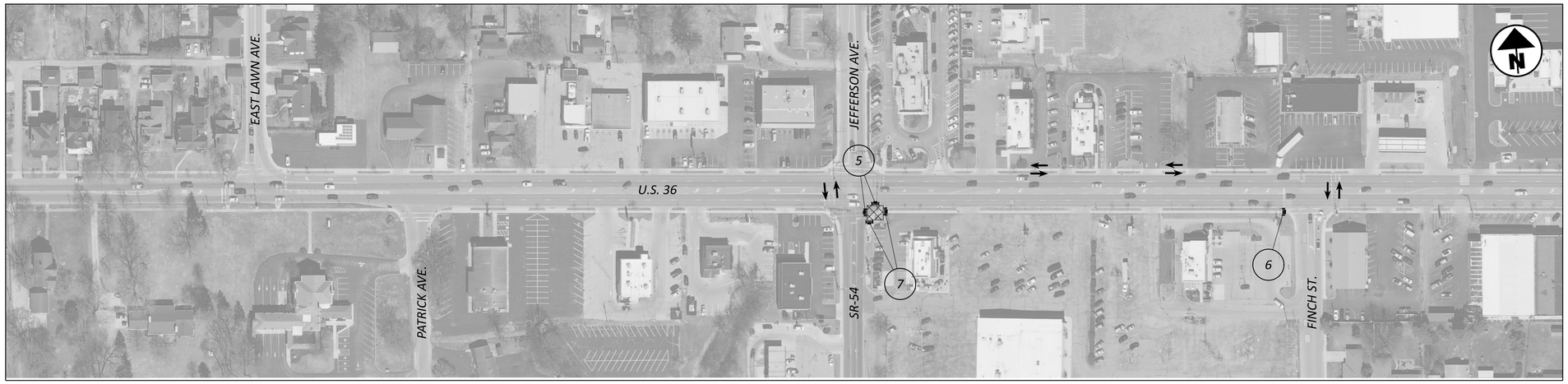
5 — SIDEWALK CLOSED USE OTHER SIDE — R9-10L-24
OR
SIDEWALK CLOSED USE OTHER SIDE — R9-10R-24

6 — SIDEWALK CLOSED AHEAD CROSS HERE — R9-11L-24
OR
SIDEWALK CLOSED AHEAD CROSS HERE — R9-11R-24

7 — SIDEWALK CLOSED — R9-9-24

8 — SIDEWALK CLOSED AHEAD — R9-H9a-30





HORIZONTAL SCALE IN FEET
0 50 100 200

PEDESTRIAN DETOUR
US 36 AT JEFFERSON AVE - EAST QUADRANTS

CHP-US36-Signals

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DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER DMG

REVIEWER JAH 08/20/26

PROJECT ID 122411

SHEET P.16 | TOTAL P.82

LEGEND

WORK AREA

DETOUR ROUTE

TYPE I BARRICADE W/ SIGN

SIGN LEGEND

1 — DETOUR — *M4-9bL-30*

2 — DETOUR — *M4-9bC-30*

3 — DETOUR — *M4-9bR-30*

4 — SIDEWALK CLOSED / CROSS HERE — *R9-11aL-24* OR SIDEWALK CLOSED / CROSS HERE — *R9-11aR-24*

5 — SIDEWALK CLOSED / USE OTHER SIDE — *R9-10L-24* OR SIDEWALK CLOSED / USE OTHER SIDE — *R9-10R-24*

6 — SIDEWALK CLOSED AHEAD / CROSS HERE — *R9-11L-24* OR SIDEWALK CLOSED AHEAD / CROSS HERE — *R9-11R-24*

7 — SIDEWALK CLOSED — *R9-9-24*

8 — SIDEWALK CLOSED AHEAD — *R9-H9a-30*



HORIZONTAL SCALE IN FEET
0 50 100 200

PEDESTRIAN DETOUR
US 36 AT FINCH ST - NORTH

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	DMG
REVIEWER	JAH 08/20/26
PROJECT ID	122411
SHEET	P.17
TOTAL	P.82

CHP-US36-Signals

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LEGEND

WORK AREA

DETOUR ROUTE

TYPE I BARRICADE W/ SIGN

SIGN LEGEND

1 — DETOUR — *M4-9bL-30*

2 — DETOUR — *M4-9bC-30*

3 — DETOUR — *M4-9bR-30*

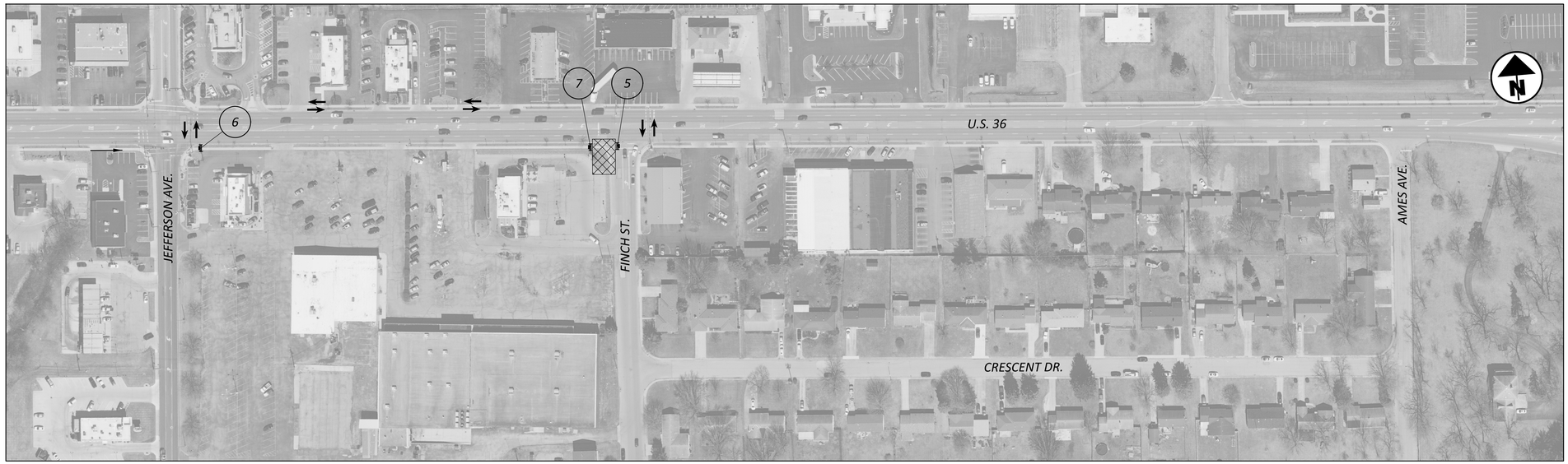
4 — SIDEWALK CLOSED / CROSS HERE — *R9-11aL-24* OR SIDEWALK CLOSED / CROSS HERE — *R9-11aR-24*

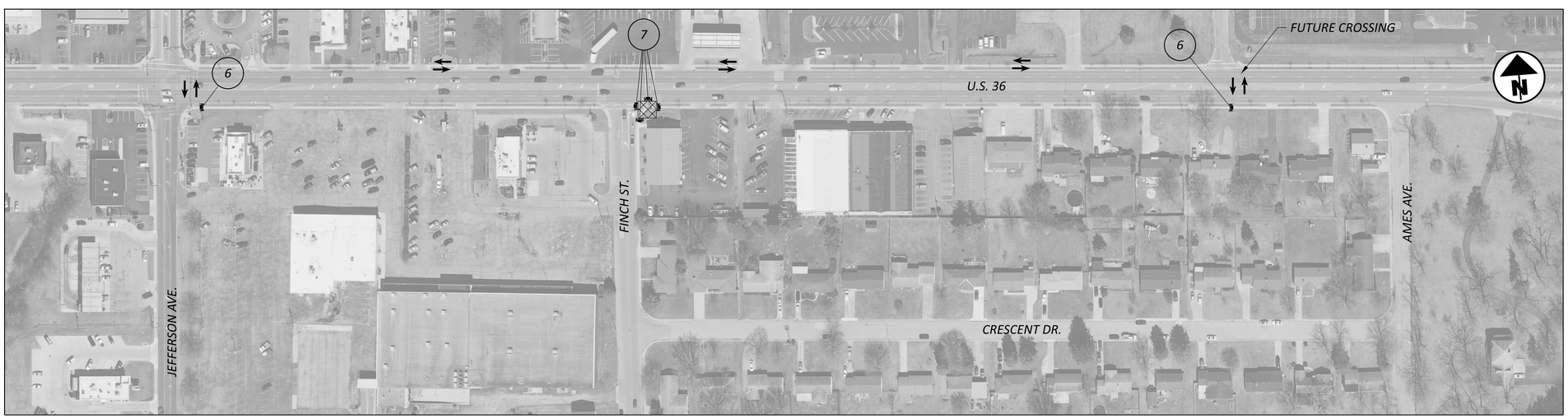
5 — SIDEWALK CLOSED / USE OTHER SIDE — *R9-10L-24* OR SIDEWALK CLOSED / USE OTHER SIDE — *R9-10R-24*

6 — SIDEWALK CLOSED AHEAD / CROSS HERE — *R9-11L-24* OR SIDEWALK CLOSED AHEAD / CROSS HERE — *R9-11R-24*

7 — SIDEWALK CLOSED — *R9-9-24*

8 — SIDEWALK CLOSED AHEAD — *R9-H9a-30*





HORIZONTAL SCALE IN FEET
0 50 100 200

PEDESTRIAN DETOUR
US 36 AT FINCH ST - SOUTH QUADRANTS

CHP-US36-Signals

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DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	DMG
REVIEWER	JAH 08/20/26
PROJECT ID	122411
SHEET	P.18
TOTAL	P.82

LEGEND

WORK AREA

DETOUR ROUTE

TYPE I BARRICADE W/ SIGN

SIGN LEGEND

1 — DETOUR — M4-9bL-30

2 — DETOUR — M4-9bC-30

3 — DETOUR — M4-9bR-30

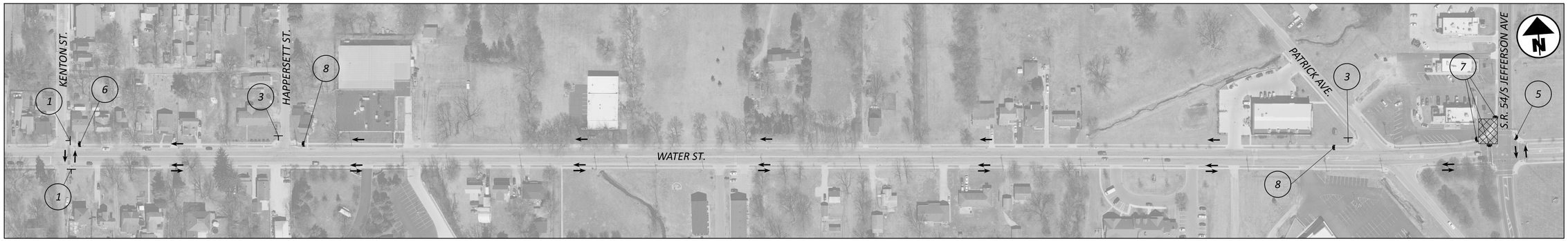
4 — SIDEWALK CLOSED CROSS HERE — R9-11aL-24 OR SIDEWALK CLOSED CROSS HERE — R9-11aR-24

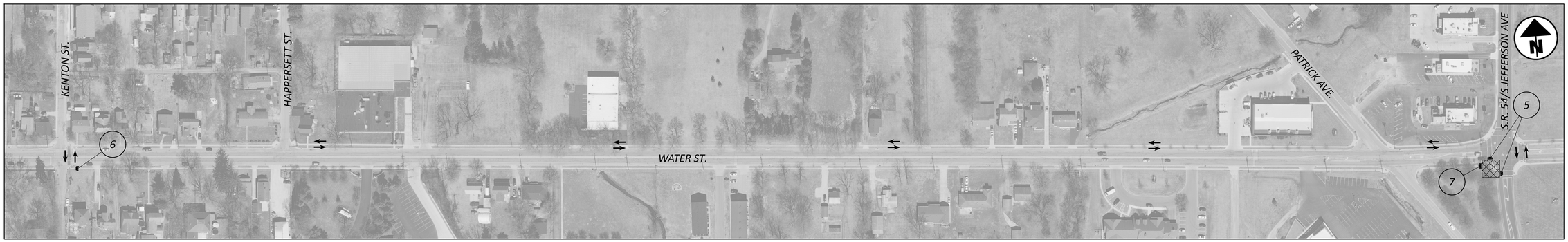
5 — SIDEWALK CLOSED USE OTHER SIDE — R9-10L-24 OR SIDEWALK CLOSED USE OTHER SIDE — R9-10R-24

6 — SIDEWALK CLOSED AHEAD CROSS HERE — R9-11L-24 OR SIDEWALK CLOSED AHEAD CROSS HERE — R9-11R-24

7 — SIDEWALK CLOSED — R9-9-24

8 — SIDEWALK CLOSED AHEAD — R9-H9a-30





HORIZONTAL SCALE IN FEET
0 60 120 240

PEDESTRIAN DETOUR
S JEFFERSON AVE & E WATER ST - WEST QUADRANTS

CHP-US36-Signals

MODEL: CLX_U036_800 - Plan Sheet PAPERSIZE: 34x22 (in.) DATE: 9/1/2026 TIME: 1:15:40 PM USER: aakuraju
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DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	DMG
REVIEWER	JAH 08/20/26
PROJECT ID	122411
SHEET	P.19
TOTAL	P.82

LEGEND

- *WORK AREA*
- *DETOUR ROUTE*
- *TYPE I BARRICADE W/ SIGN*

SIGN LEGEND

1. DETOUR ← — *M4-9bL-30*
2. DETOUR ↑ — *M4-9bC-30*
3. DETOUR → — *M4-9bR-30*
4. SIDEWALK CLOSED CROSS HERE ← / SIDEWALK CLOSED CROSS HERE → — *R9-11aL-24* OR *R9-11aR-24*
5. SIDEWALK CLOSED USE OTHER SIDE ← / SIDEWALK CLOSED USE OTHER SIDE → — *R9-10L-24* OR *R9-10R-24*
6. SIDEWALK CLOSED AHEAD CROSS HERE ← / SIDEWALK CLOSED AHEAD CROSS HERE → — *R9-11L-24* OR *R9-11R-24*
7. SIDEWALK CLOSED — *R9-9-24*
8. SIDEWALK CLOSED AHEAD — *R9-H9a-30*





HORIZONTAL SCALE IN FEET
0 25 50 100

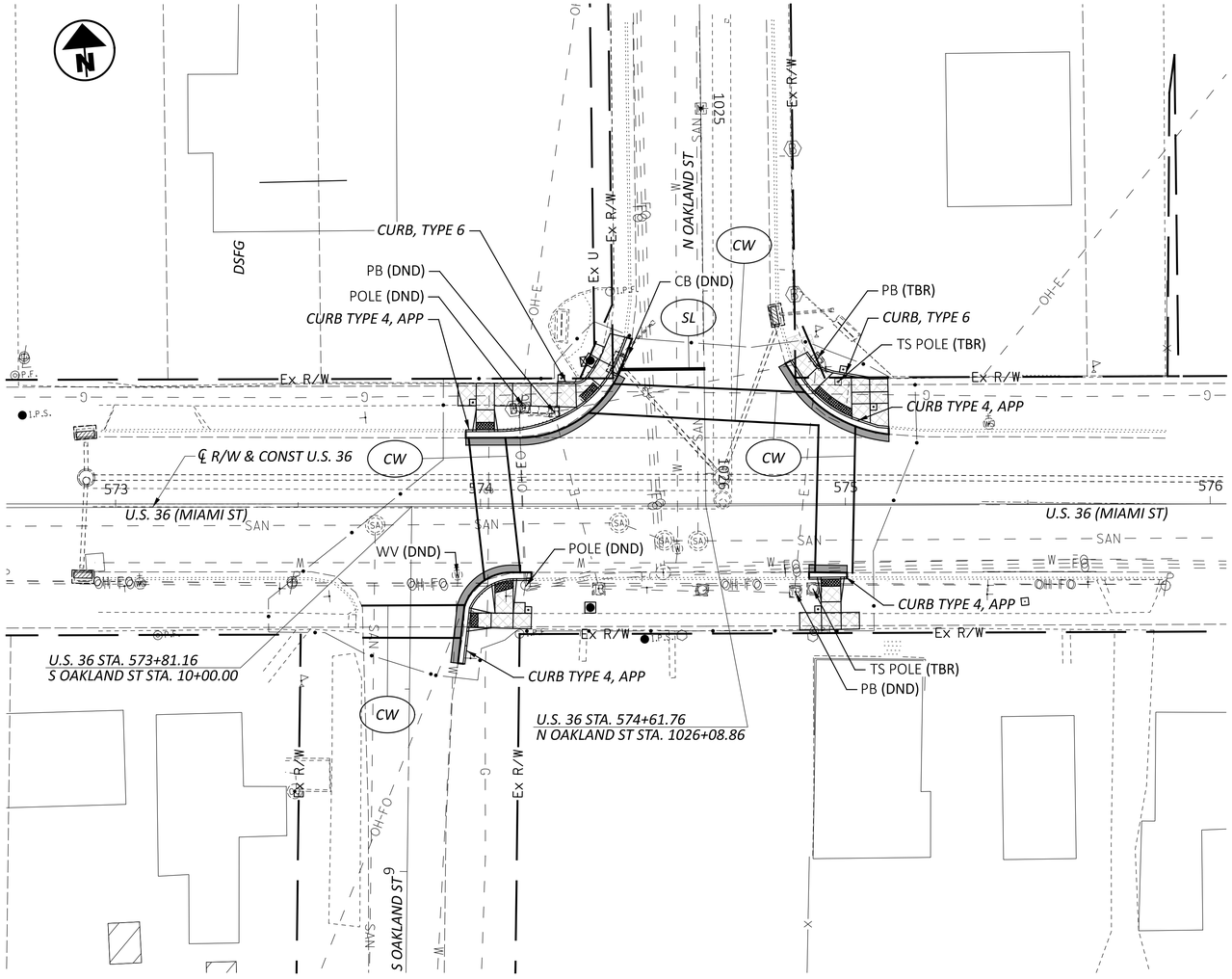
PEDESTRIAN DETOUR
S JEFFERSON AVE & E WATER ST - EAST QUADRANTS

CHP-US36-Signals

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DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	DMG
REVIEWER	JAH 08/20/26
PROJECT ID	122411
SHEET	P.20
TOTAL	P.82



LEGEND:

- PAVEMENT REPLACEMENT
- ITEM 608, 5" CONCRETE WALK
- DETECTABLE WARNING
- SL — STOP LINE
- CW — CROSSWALK LINE
- CONSTRUCTION LIMITS

HORIZONTAL SCALE IN FEET
0 10 20 40

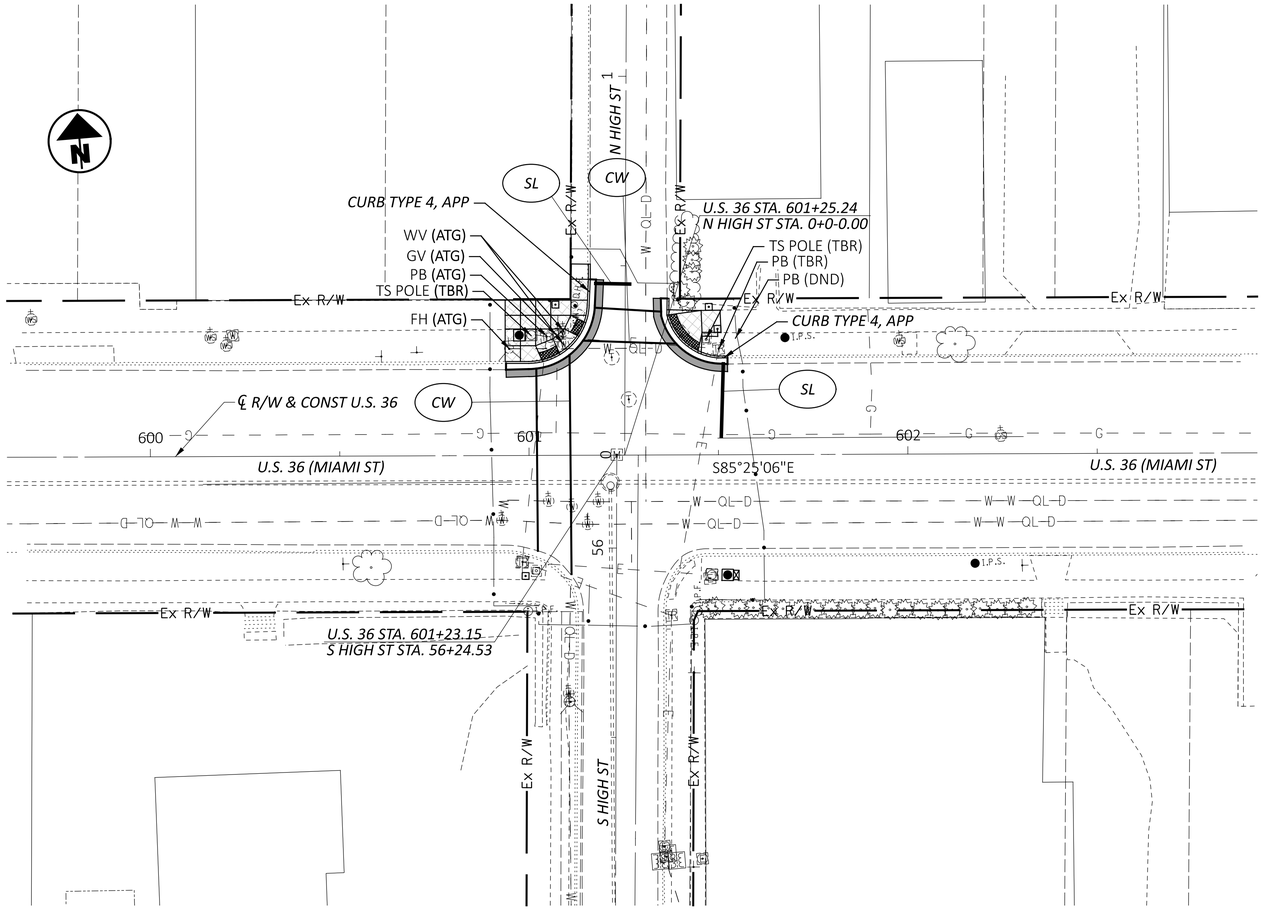
PLAN SHEET
US 36 & OAKLAND ST

CHP-US36-Signals

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DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	SRP
REVIEWER	JAH 02/20/26
PROJECT ID	122411
SHEET	P.21
TOTAL	P.82



LEGEND:

- PAVEMENT REPLACEMENT
- ITEM 608, 5" CONCRETE WALK
- DETECTABLE WARNING
- SL — STOP LINE
- CW — CROSSWALK LINE
- CONSTRUCTION LIMITS

CHP-US36-Signals

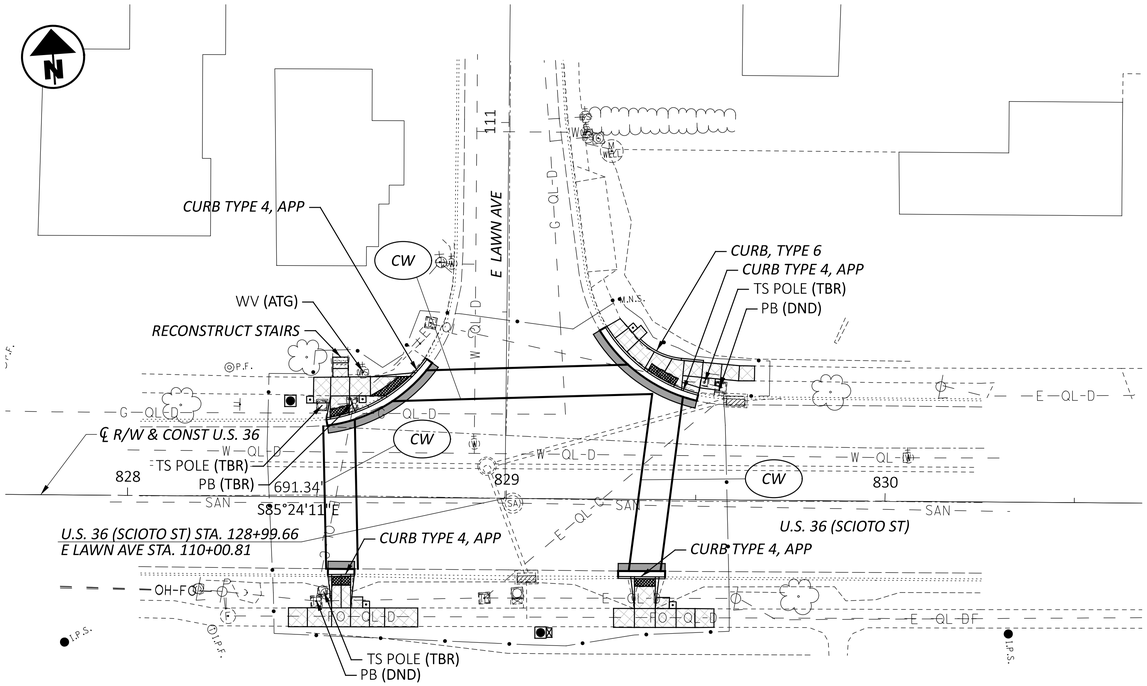
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HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN SHEET
US 36 & HIGH ST

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	SRP
REVIEWER	JAH 02/20/26
PROJECT ID	122411
SHEET	P.22
TOTAL	P.82



LEGEND:

- PAVEMENT REPLACEMENT
- ITEM 608, 5" CONCRETE WALK
- DETECTABLE WARNING
- SL — STOP LINE
- CW — CROSSWALK LINE
- CONSTRUCTION LIMITS

CHP-US36-Signals

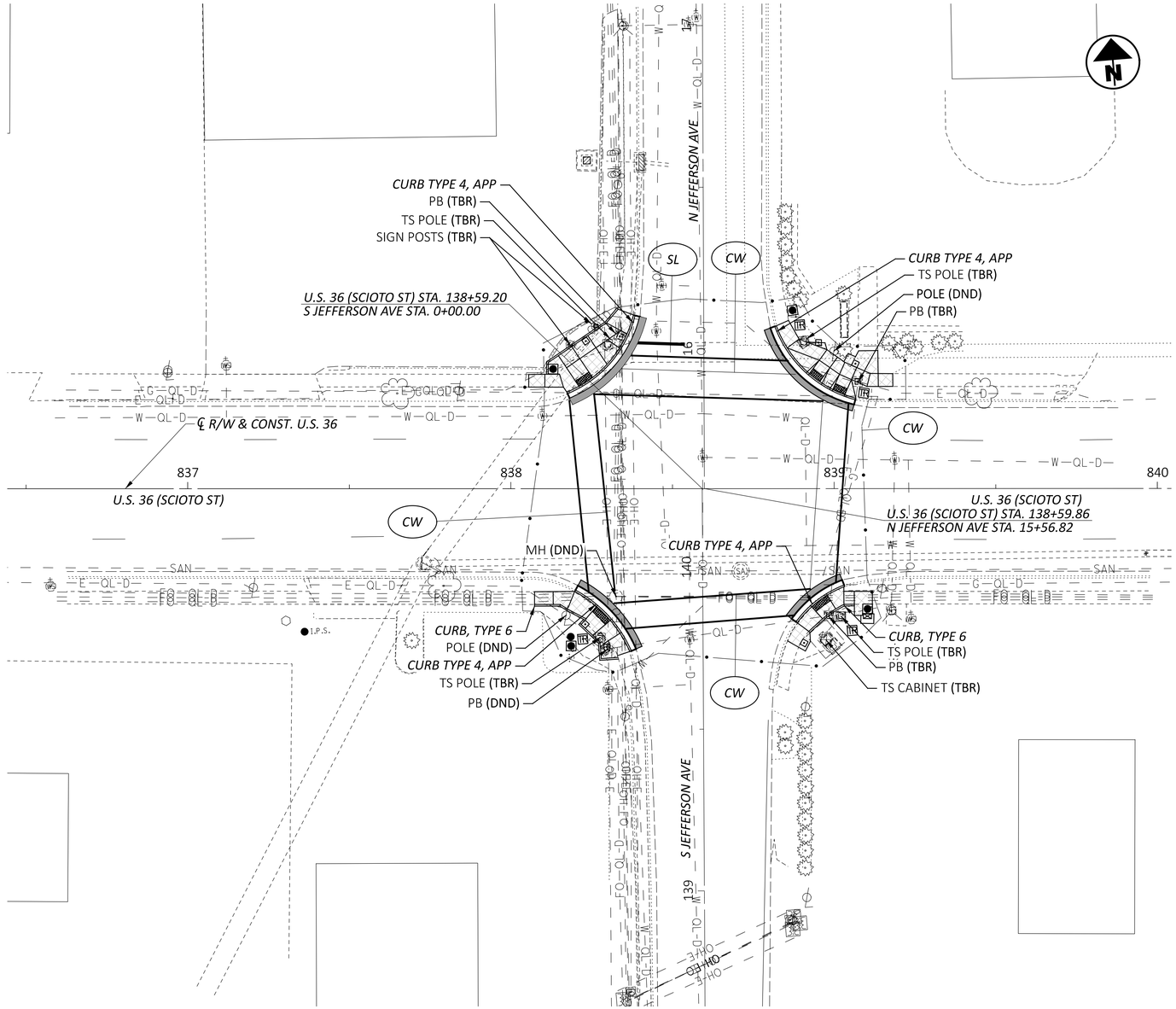
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HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN SHEET
US 36 & E LAWN AVE

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	SRP
REVIEWER	JAH 02/20/26
PROJECT ID	122411
SHEET	P.23
TOTAL	P.82



LEGEND:

- PAVEMENT REPLACEMENT
- ITEM 608, 5" CONCRETE WALK
- DETECTABLE WARNING
- SL — STOP LINE
- CW — CROSSWALK LINE
- CONSTRUCTION LIMITS

HORIZONTAL SCALE IN FEET
0 10 20 40

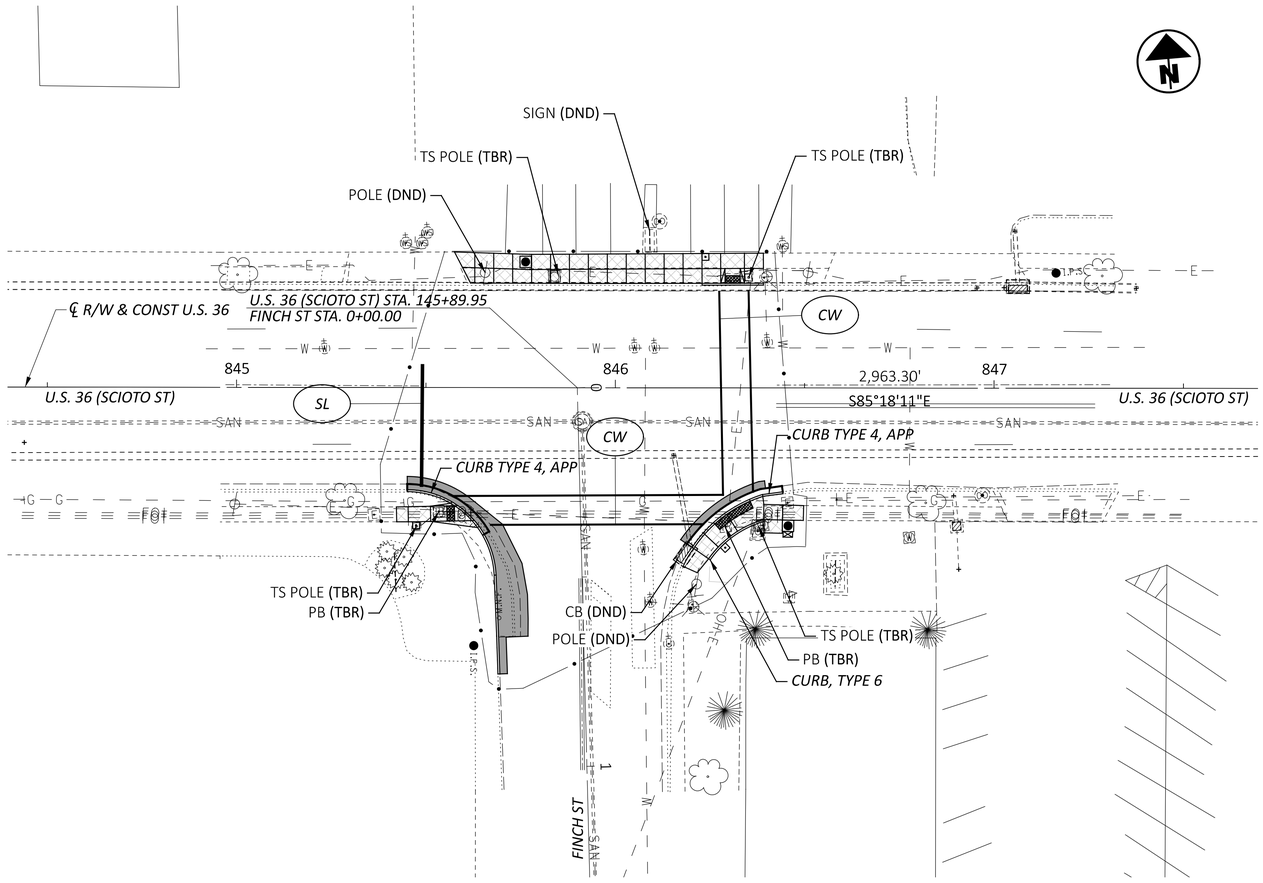
PLAN SHEET
US 36 & JEFFERSON AVE

CHP-US36-Signals

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DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	SRP
REVIEWER	JAH 02/20/26
PROJECT ID	122411
SHEET	P.24
TOTAL	P.82



LEGEND:

- PAVEMENT REPLACEMENT
- ITEM 608, 5" CONCRETE WALK
- DETECTABLE WARNING
- SL — STOP LINE
- CW — CROSSWALK LINE
- CONSTRUCTION LIMITS

CHP-US36-Signals

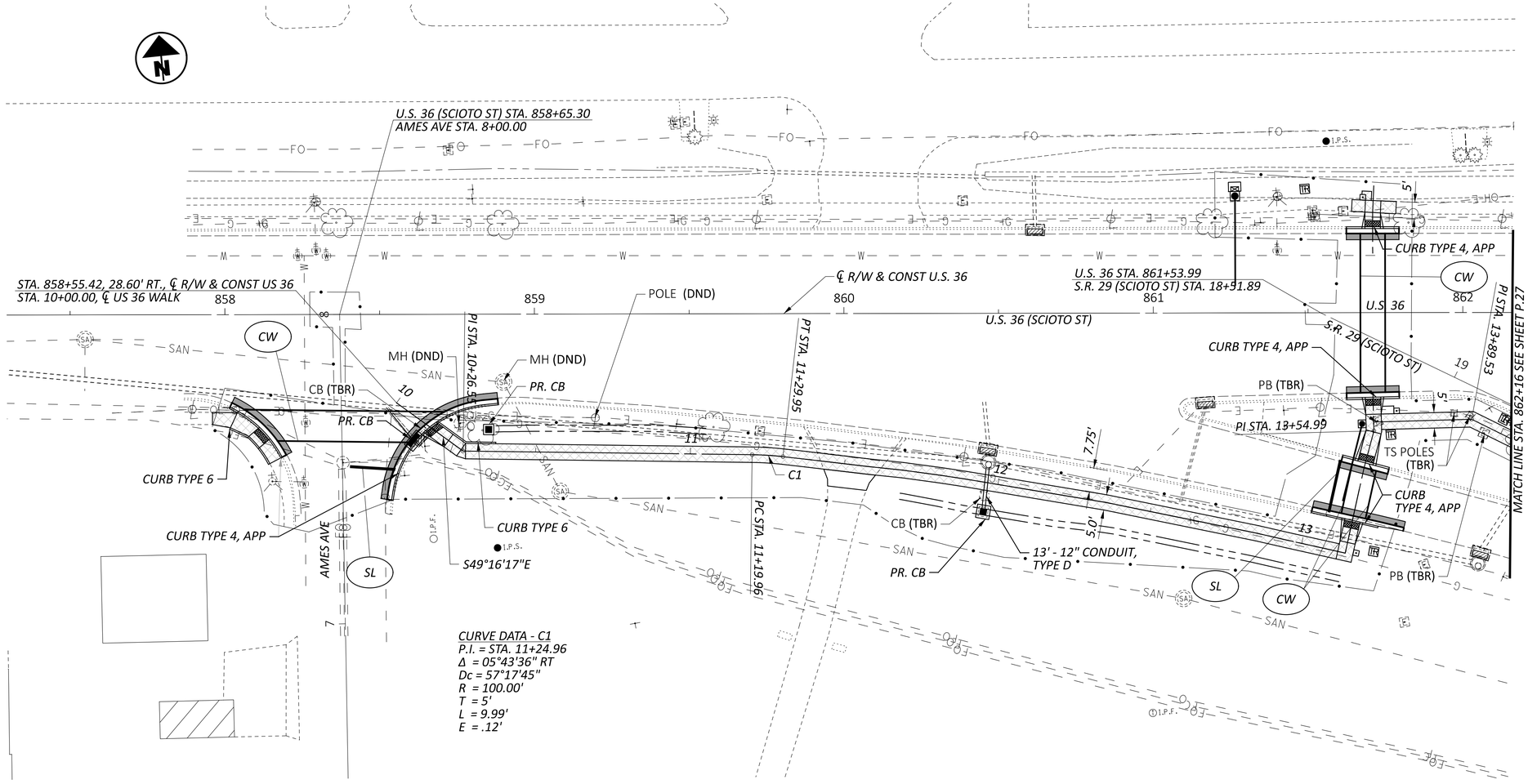
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HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN SHEET
US 36 & FINCH ST

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER: SRP
REVIEWER: JAH 02/20/26
PROJECT ID: 122411
SHEET: P.25 TOTAL: P.82



CURVE DATA - C1
P.I. = STA. 11+24.96
Δ = 05°43'36" RT
Dc = 57°17'45"
R = 100.00'
T = 5'
L = 9.99'
E = .12'

LEGEND:

- PAVEMENT REPLACEMENT
- ITEM 608, 5" CONCRETE WALK
- DETECTABLE WARNING
- SL — STOP LINE
- CW — CROSSWALK LINE
- CONSTRUCTION LIMITS

HORIZONTAL SCALE IN FEET
0 10 20 40

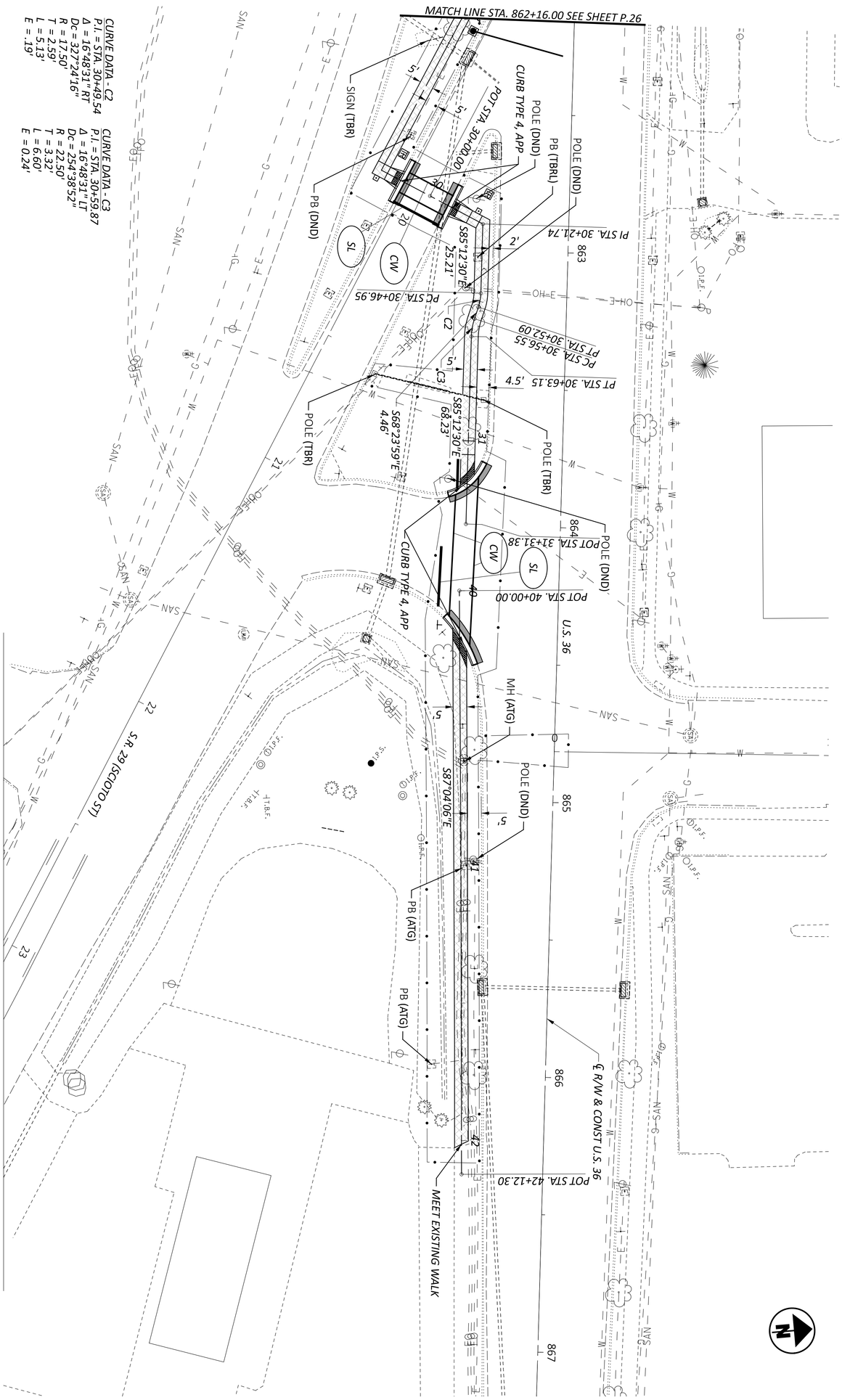
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STA. 857+29.58 TO STA. 862+16.00

CHP-US36-Signals

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DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	SRP
REVIEWER	JAH 02/20/26
PROJECT ID	122411
SHEET	P.26
TOTAL	P.82

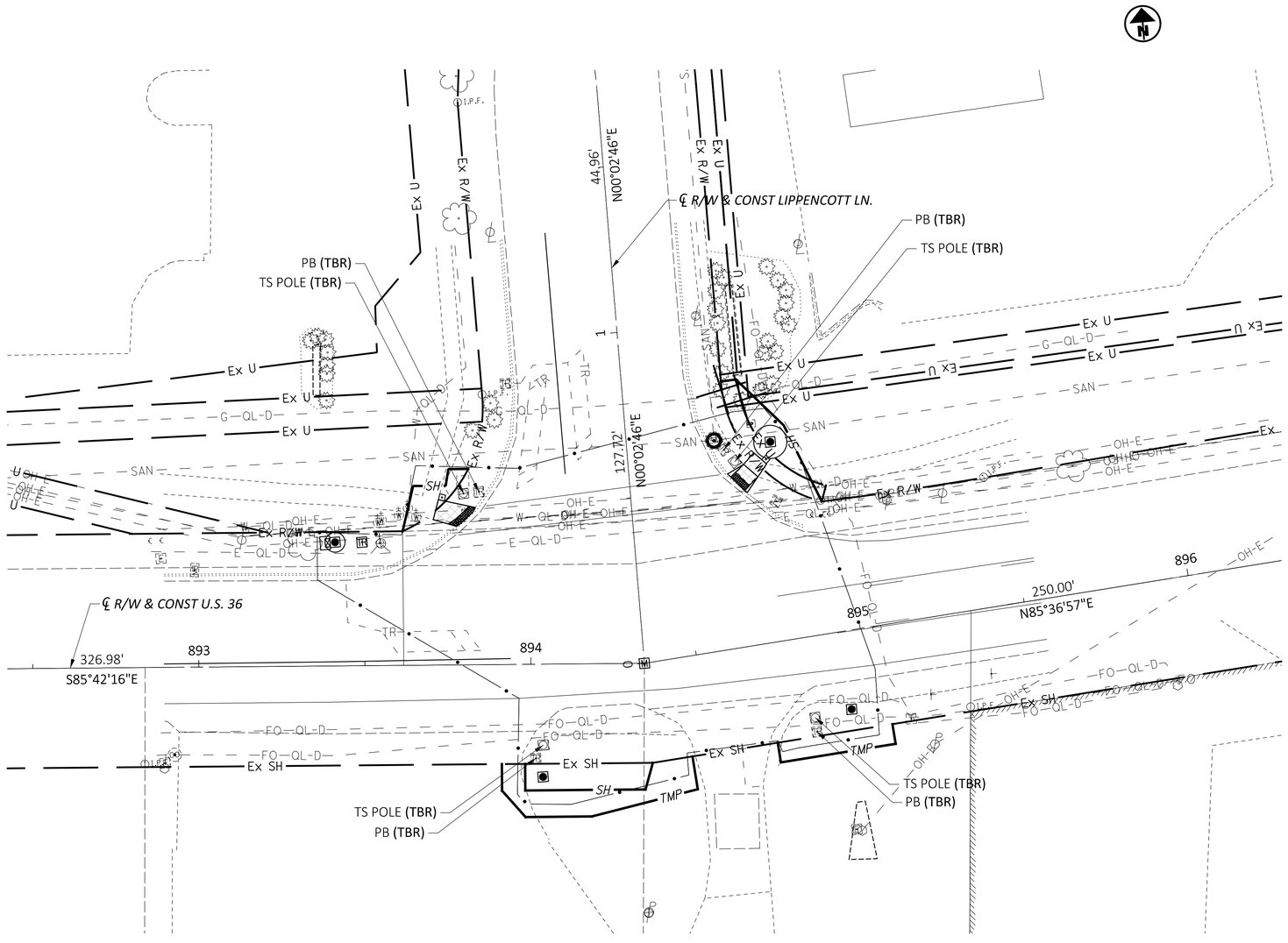


PLAN SHEET - US 36 & SR 29 / SCIOTO ST
STA. 862+16.00 TO STA. 867+16.00

HORIZONTAL SCALE IN FEET
0 20
10 40

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER SRP
REVIEWER JAH 02/20/26
PROJECT ID 122411
SHEET P.27 TOTAL P.82



LEGEND:

- *PAVEMENT REPLACEMENT*
- *ITEM 608, 5" CONCRETE WALK*
- *DETECTABLE WARNING*
- SL — *STOP LINE*
- CW — *CROSSWALK LINE*
- *CONSTRUCTION LIMITS*

HORIZONTAL SCALE IN FEET
0 10 20 40

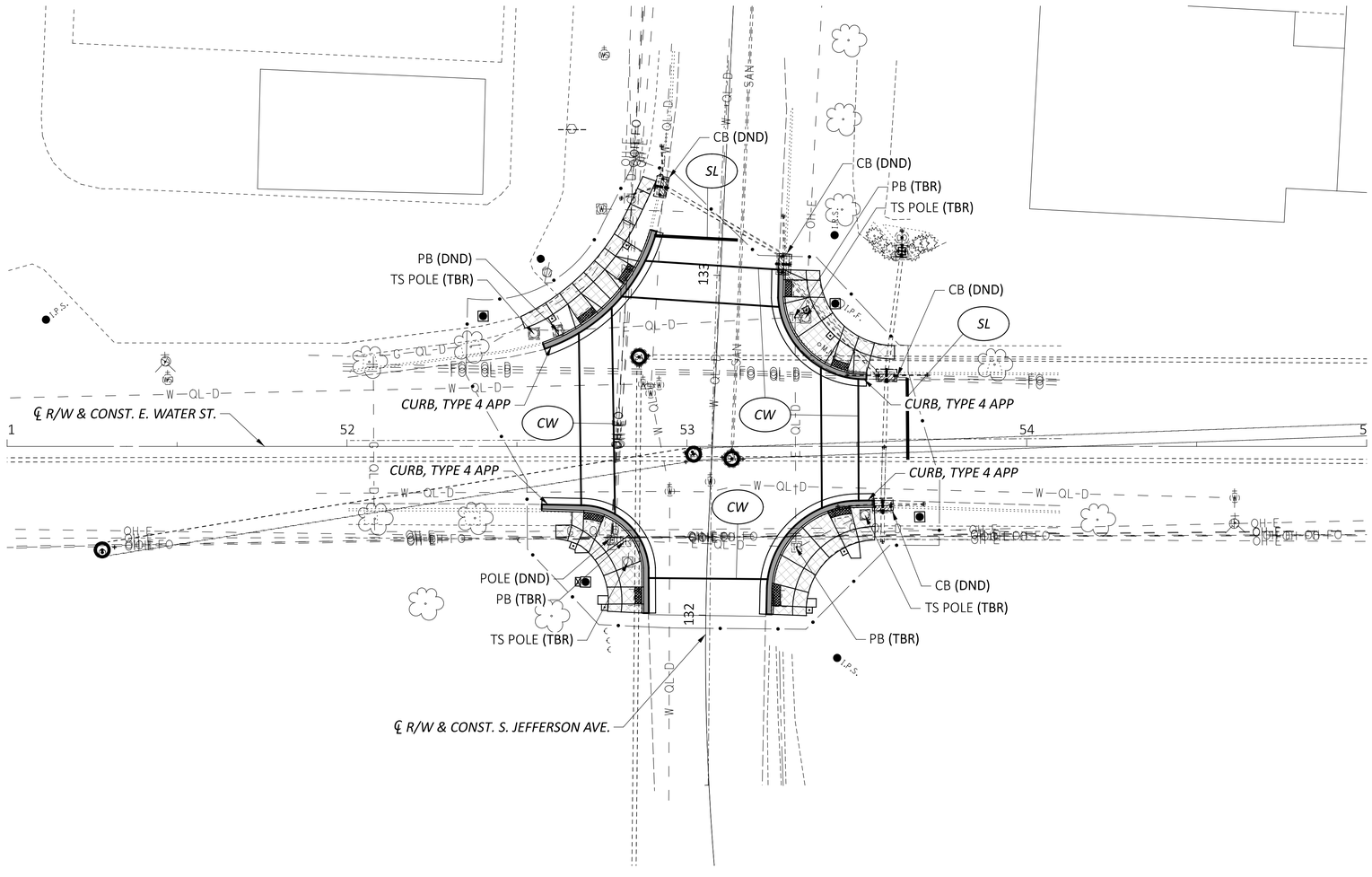
PLAN SHEET
US 36 & LIPPENCOTT LN

CHP-US36-Signals

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Z:\Projects\10195-CHP-US36 Signals\122411\400-Engineering\Roadway\Sheets\122411_GP701.dgn

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	DLS
REVIEWER	JAH 08/28/26
PROJECT ID	122411
SHEET	P.28
TOTAL	P.82



LEGEND:

- PAVEMENT REPLACEMENT
- ITEM 608, 5" CONCRETE WALK
- DETECTABLE WARNING
- SL — STOP LINE
- CW — CROSSWALK LINE
- CONSTRUCTION LIMITS

HORIZONTAL SCALE IN FEET
0 10 20 40

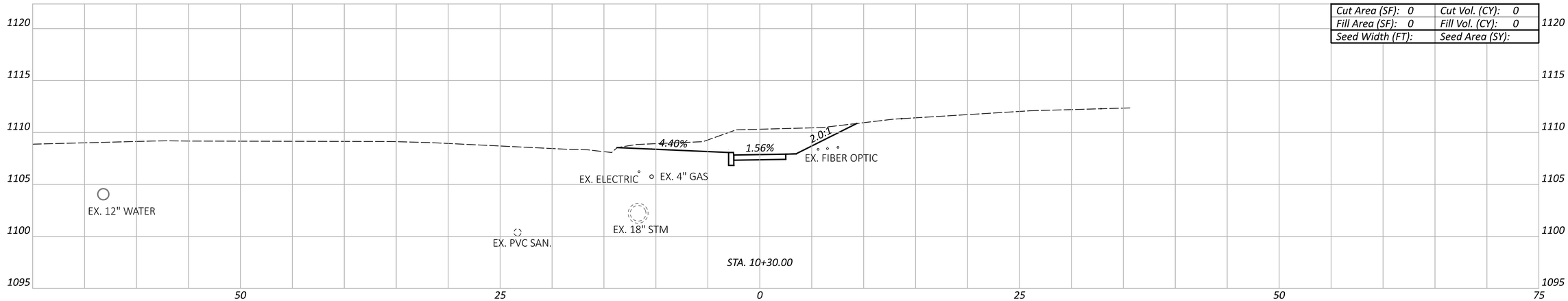
PLAN SHEET - S JEFFERSON AVE & E WATER ST STA. 51+00 TO STA. 55+00

CHP-US36-Signals

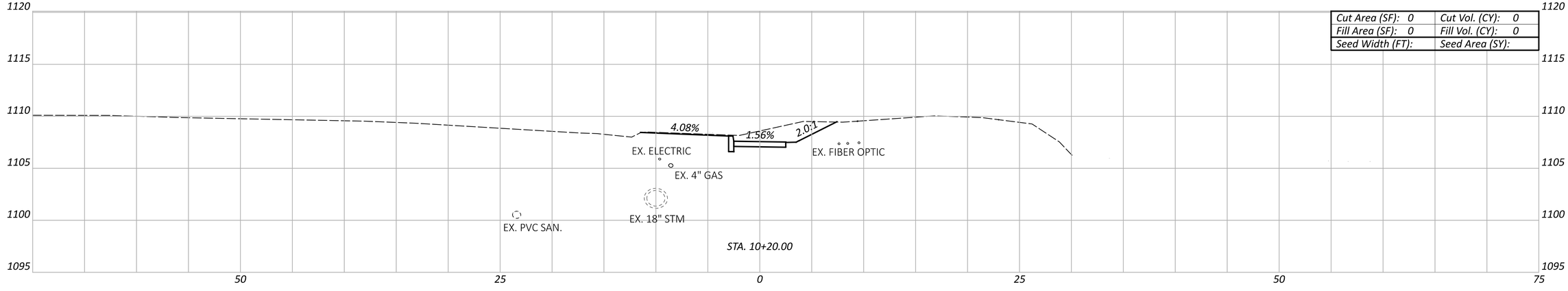
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DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

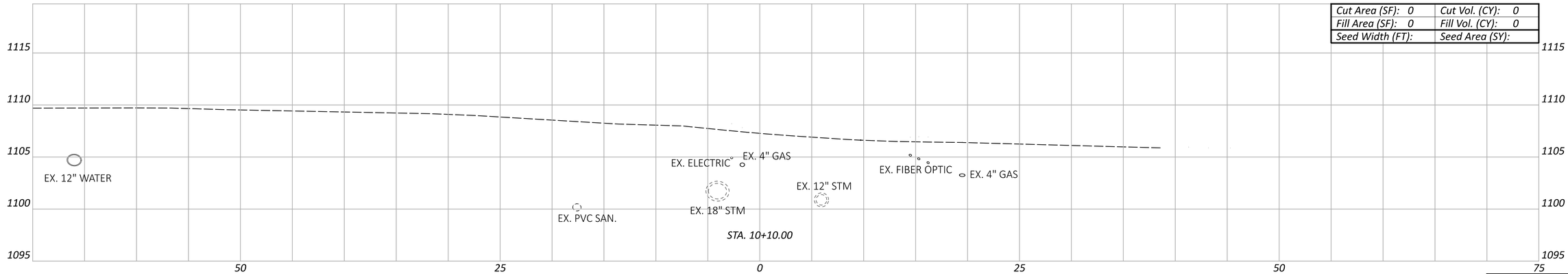
DESIGNER	SRP
REVIEWER	JAH 02/20/26
PROJECT ID	122411
SHEET	P.29
TOTAL	P.82



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Seed Width (FT):	Seed Area (SY):



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Seed Width (FT):	Seed Area (SY):

Sheet Totals		
Seeding	Cut	Fill

CHP-US36-Signals

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Z:\Projects\10195-CHP-US36 Signals\122411\400-Engineering\Roadway\Sheets\122411_XS001.dgn

CROSS SECTIONS - US 36 WALK
STA. 10+10.00 TO 10+30.00

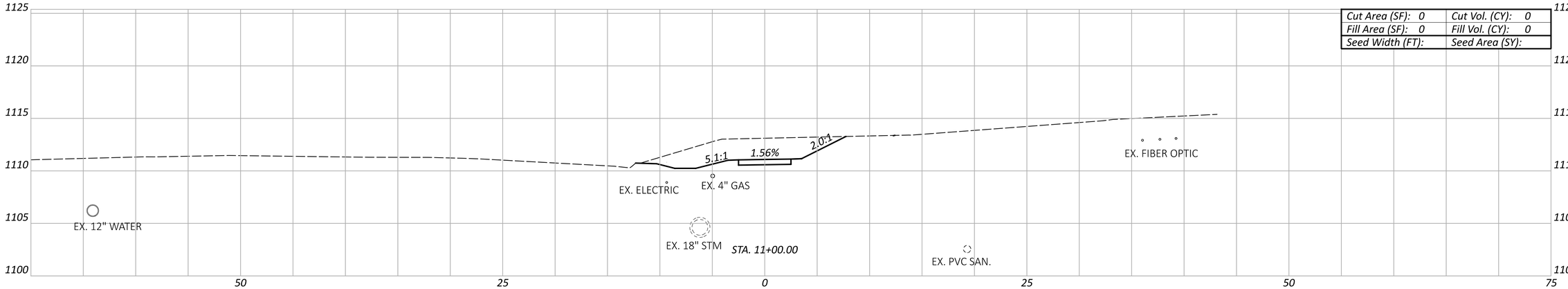
DESIGN AGENCY

DESIGNER
DLS

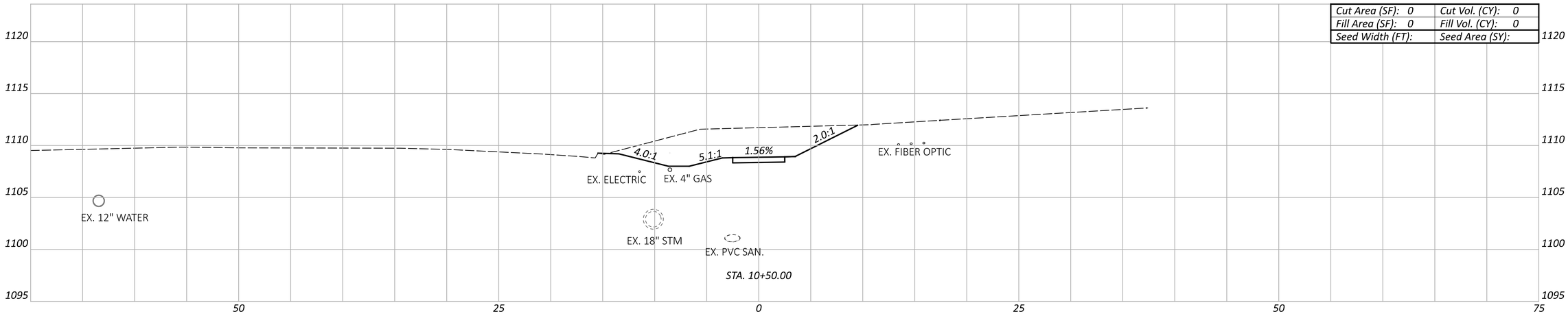
REVIEWER
JAH 08-27-26

PROJECT ID
122411

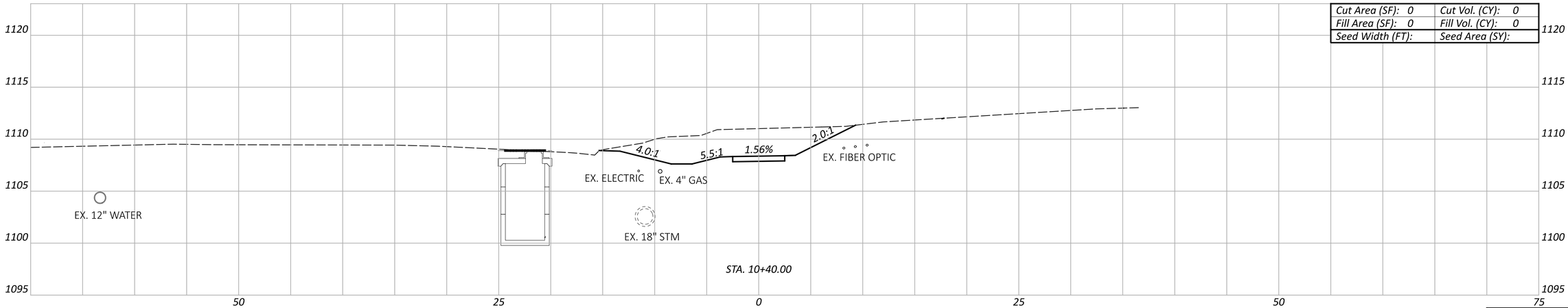
SHEET	TOTAL
P.30	P.82



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Seed Width (FT):	Seed Area (SY):



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Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):

Sheet Totals		
Seeding	Cut	Fill

CROSS SECTIONS - US 36 WALK
STA. 10+40.00 TO 10+70.00

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER: DLS

REVIEWER: JAH 08-27-26

PROJECT ID: 122411

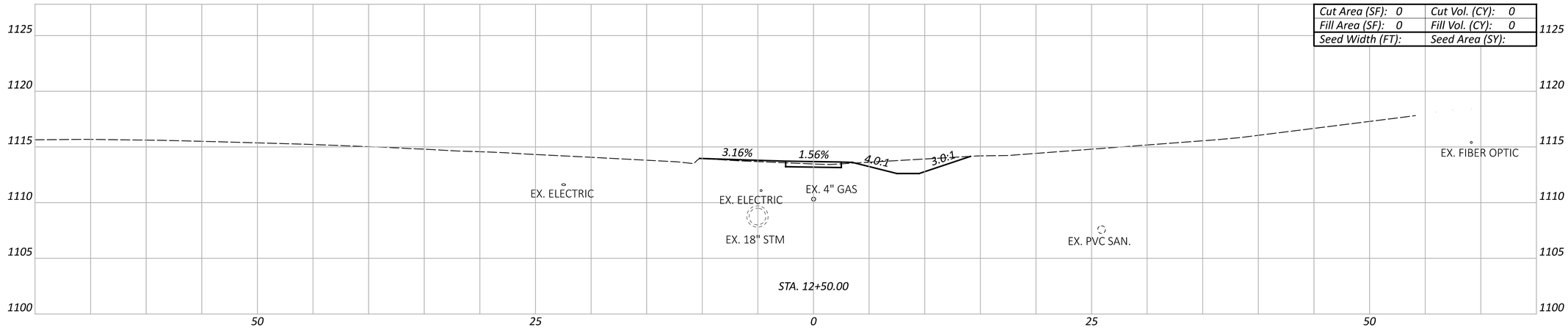
SHEET: P.31 | TOTAL: P.82

CHP-US36-Signals

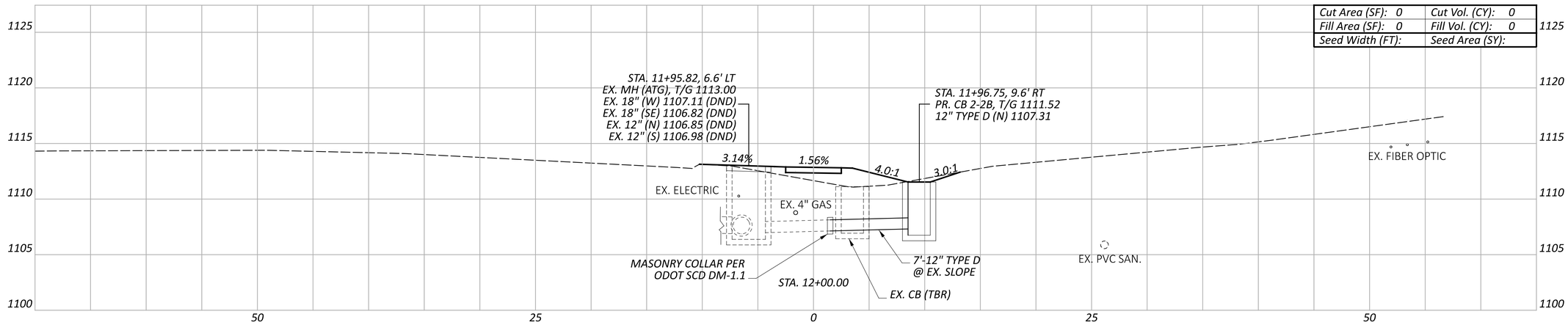
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CROSS SECTIONS - US 36 WALK
STA. 11+50.00 TO STA. 12+50.00

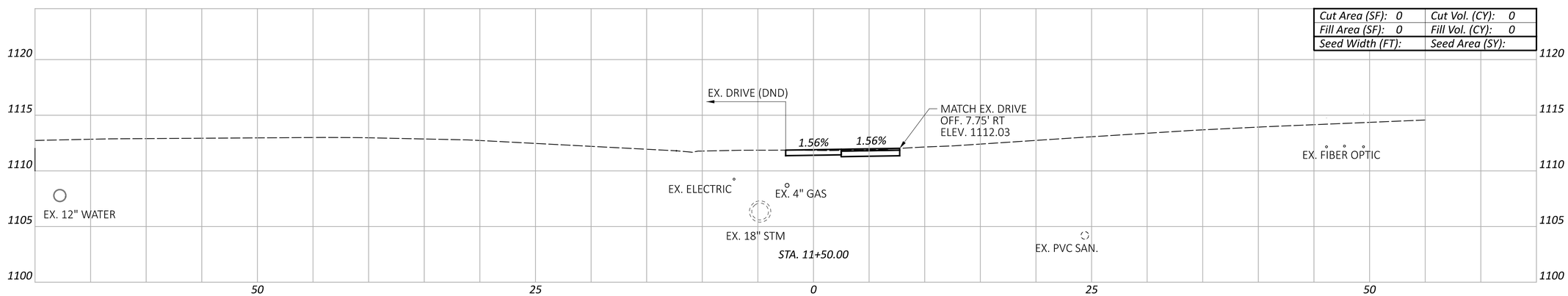
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Seed Width (FT):	Seed Area (SY):



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):



Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER DLS

REVIEWER JAH 08-27-26

PROJECT ID 122411

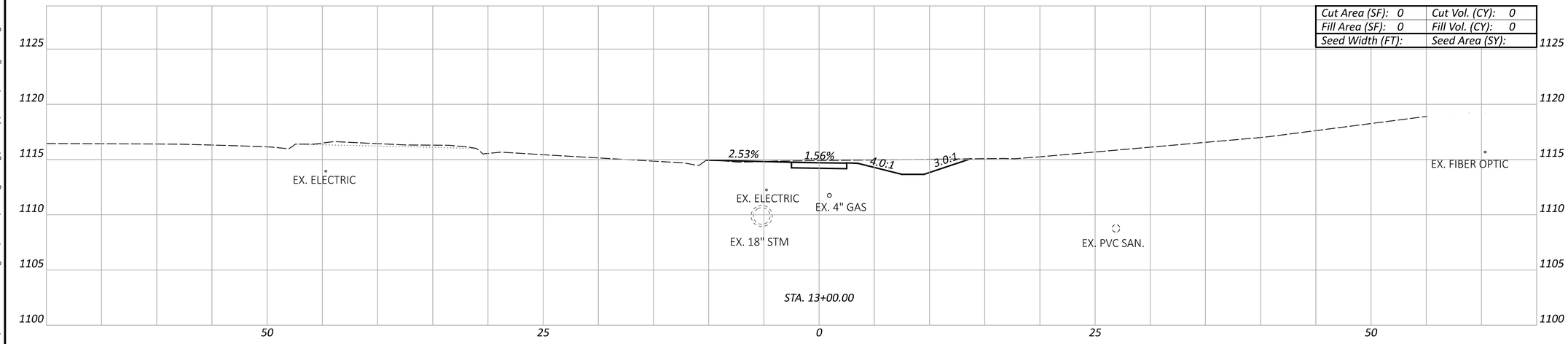
SHEET P.32 TOTAL P.82

CHP-US36-Signals

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CHP-US36-Signals

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CROSS SECTIONS - US 36 WALK
STA. 13+00.00

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

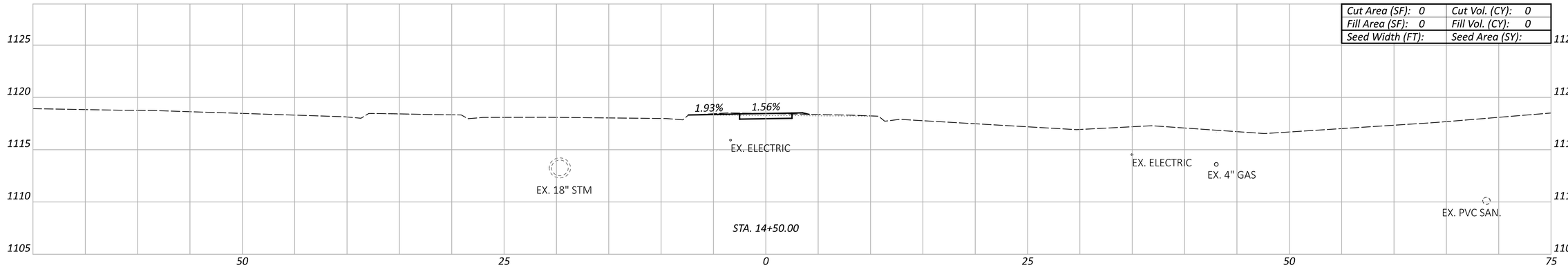
DESIGNER
DLS

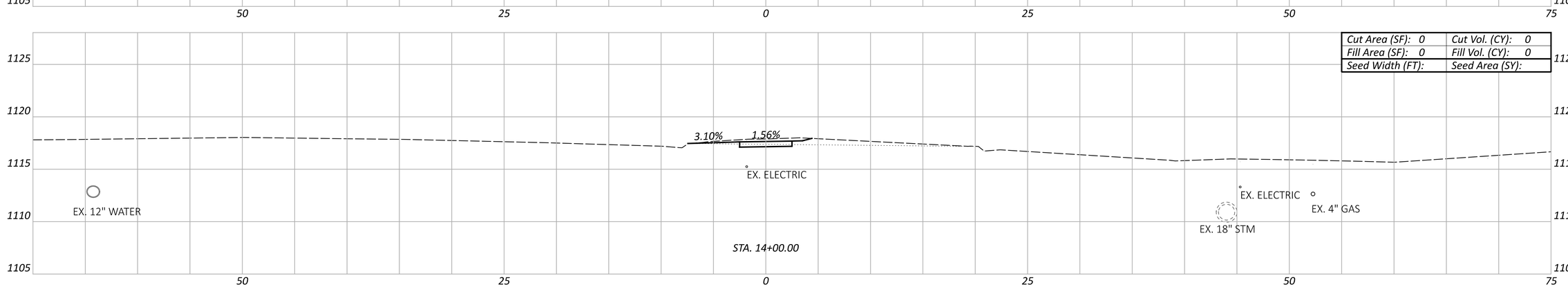
REVIEWER
JAH 08-27-26

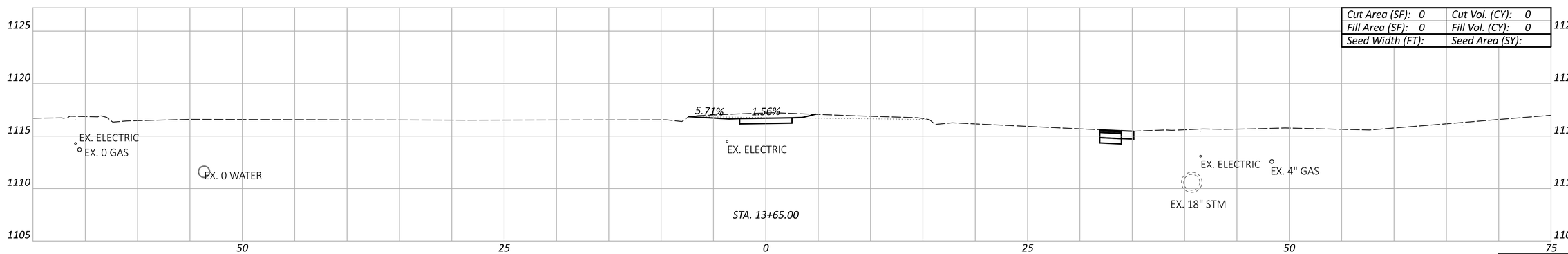
PROJECT ID
122411

Sheet Totals		
Seeding	Cut	Fill

SHEET P.33 TOTAL P.82







CHP-US36-Signals

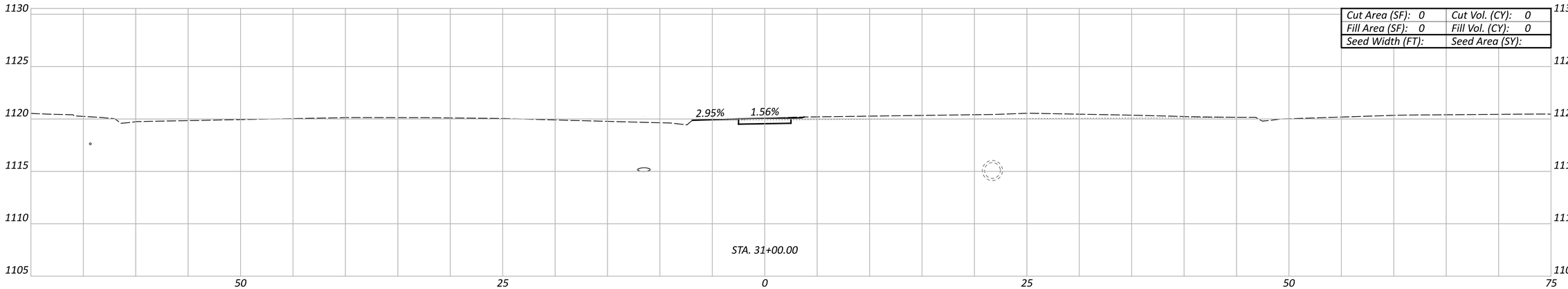
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CROSS SECTIONS - US 36 WALK
STA. 13+65.00 TO STA. 14+50.00

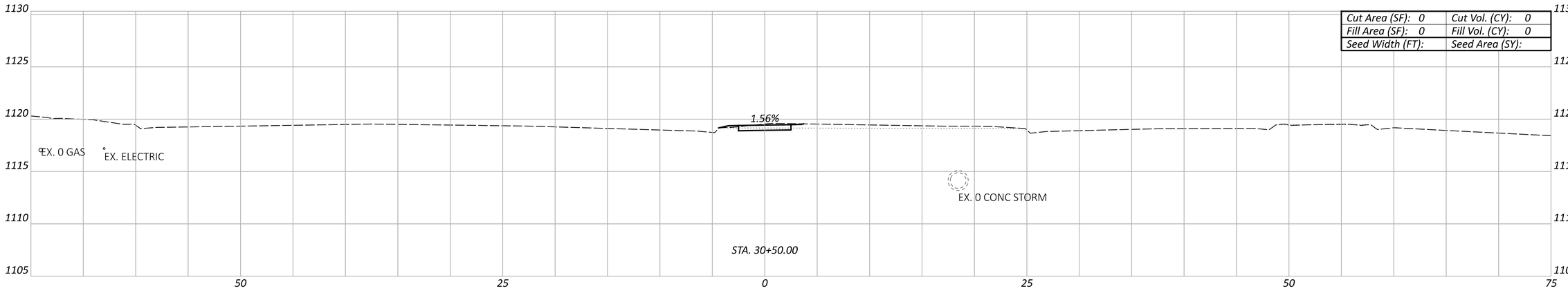
Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

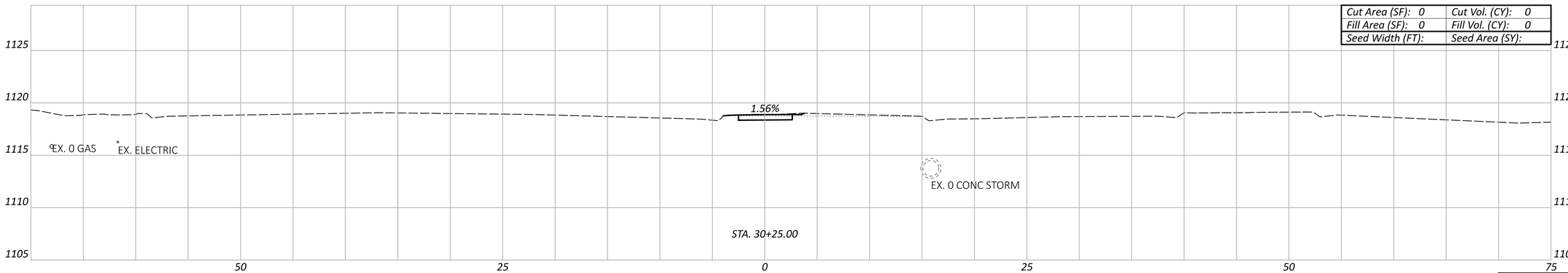
DESIGNER	DLS
REVIEWER	JAH 08-27-26
PROJECT ID	122411
SHEET	P.34
TOTAL	P.82



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Seed Width (FT):	Seed Area (SY):



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):

Sheet Totals		
Seeding	Cut	Fill

CROSS SECTIONS - US 36 WALK
STA. 30+25.00 TO STA. 31+00.00

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER DLS

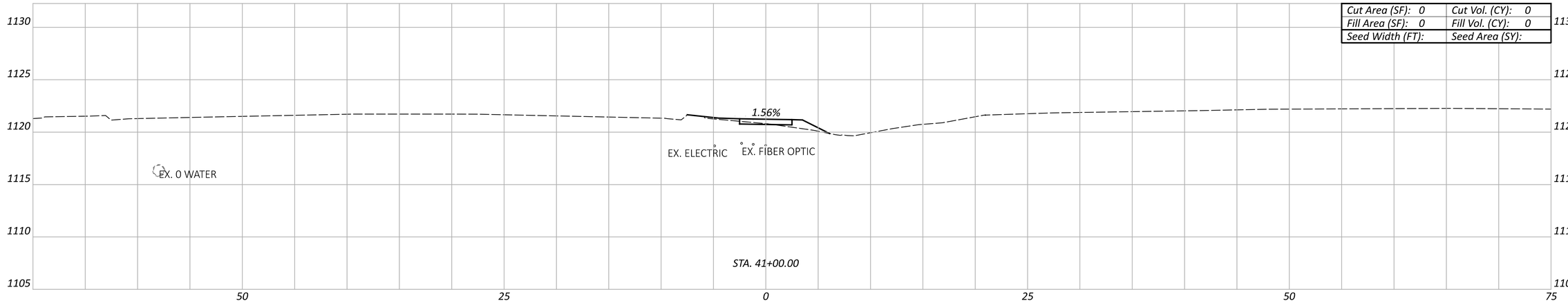
REVIEWER JAH 08-28-26

PROJECT ID 122411

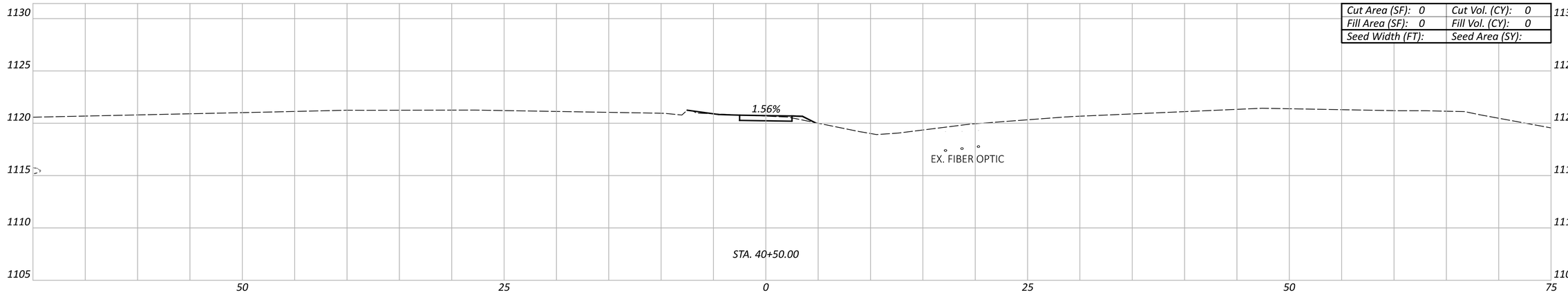
SHEET P.35 TOTAL P.82

CHP-US36-Signals

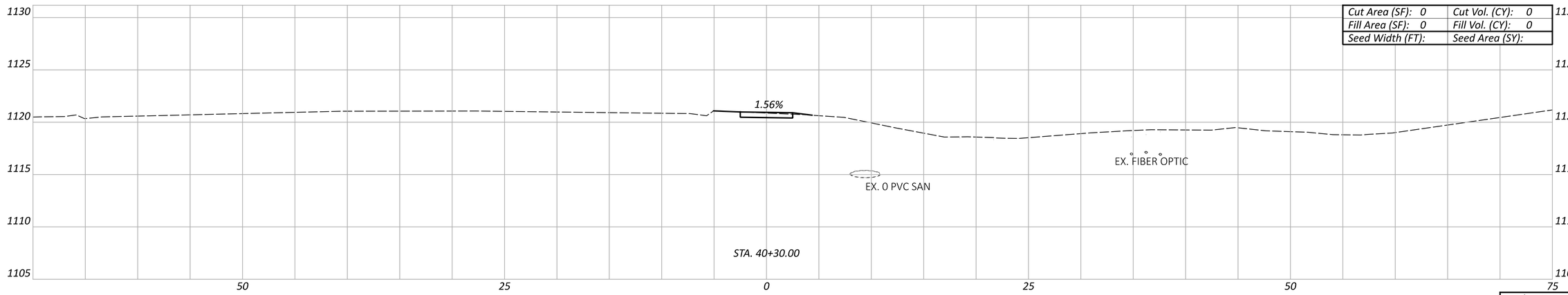
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Seed Width (FT):	Seed Area (SY):



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Sheet Totals		
Seeding	Cut	Fill

CHP-US36-Signals

MODEL: 608-end - 40+30.00 PAPERSIZE: 34x22 (in.) DATE: 9/1/2026 TIME: 1:08:39 PM USER: aakuraju
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CROSS SECTIONS - US 36 WALK
STA. 40+30.00 TO STA. 41+00.00

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER
DLS

REVIEWER
JAH 08-28-26

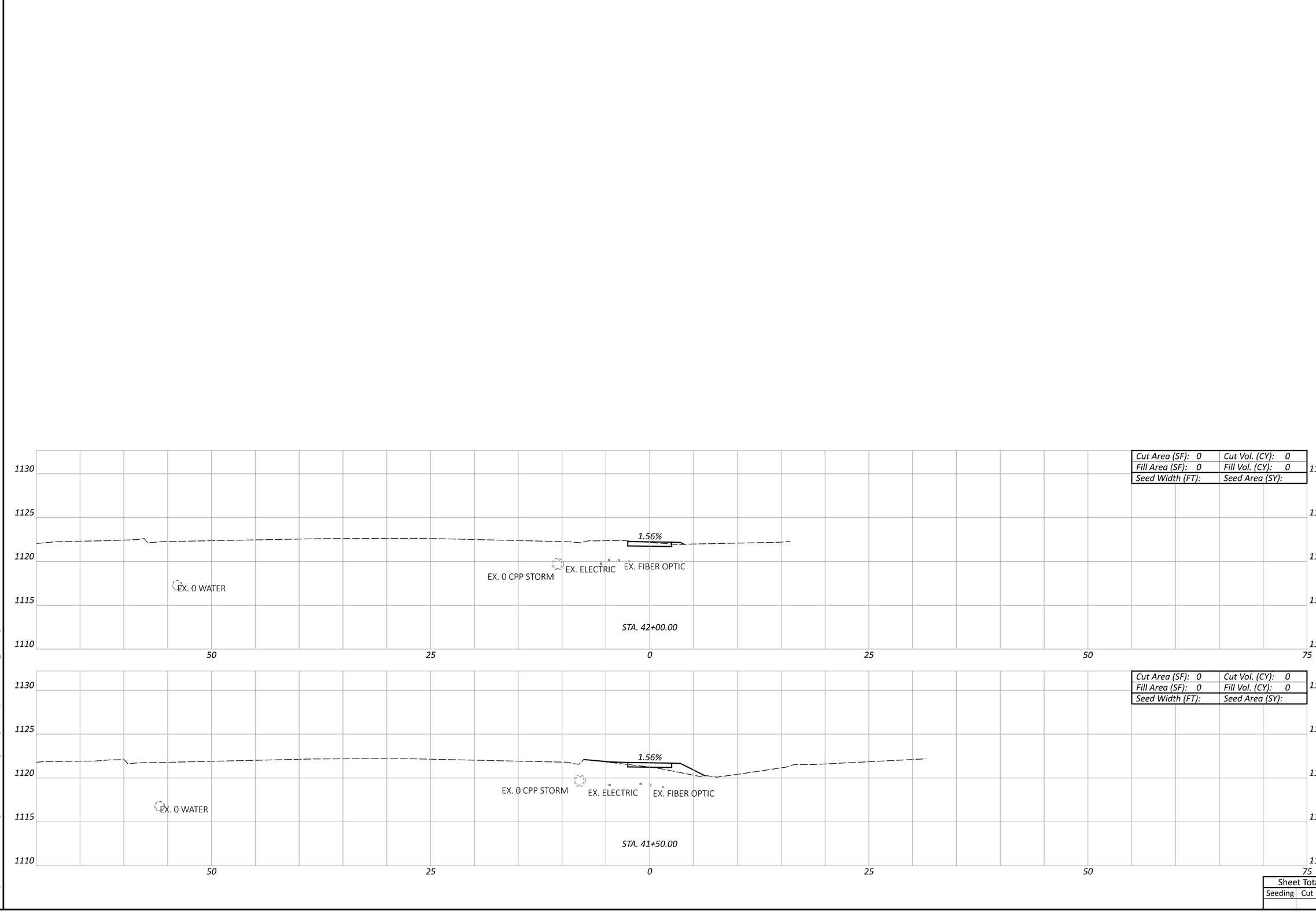
PROJECT ID
122411

SHEET	TOTAL
P.36	P.82

CHP-US36-Signals

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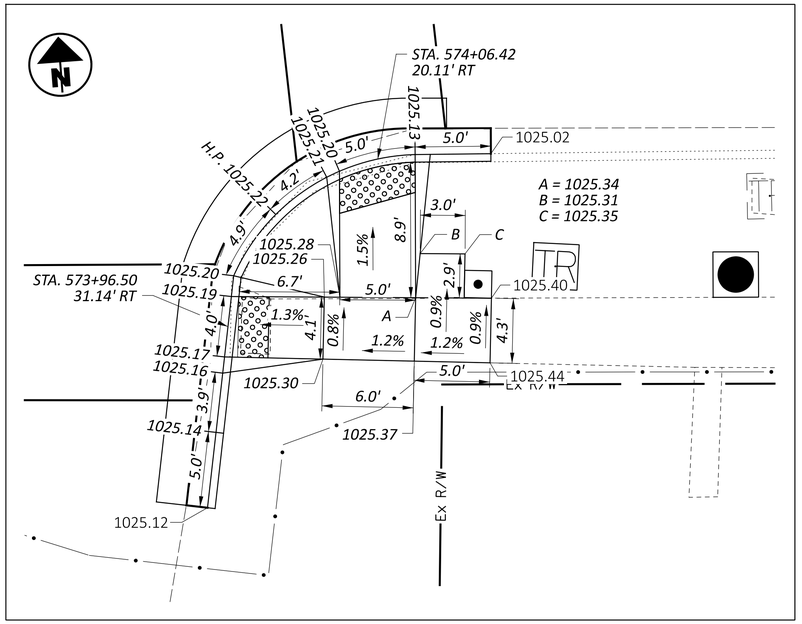
CROSS SECTIONS - US 36 WALK
STA. 41+50.00 TO STA. 42+00.00



Sheet Totals		
Seeding	Cut	Fill

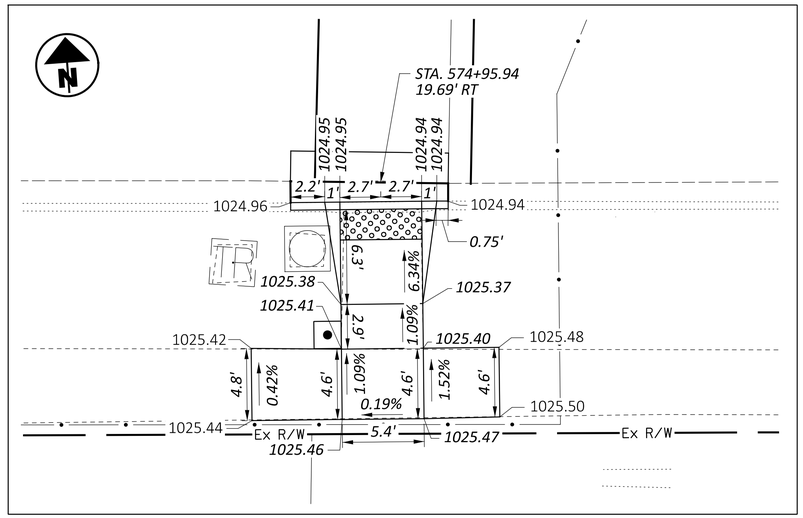
DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER DLS
REVIEWER JAH 08-28-26
PROJECT ID 122411
SHEET P.37 TOTAL P.82



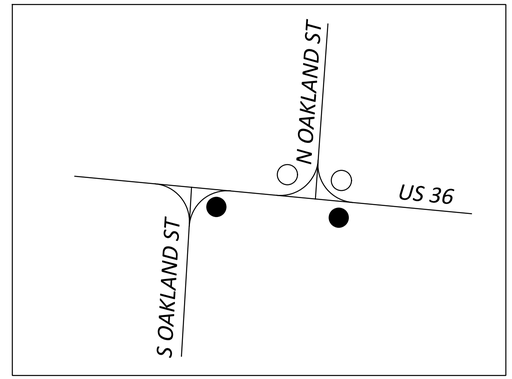
CR-101 & CR-102 - CURB RAMP DETAIL

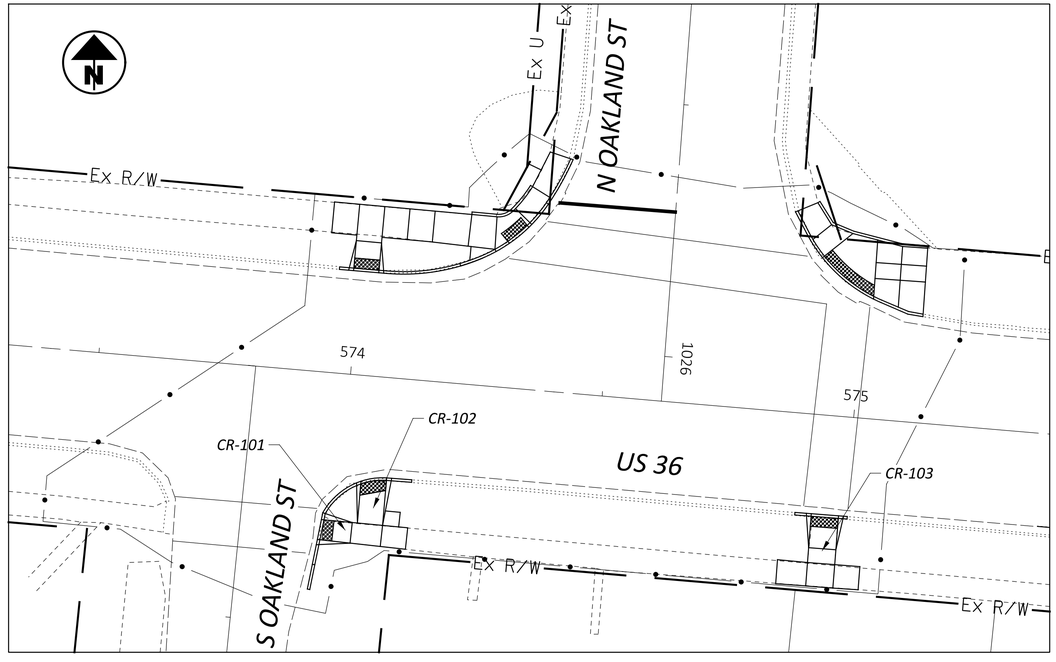
SCALE = 1" = 5'



CR-103 - CURB RAMP DETAIL

SCALE = 1" = 5'





NOTE:
** DENOTES BACK OF CURB ELEVATION*

HORIZONTAL SCALE IN FEET
0 2.5 5 10

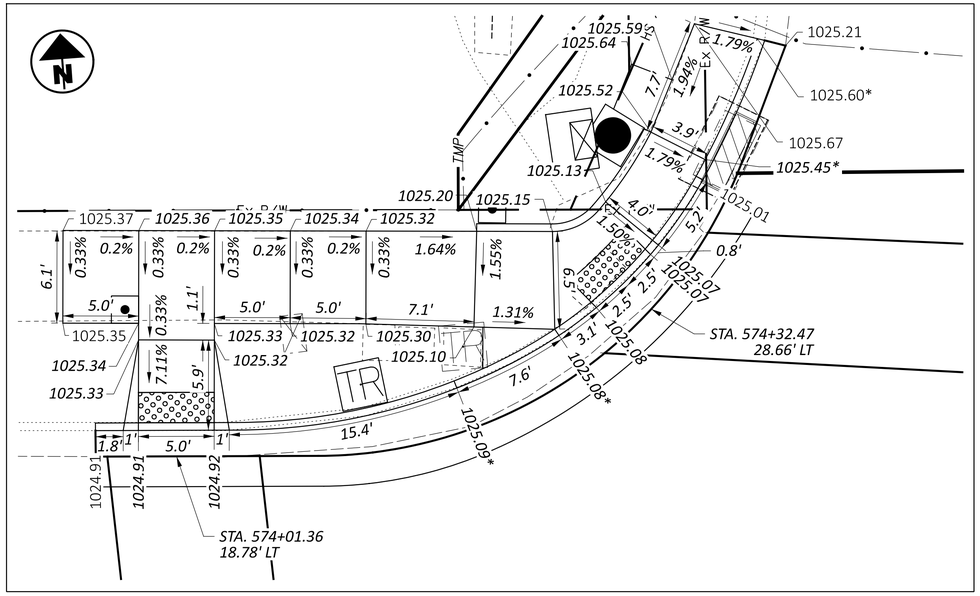
CURB RAMP DETAILS
US 36 & OAKLAND ST

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	SRP
REVIEWER	JAH 08/20/26
PROJECT ID	122411
SHEET	P.38
TOTAL	P.82

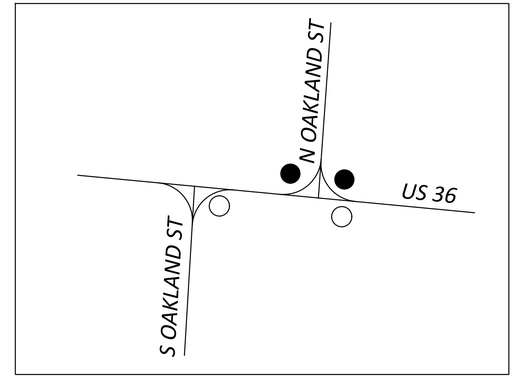
CHP-US36-Signals

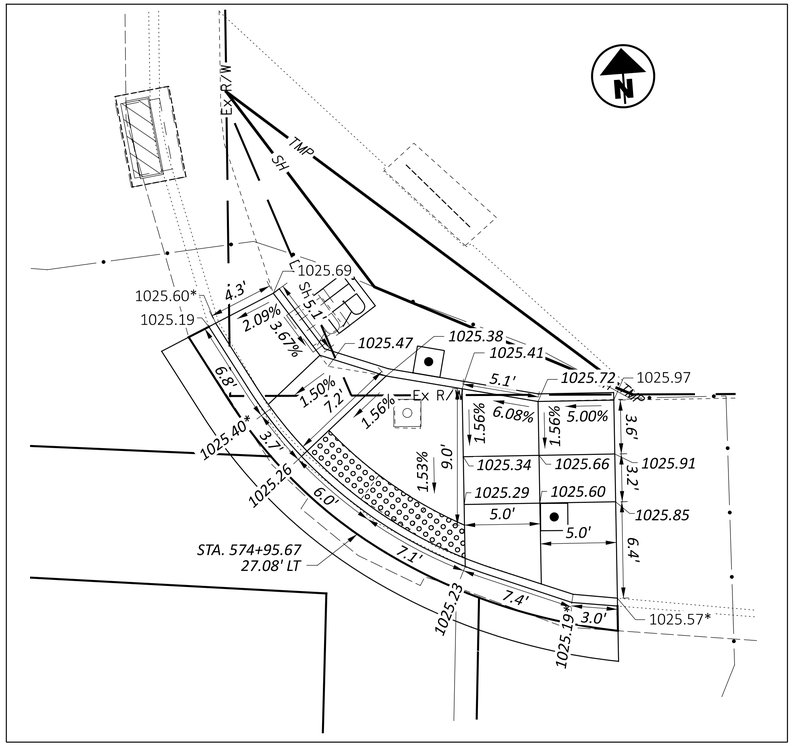
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CR-104 & CR-105 - CURB RAMP DETAIL

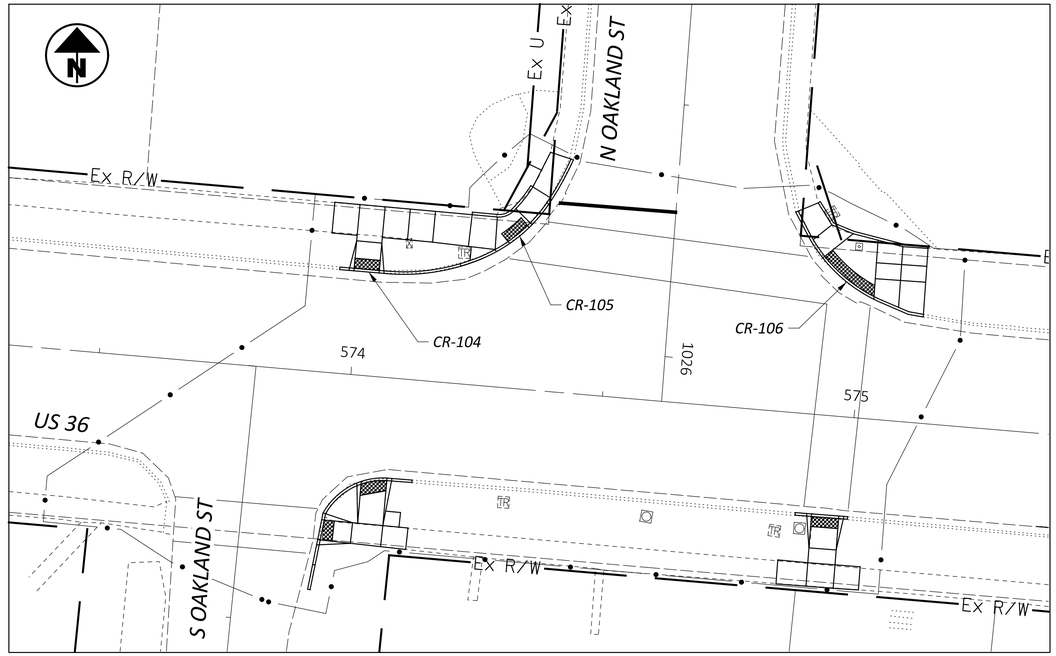
SCALE = 1" = 5'





CR-106 - CURB RAMP DETAIL

SCALE = 1" = 5'



CR-101 & CR-102 - CURB RAMP DETAIL

SCALE = 1" = 5'

NOTE:
** DENOTES BACK OF CURB ELEVATION*

HORIZONTAL SCALE IN FEET
0 2.5 5 10

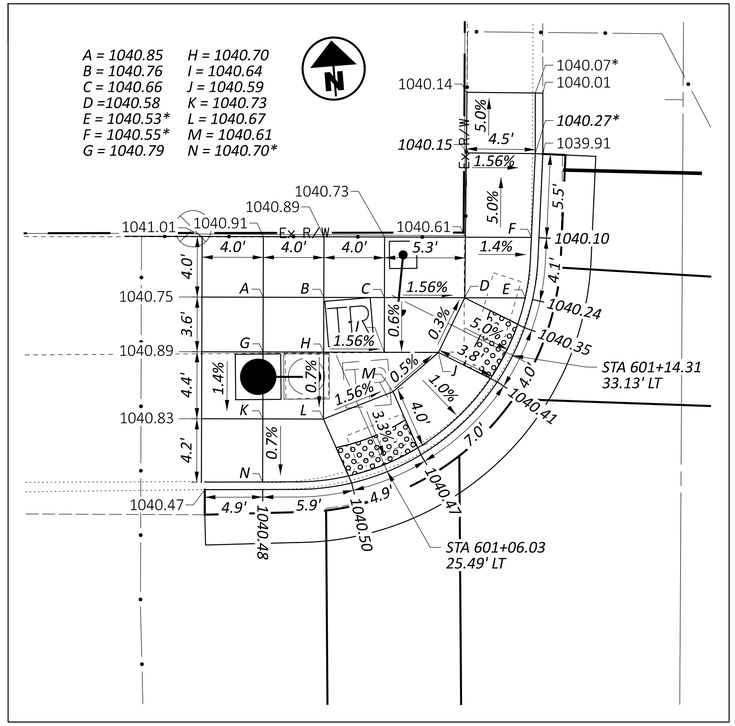
CURB RAMP DETAILS
US 36 & OAKLAND ST

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	SRP
REVIEWER	JAH 08/20/26
PROJECT ID	122411
SHEET	P.39
TOTAL	P.82

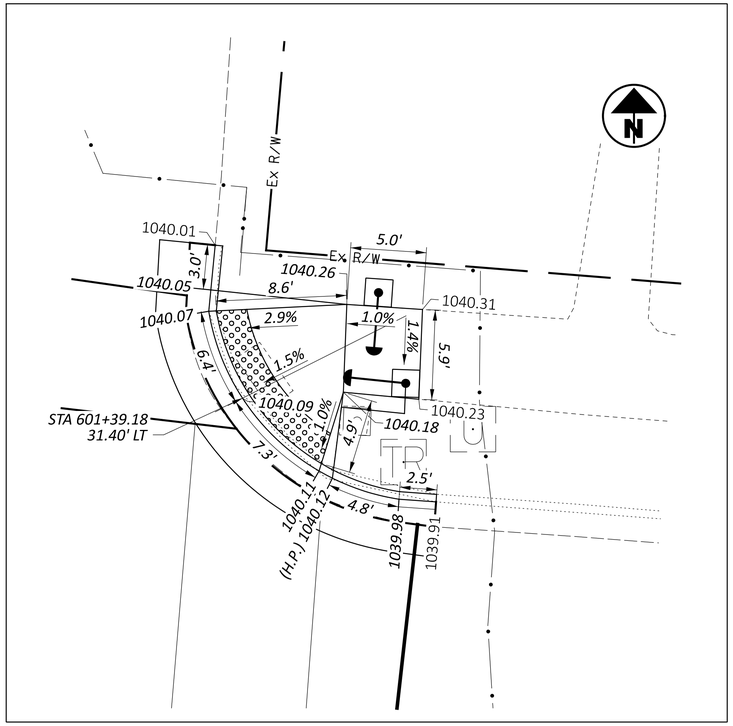
CHP-US36-Signals

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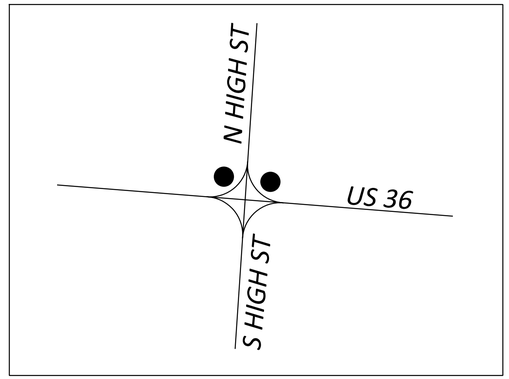
CR-201 & CR-202 - CURB RAMP DETAIL

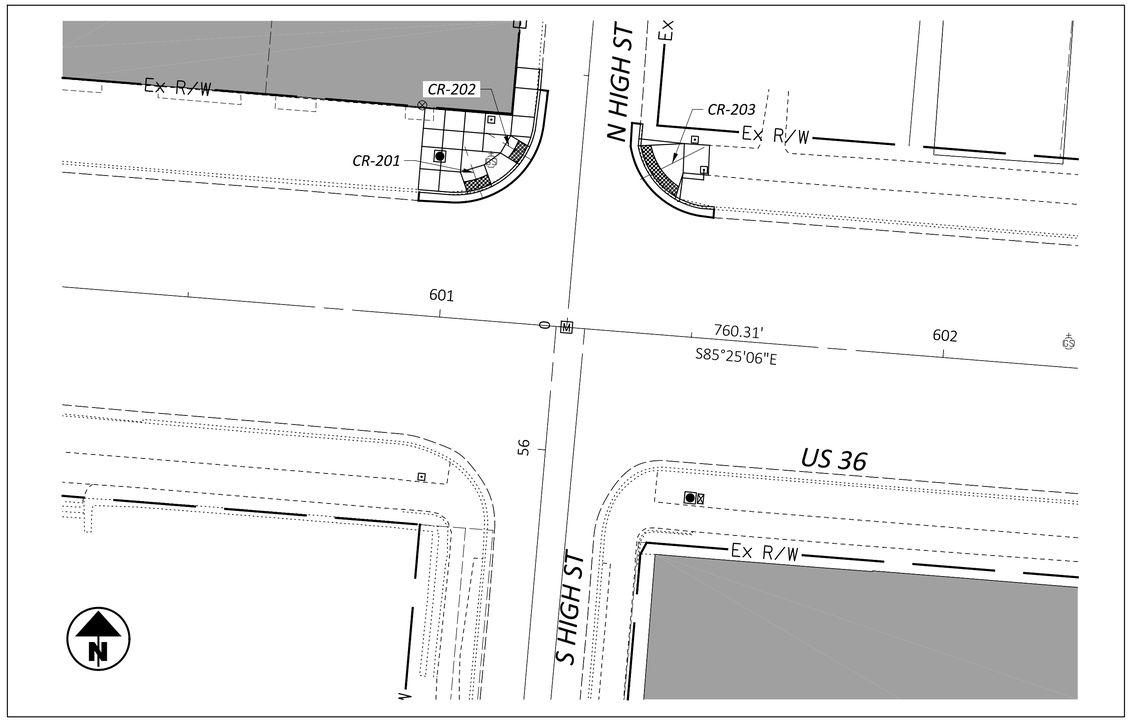
SCALE = 1" = 5'



CR-203 - CURB RAMP DETAIL

SCALE = 1" = 5'





NOTE:
* DENOTES BACK OF CURB ELEVATION

HORIZONTAL SCALE IN FEET
0 2.5 5 10

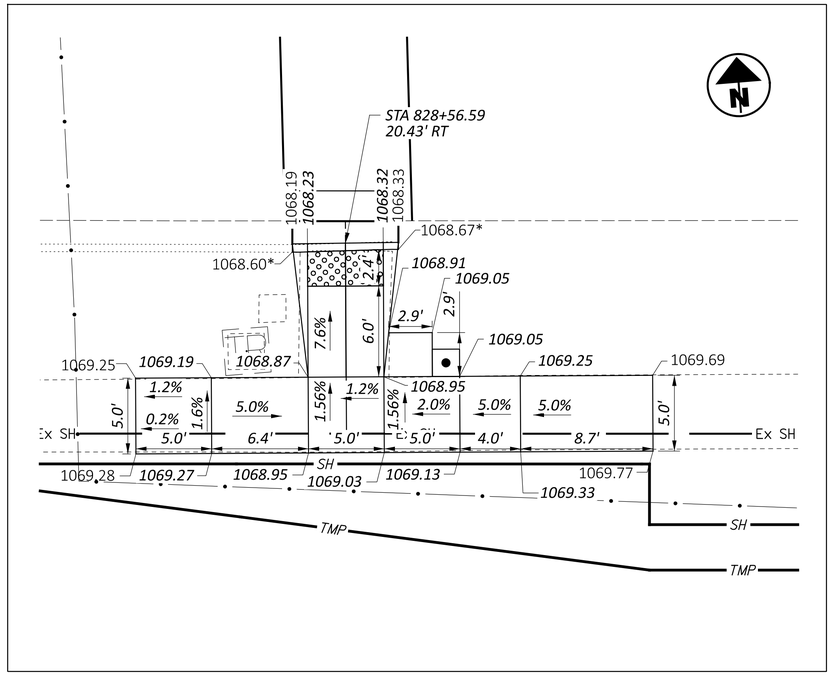
CURB RAMP DETAILS
US 36 & HIGH ST

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	SRP
REVIEWER	JAH 08/20/26
PROJECT ID	122411
SHEET	P.40
TOTAL	P.82

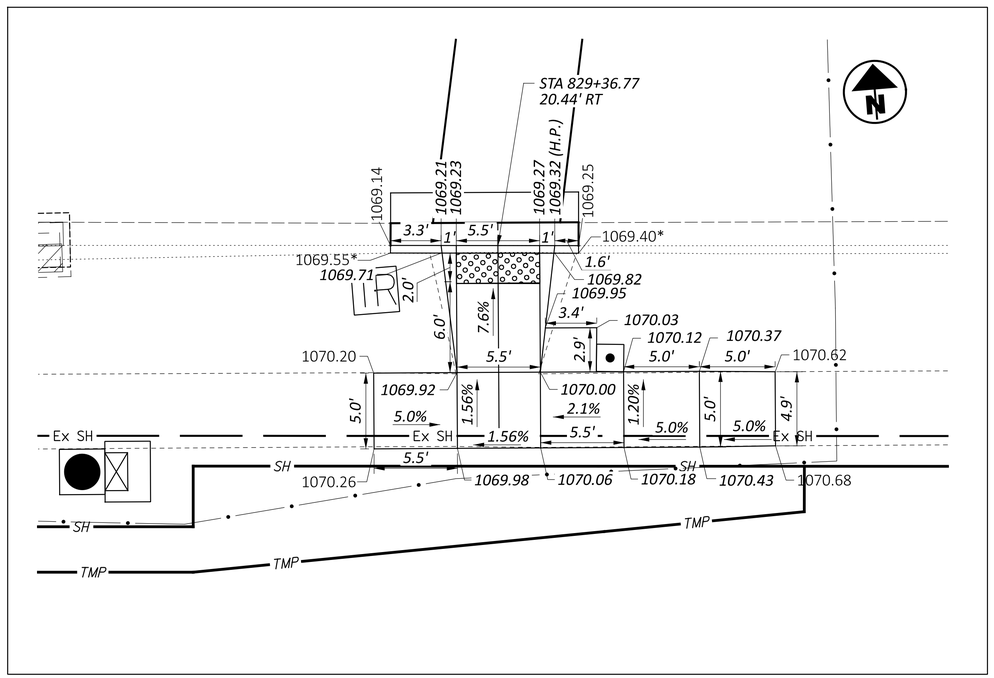
CHP-US36-Signals

MODEL: 201_NW [Sheet] PAPERSIZE: 34x22 (in.) DATE: 9/1/2026 TIME: 1:20:13 PM USER: aakuraju
Z:\Projects\10195-CHP-US36 Signals\122411\400-Engineering\Roadway\Sheets\122411_GI201.dgn



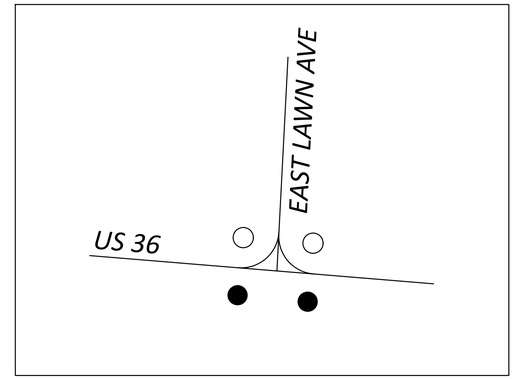
CR-301 - CURB RAMP DETAIL

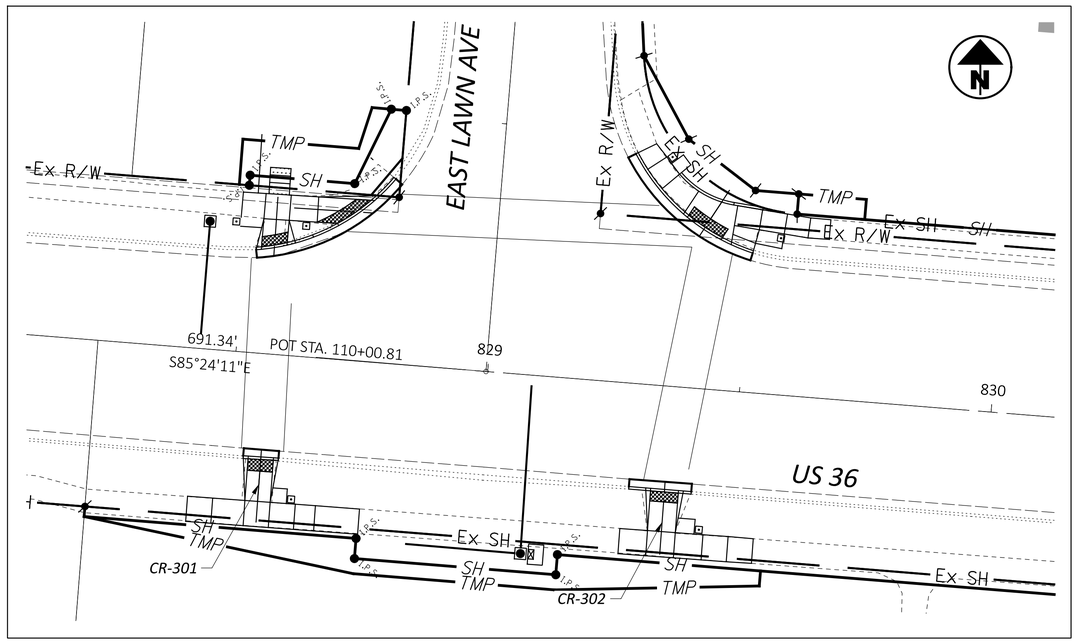
SCALE = 1" = 5"



CR-302 - CURB RAMP DETAIL

SCALE = 1" = 5"





NOTE:
* DENOTES BACK OF CURB ELEVATION

HORIZONTAL SCALE IN FEET
0 2.5 5 10

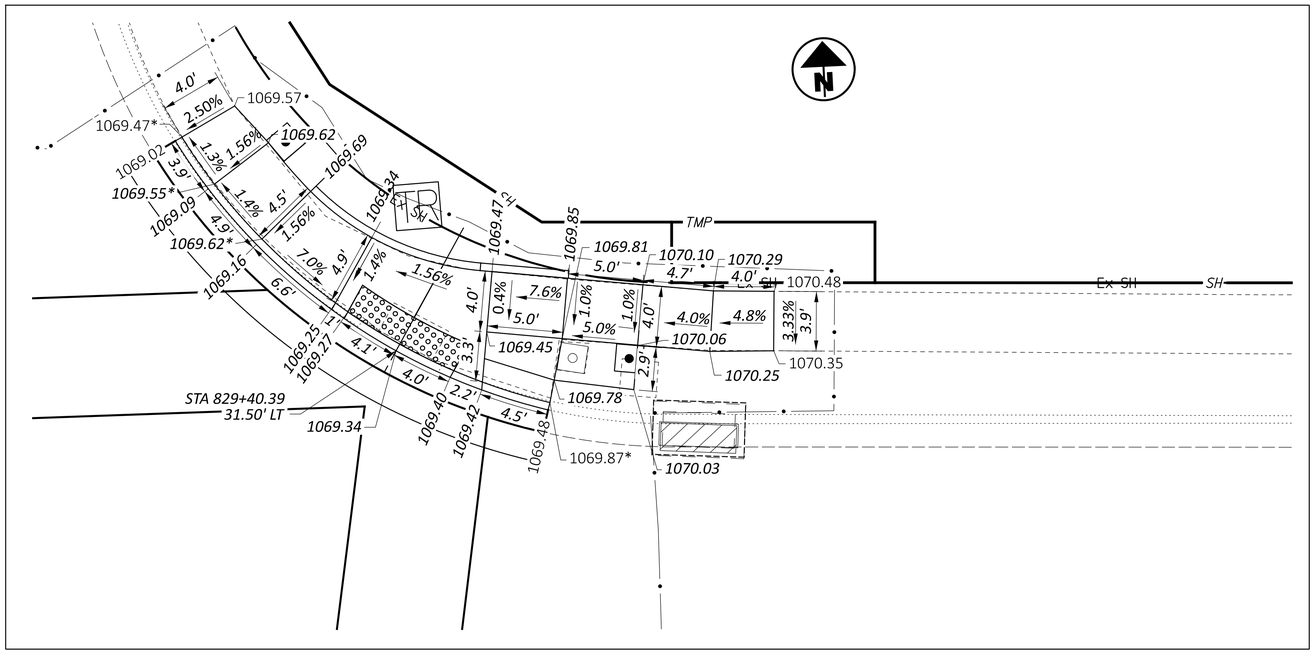
CURB RAMP DETAILS
US 36 & EAST LAWN AVE

CHP-US36-Signals

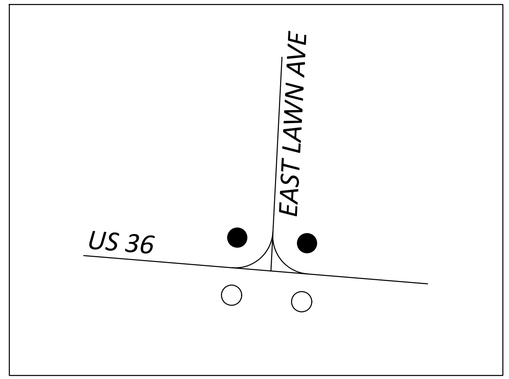
MODEL: 301_SW-1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 9/1/2026 TIME: 1:20:16 PM USER: aakuraju
Z:\Projects\10195-CHP-US36 Signals\122411\400-Engineering\Roadway\Sheets\122411_GI301.dgn

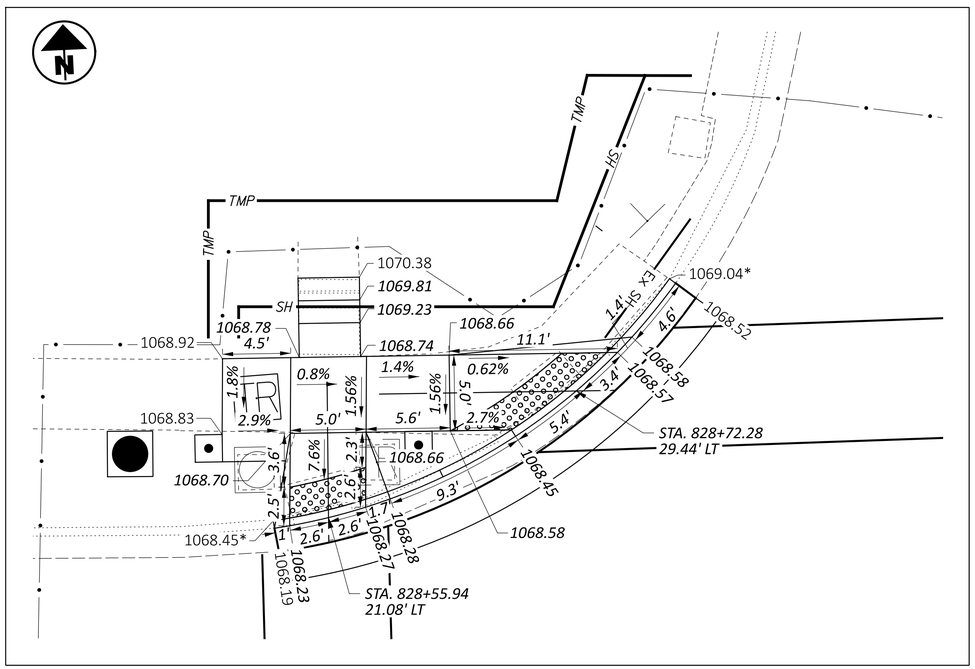
DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	SRP
REVIEWER	JAH 08/20/26
PROJECT ID	122411
SHEET	P.41
TOTAL	P.82

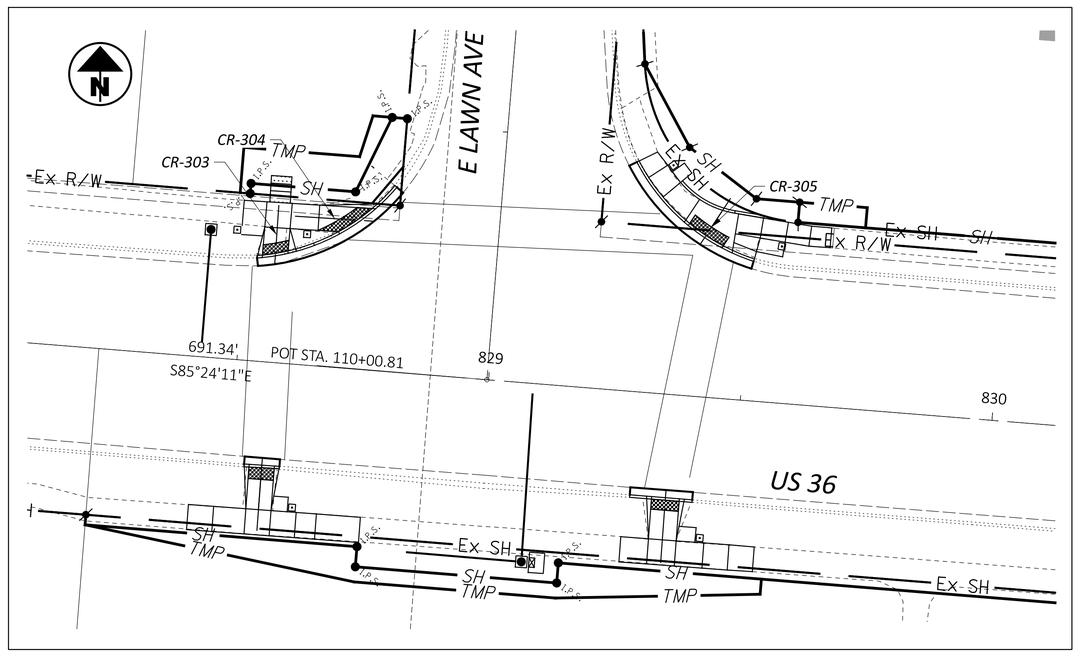


CR-305 - CURB RAMP DETAIL
SCALE = 1" = 5"





CR-303 & CR-304 - CURB RAMP DETAIL
SCALE = 1" = 5"



NOTE:
** DENOTES BACK OF CURB ELEVATION*

CHP-US36-Signals

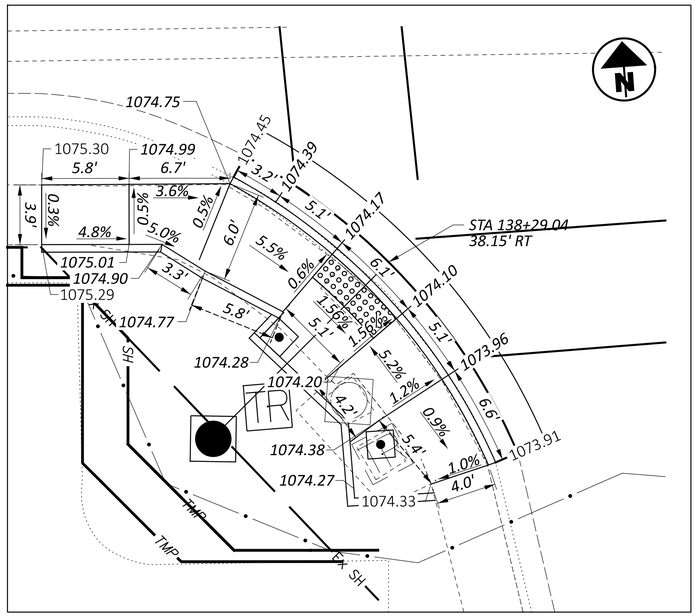
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Z:\Projects\10195-CHP-US36 Signals\122411\400-Engineering\Roadway\Sheets\122411_GI302.dgn

HORIZONTAL SCALE IN FEET
0 2.5 5 10

CURB RAMP DETAILS
US 36 & EAST LAWN AVE

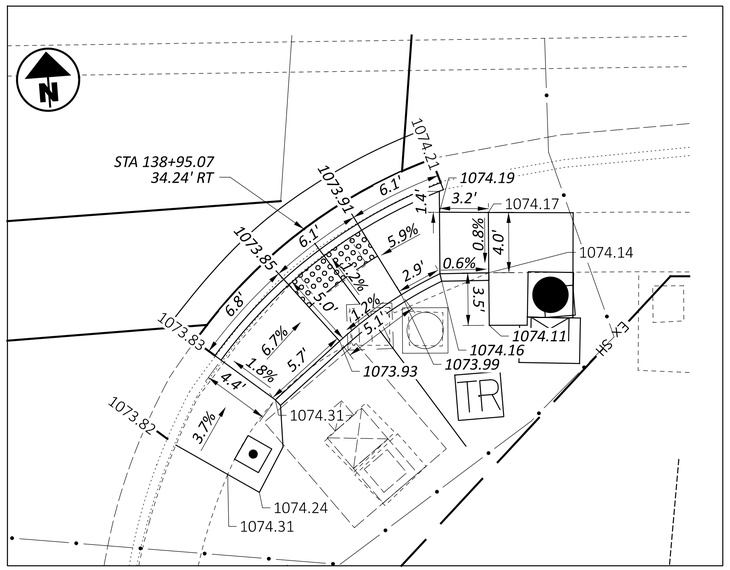
DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	SRP
REVIEWER	JAH 08/20/26
PROJECT ID	122411
SHEET	P.42
TOTAL	P.82



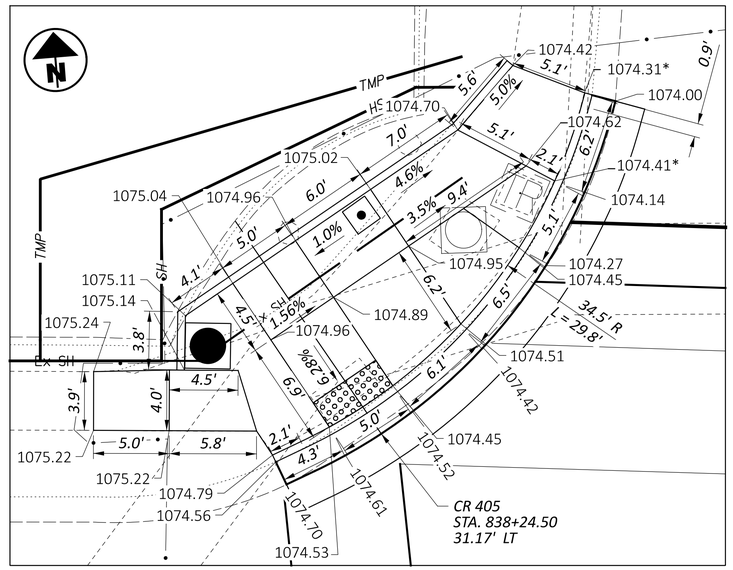
CR-401 - CURB RAMP DETAIL

SCALE = 1" = 5'



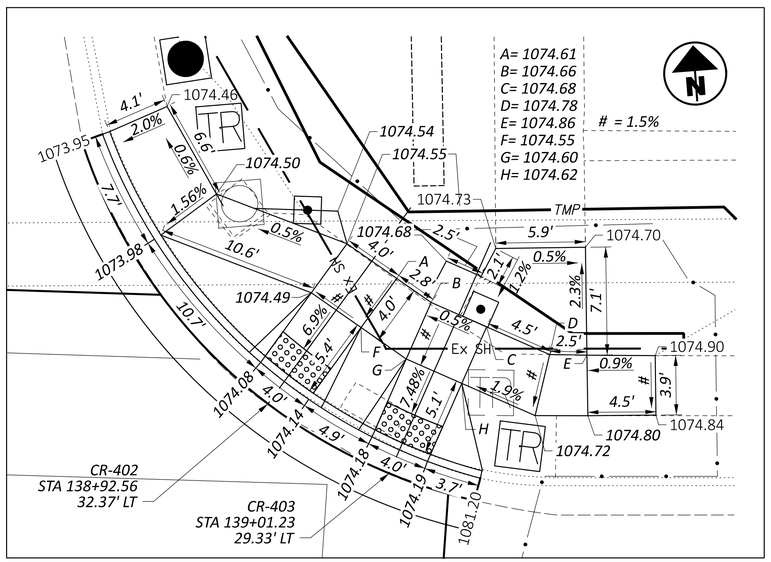
CR-404 - CURB RAMP DETAIL

SCALE = 1" = 5'



CR-405 - CURB RAMP DETAIL

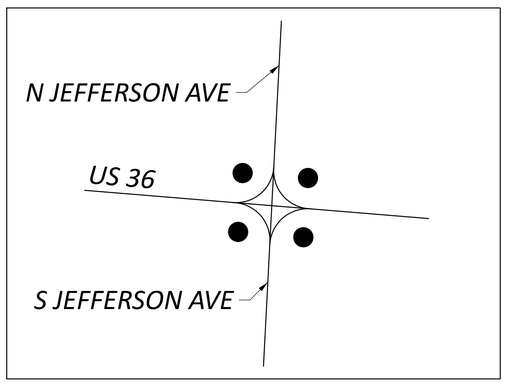
SCALE = 1" = 5'

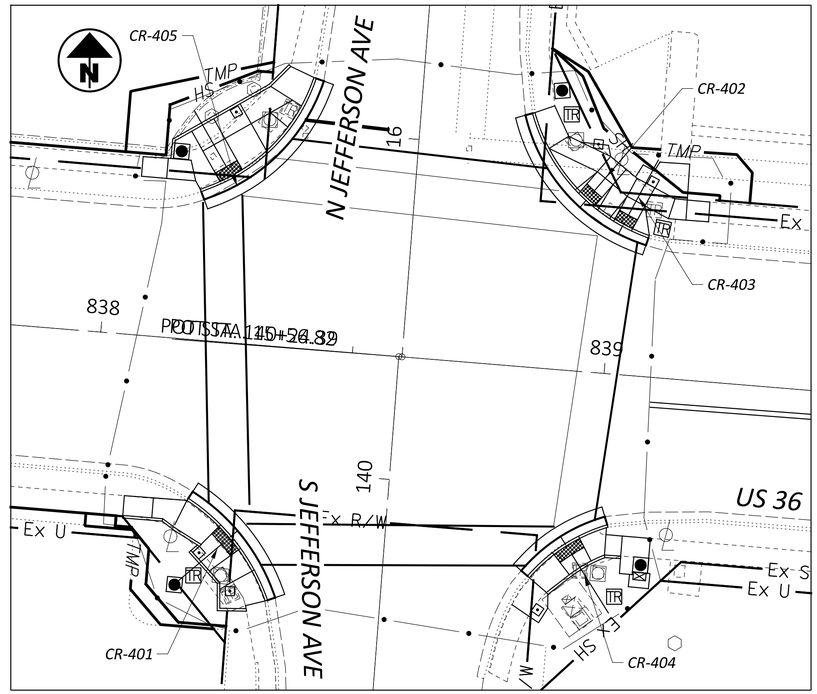


CR-402 & CR-403 - CURB RAMP DETAIL

SCALE = 1" = 5'

NOTE:
* DENOTES BACK OF CURB ELEVATION





CHP-US36-Signals

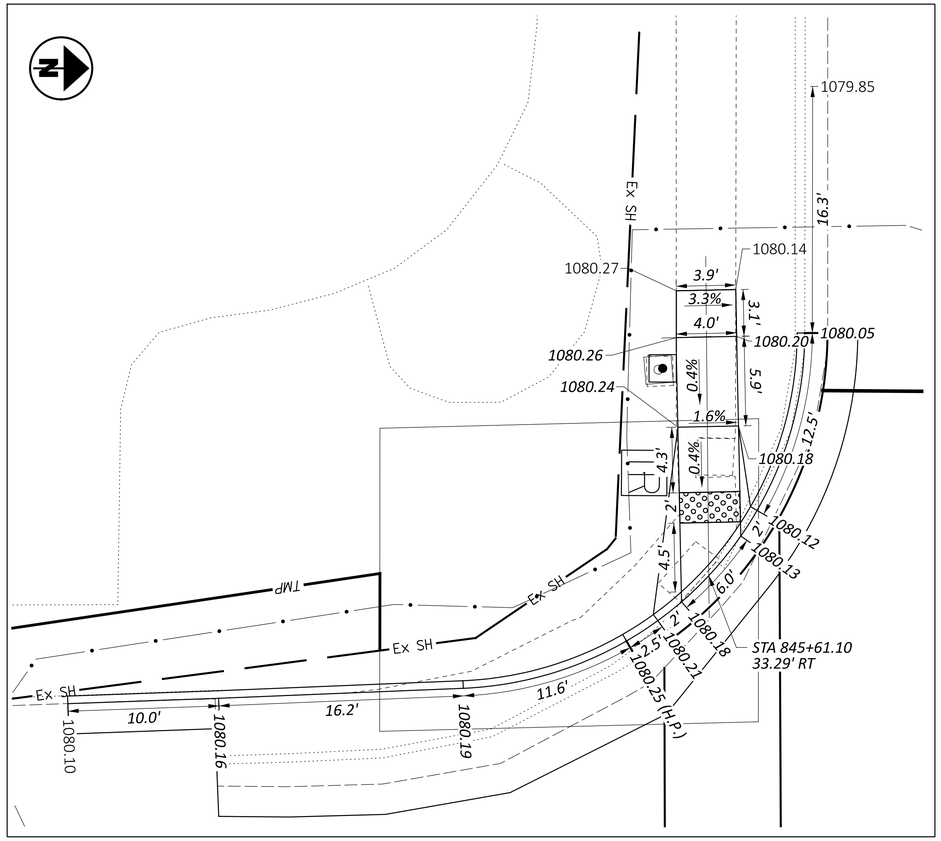
MODEL: 401_SW_1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 9/1/2026 TIME: 1:20:26 PM USER: aakuraju
Z:\Projects\10195-CHP-US36 Signals\122411\400-Engineering\Roadway\Sheets\122411_GI401.dgn

HORIZONTAL SCALE IN FEET
0 2.5 5 10

CURB RAMP DETAILS
US 36 & JEFFERSON AVE

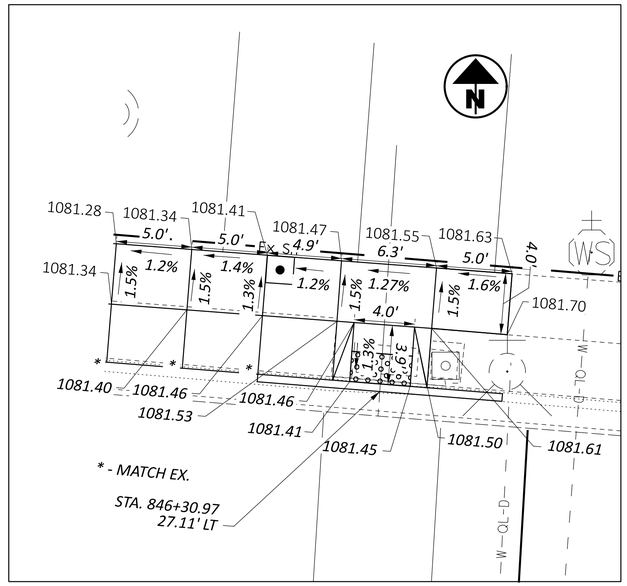
DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	SRP
REVIEWER	JAH 08/20/26
PROJECT ID	122411
SHEET	P.43
TOTAL	P.82



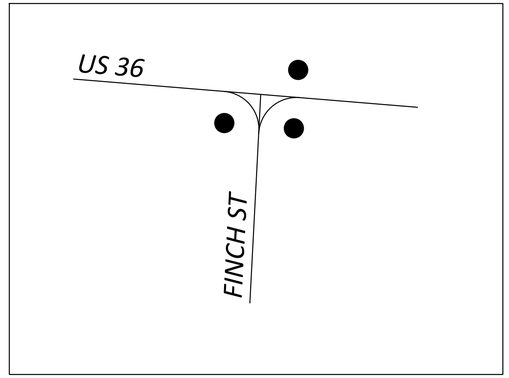
CR-501 - CURB RAMP DETAIL

SCALE = 1" = 5'



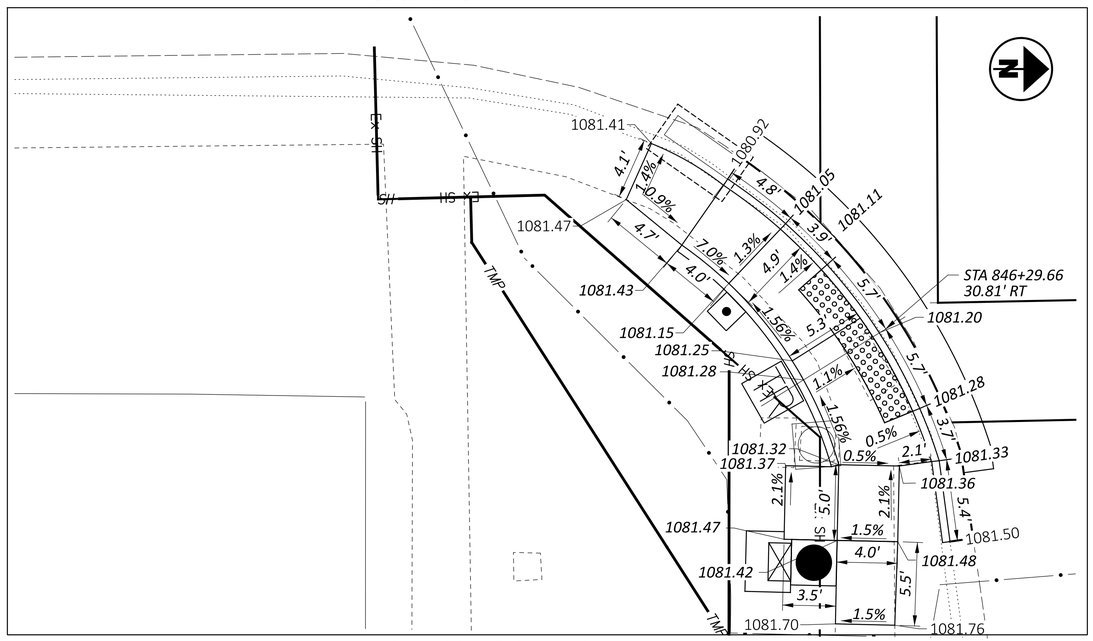
CR-503 - CURB RAMP DETAIL

SCALE = 1" = 5'



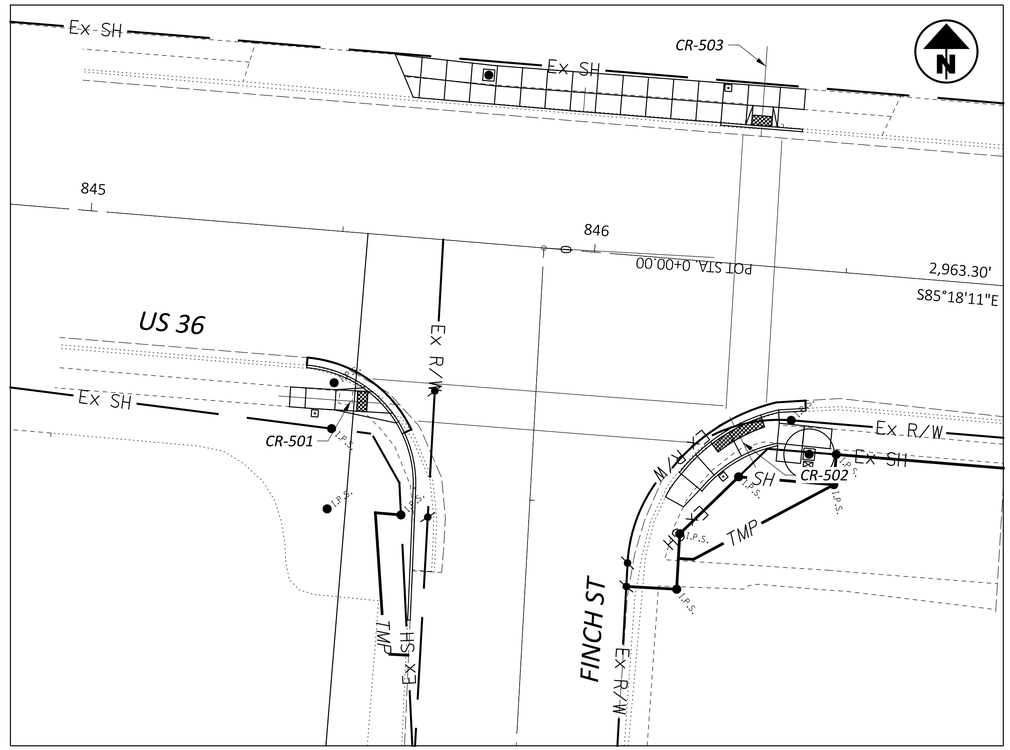
HORIZONTAL SCALE IN FEET

0 2.5 5 10



CR-502 - CURB RAMP DETAIL

SCALE = 1" = 5'



NOTE:
* DENOTES BACK OF CURB ELEVATION

CURB RAMP DETAILS
US 36 & FINCH ST

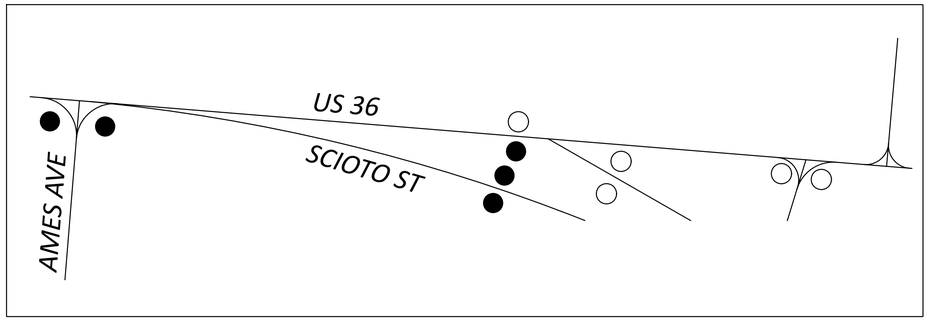
DESIGN AGENCY

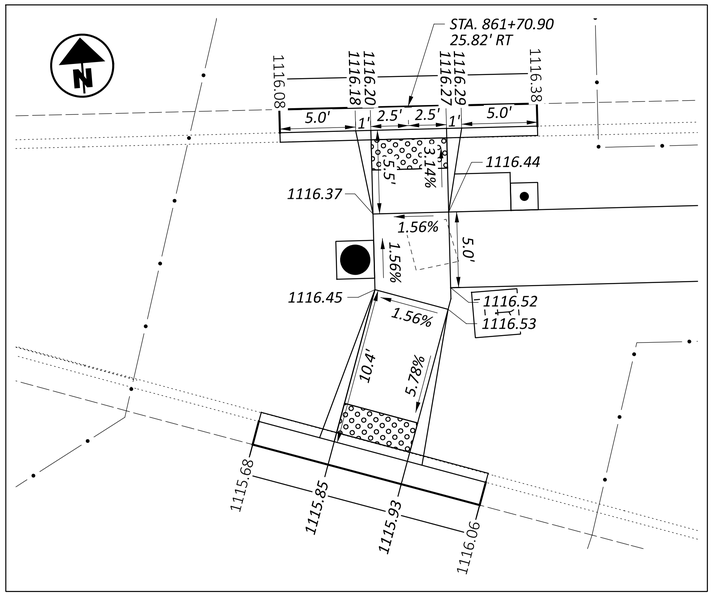
COMPASS INFRASTRUCTURE GROUP

DESIGNER	JAH
REVIEWER	AA 08/20/26
PROJECT ID	122411
SHEET	P.44
TOTAL	P.82

CHP-US36-Signals

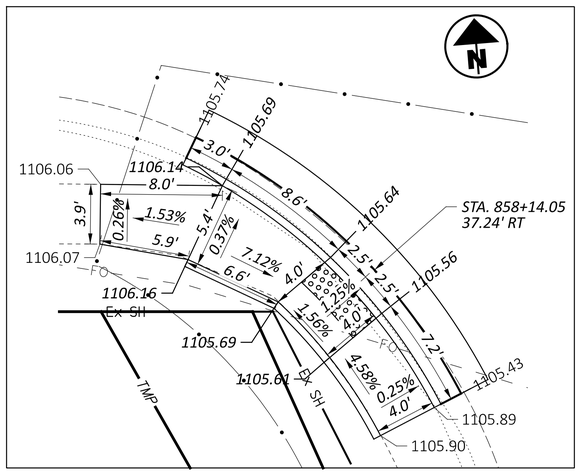
MODEL: 501_SW [Sheet] PAPERSIZE: 34x22 (in.) DATE: 9/1/2026 TIME: 1:26:07 PM USER: aakuraju
Z:\Projects\10195-CHP-US36 Signals\122411\400-Engineering\Roadway\Sheets\122411_GI501.dgn





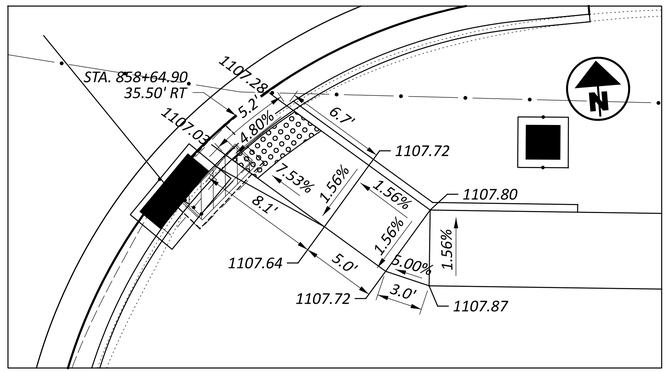
CR-604/605 - CURB RAMP DETAIL

SCALE = 1" = 5'



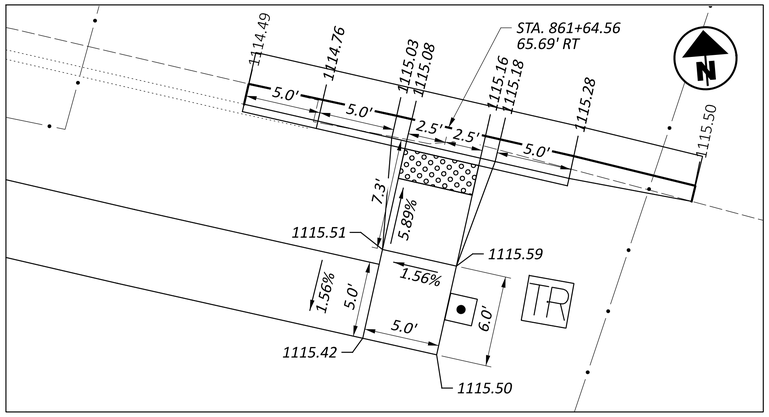
CR-601 - CURB RAMP DETAIL

SCALE = 1" = 5'



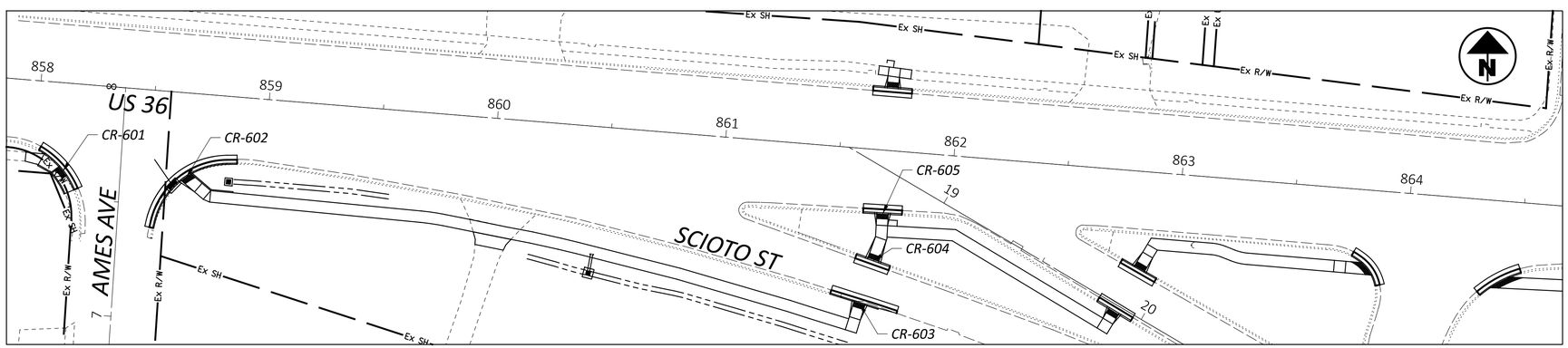
CR-602 - CURB RAMP DETAIL

SCALE = 1" = 5'



CR-603 - CURB RAMP DETAIL

SCALE = 1" = 5'



NOTE:
* DENOTES BACK OF CURB ELEVATION

HORIZONTAL SCALE IN FEET
0 2.5 5 10

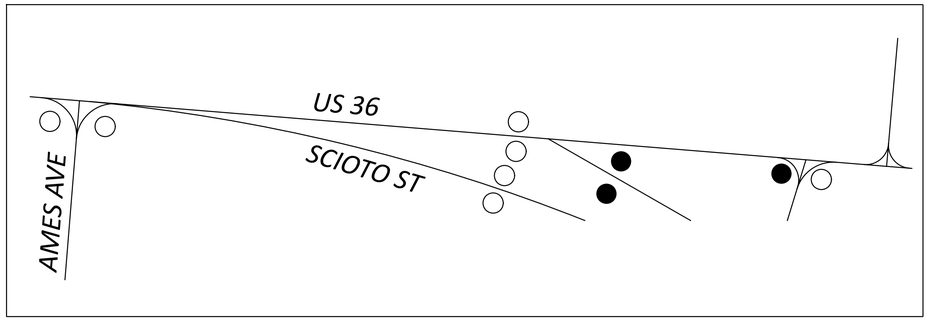
CURB RAMP DETAILS
US 36 & SR 29 / SCIOTO ST

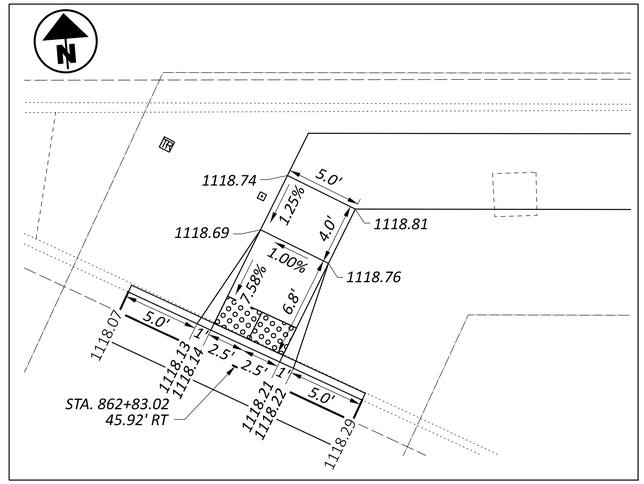
CHP-US36-Signals

MODEL: 601_1 THRU 601_4 |Sheet| PAPERSIZE: 34x22 (in.) DATE: 9/9/2026 TIME: 1:55:52 PM USER: DStewart
Z:\Projects\10195-CHP-US36 Signals\122411\400-Engineering\Roadway\Sheets\122411_GI601.dgn

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

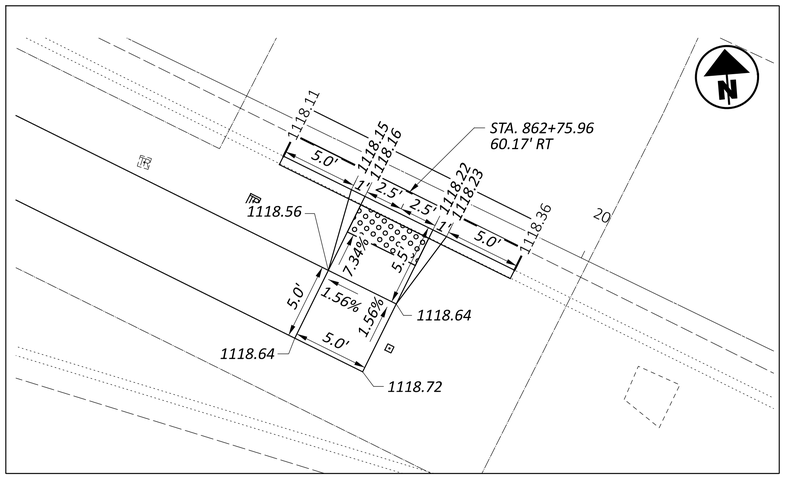
DESIGNER	SRP
REVIEWER	JAH 08/20/26
PROJECT ID	122411
SHEET	P.45
TOTAL	P.82





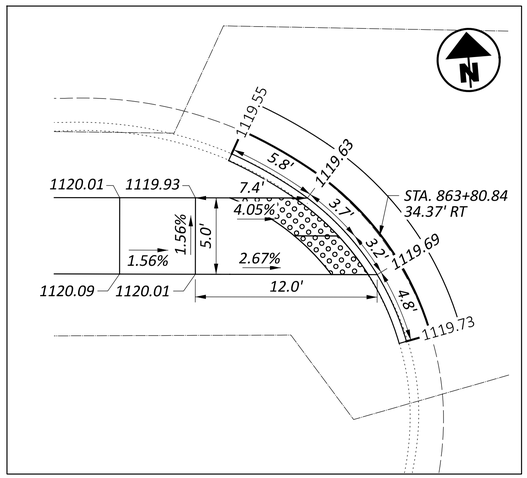
CR-607 - CURB RAMP DETAIL

SCALE = 1" = 5'



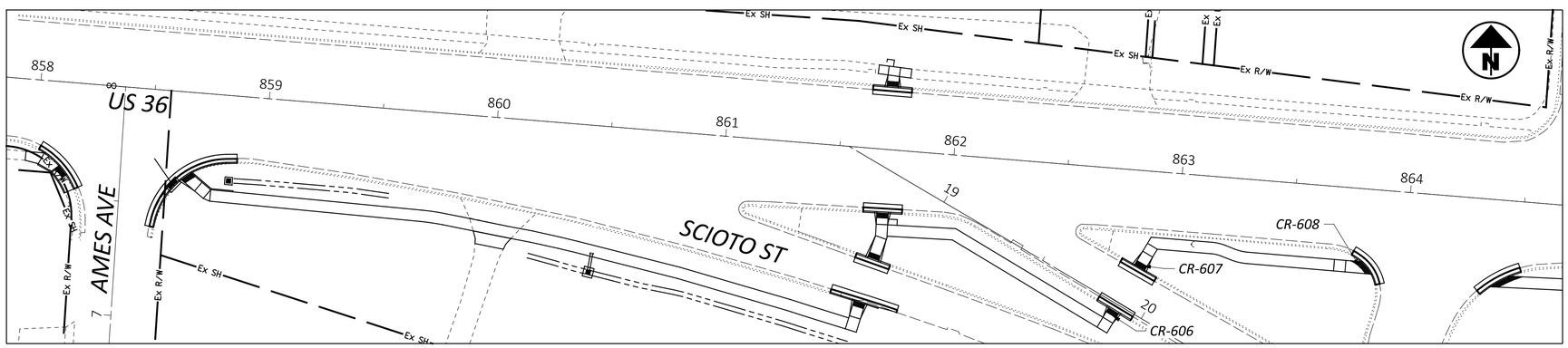
CR-606 - CURB RAMP DETAIL

SCALE = 1" = 5'



CR-608 - CURB RAMP DETAIL

SCALE = 1" = 5'



NOTE:
* DENOTES BACK OF CURB ELEVATION

HORIZONTAL SCALE IN FEET
0 2.5 5 10

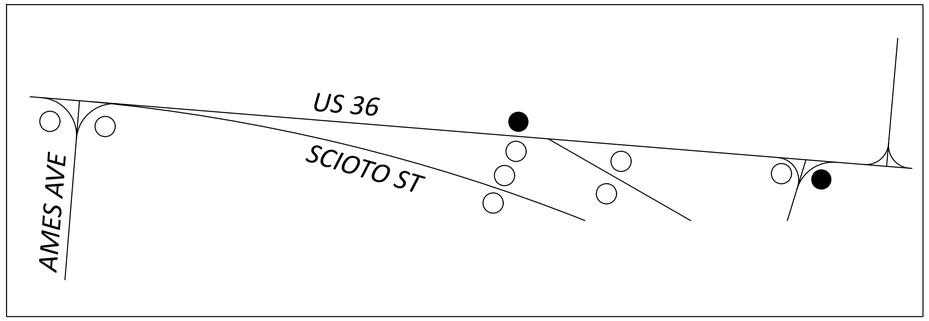
CURB RAMP DETAILS
US 36 & SR 29 / SCIOTO ST

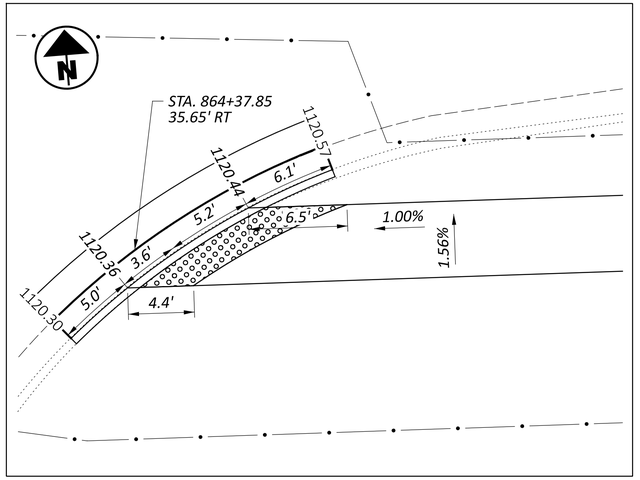
DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	SRP
REVIEWER	JAH 08/20/26
PROJECT ID	122411
SHEET	P.46
TOTAL	P.82

CHP-US36-Signals

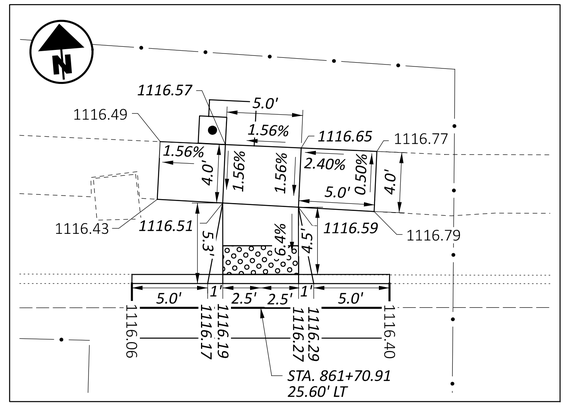
MODEL: 602 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 9/9/2026 TIME: 1:56:01 PM USER: DStewart
Z:\Projects\10195-CHP-US36 Signals\122411\400-Engineering\Roadway\Sheets\122411_GI602.dgn





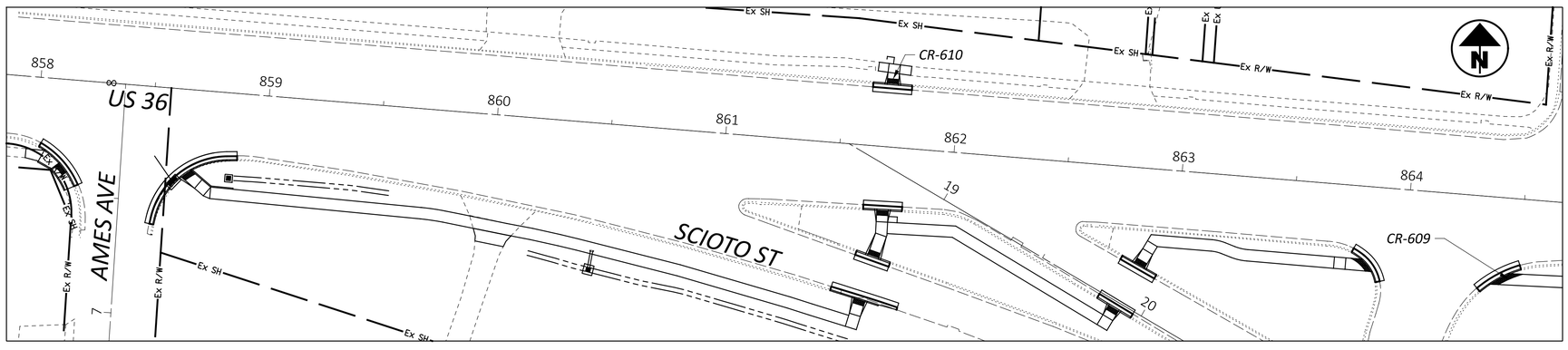
CR-609 - CURB RAMP DETAIL

SCALE = 1" = 5'



CR-610 - CURB RAMP DETAIL

SCALE = 1" = 5'



NOTE:
** DENOTES BACK OF CURB ELEVATION*

HORIZONTAL SCALE IN FEET
0 2.5 5 10

CURB RAMP DETAILS
US 36 & SR 29 / SCIOTO ST

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	SRP
REVIEWER	JAH 08/20/26
PROJECT ID	122411
SHEET	P.47
TOTAL	P.82

CHP-US36-Signals

MODEL: 603 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 9/9/2026 TIME: 1:56:06 PM USER: DStewart
Z:\Projects\10195-CHP-US36 Signals\122411\400-Engineering\Roadway\Sheets\122411_GI603.dgn

CR-701 - CURB RAMP DETAIL
SCALE = 1" = 5'

CR-702 - CURB RAMP DETAIL
SCALE = 1" = 5'

NOTE:
* DENOTES BACK OF CURB ELEVATION

HORIZONTAL SCALE IN FEET
0 2.5 5 10

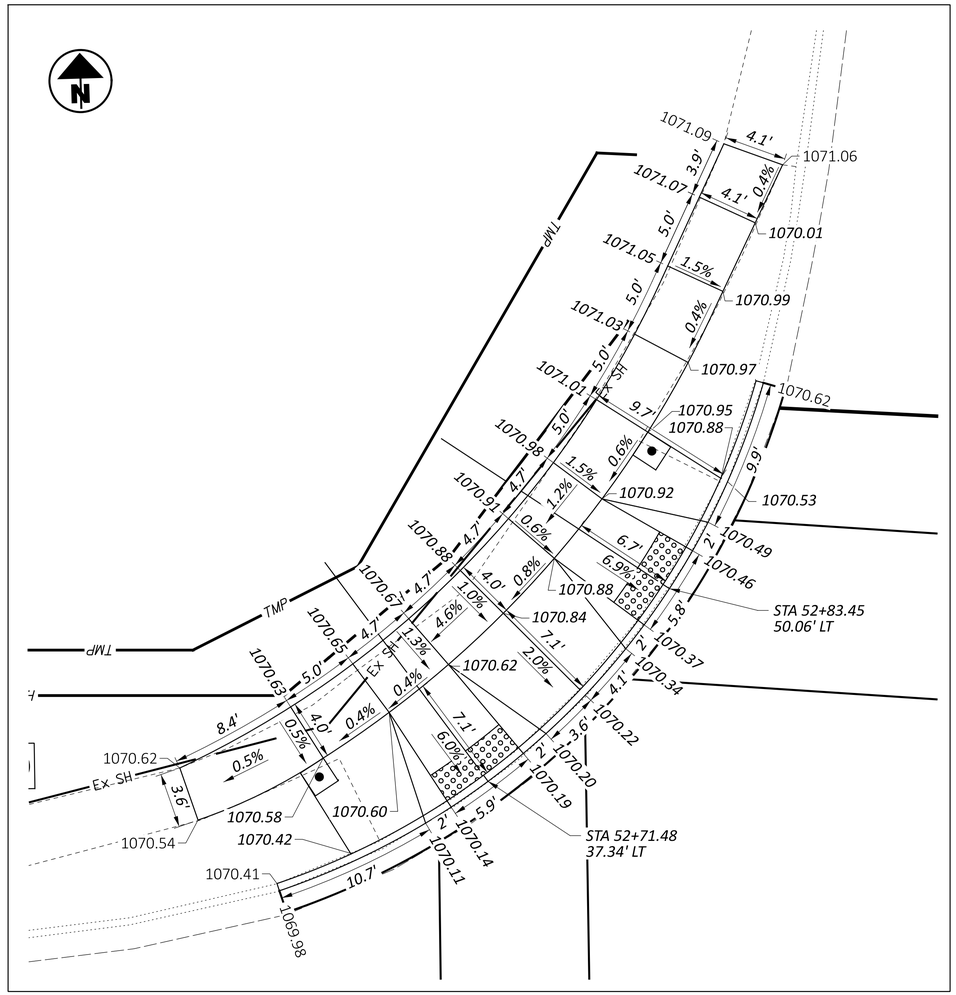
CURB RAMP DETAILS
US 36 & LIPPENCOTT LN

CHP-US36-Signals

MODEL: CR_700 - CR-701 PAPERSIZE: 34x22 (in.) DATE: 9/1/2026 TIME: 1:20:49 PM USER: aakuraju
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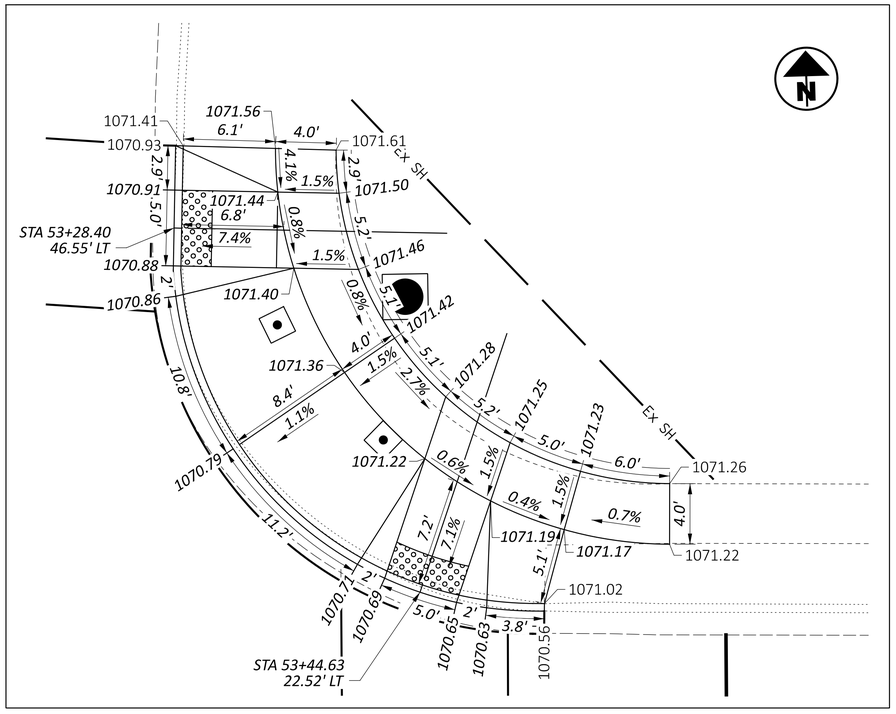
DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	DLS
REVIEWER	JAH 08/20/26
PROJECT ID	122411
SHEET	P.48
TOTAL	P.82



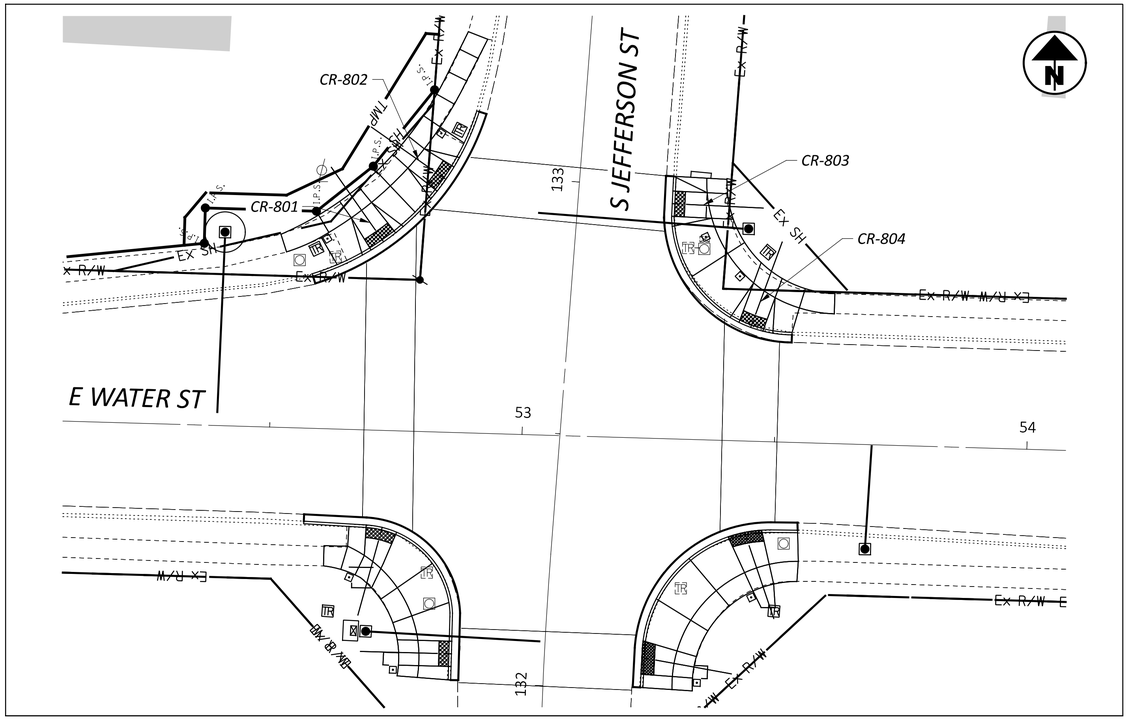
CR-801 & CR-802 - CURB RAMP DETAIL

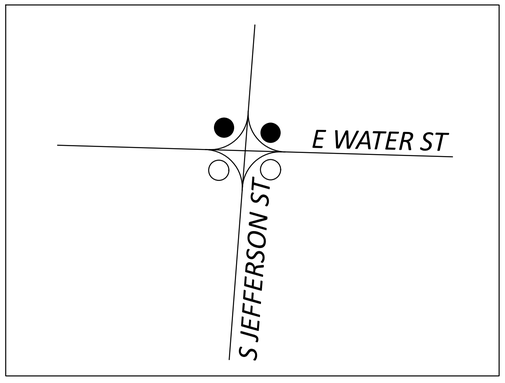
SCALE = 1" = 5'



CR-803 & CR-804 - CURB RAMP DETAIL

SCALE = 1" = 5'





NOTE:
* DENOTES BACK OF CURB ELEVATION

HORIZONTAL SCALE IN FEET
0 2.5 5 10

CURB RAMP DETAILS
JEFFERSON ST AND WATER ST

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER
SRP

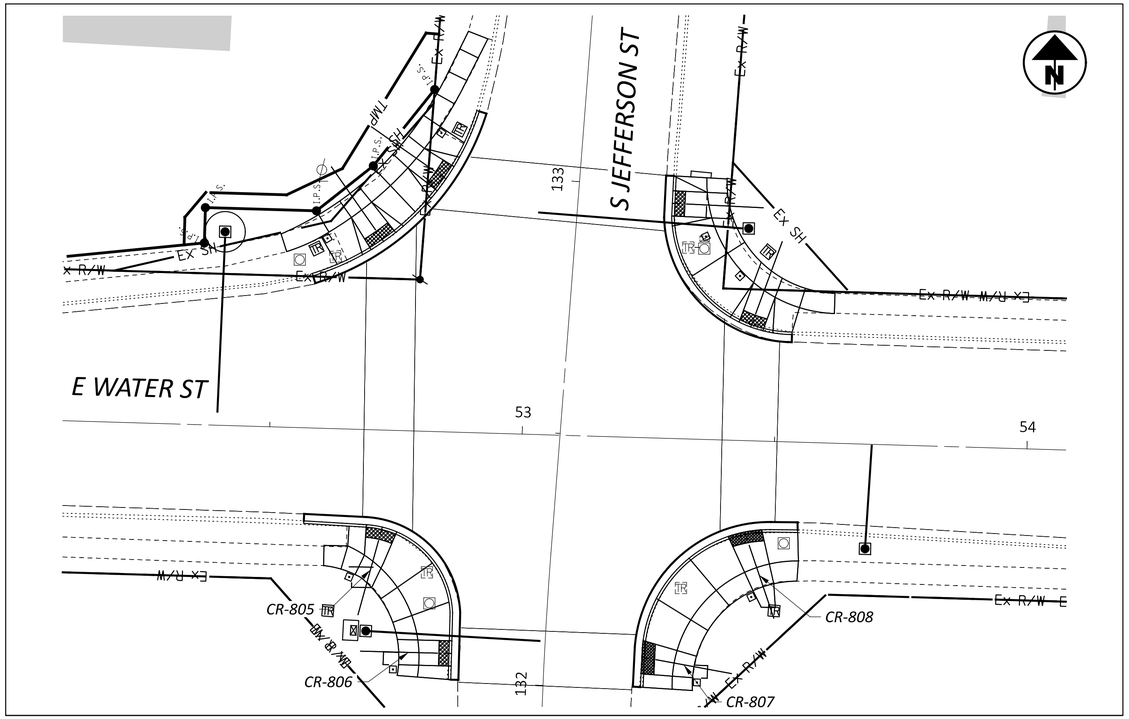
REVIEWER
JAH 08/20/26

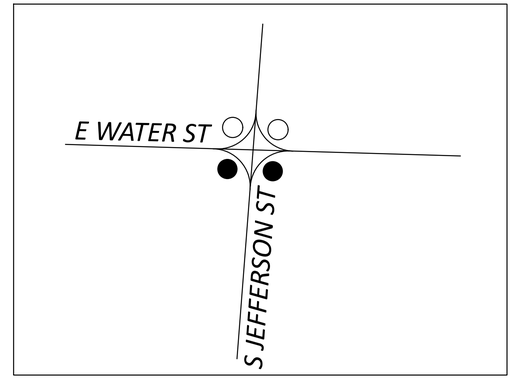
PROJECT ID
122411

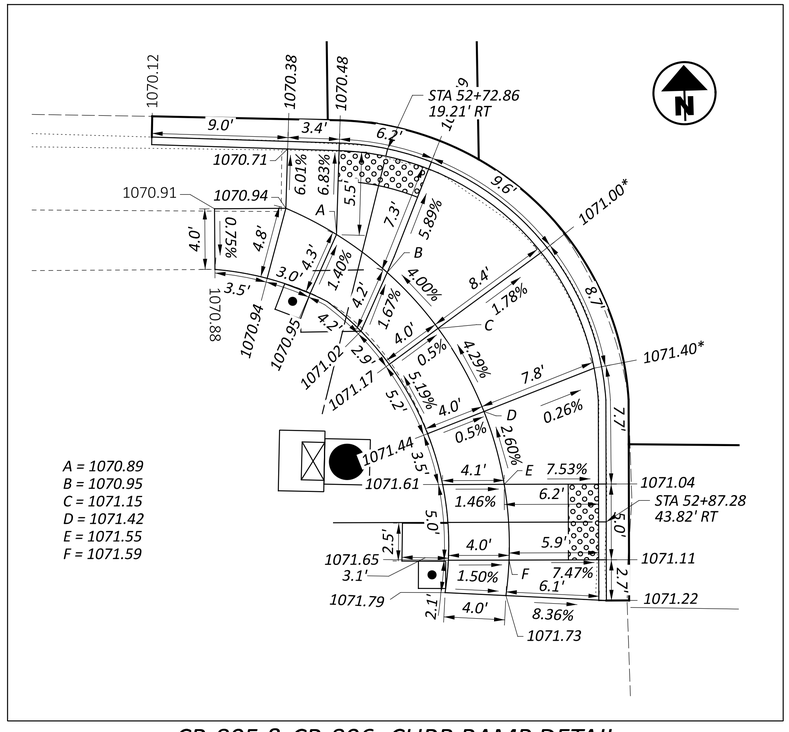
SHEET P.49 | TOTAL P.82

CHP-US36-Signals

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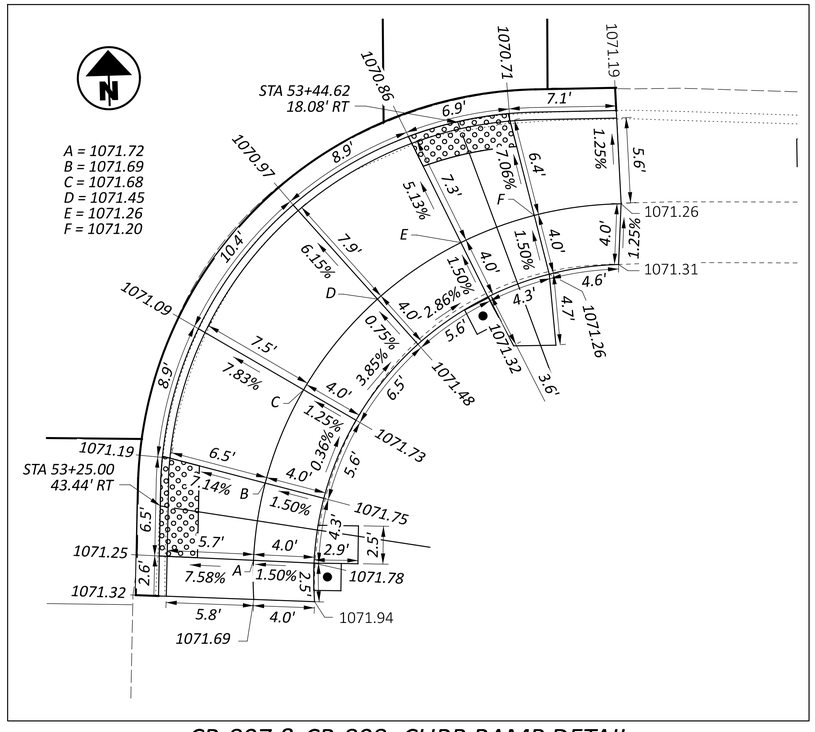






CR-805 & CR-806- CURB RAMP DETAIL

SCALE = 1" = 5'



CR-807 & CR-808- CURB RAMP DETAIL

SCALE = 1" = 5'

NOTE:
** DENOTES BACK OF CURB ELEVATION*

HORIZONTAL SCALE IN FEET
0 2.5 5 10

CURB RAMP DETAILS
JEFFERSON ST AND WATER ST

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

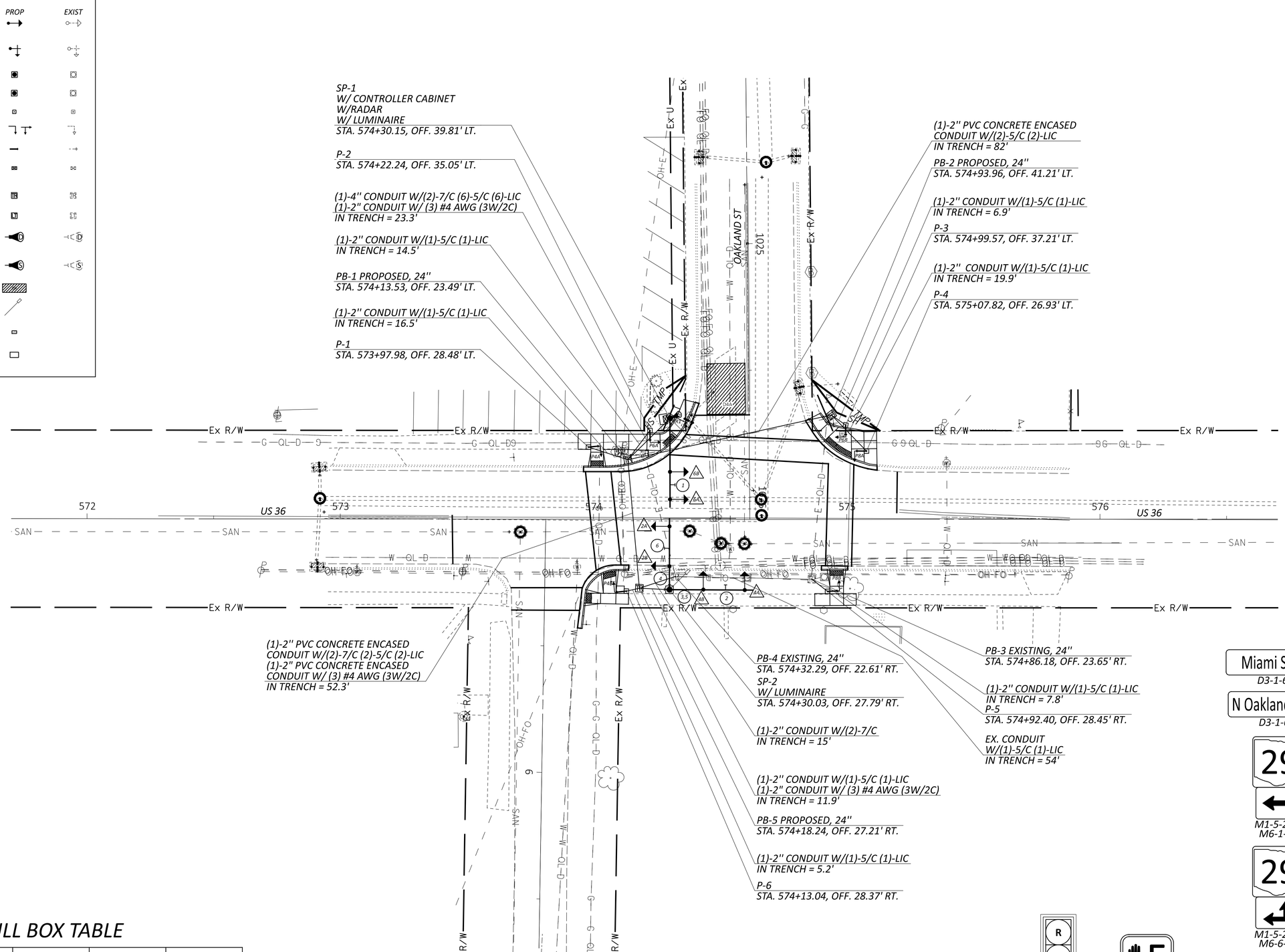
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REVIEWER	JAH 08/20/26
PROJECT ID	122411
SHEET	P.50
TOTAL	P.82

CHP-US36-Signals

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LEGEND

	PROP	EXIST
TRAFFIC SIGNAL, 1 OR 3 UNIT HEAD, 12"		
TRAFFIC SIGNAL, 3 UNIT HEAD, 12", WITH ARROWS		
SIGNAL SUPPORT POLE		
RRFB SUPPORT POLE		
PEDESTAL SUPPORT		
PEDESTRIAN HEAD		
PEDESTRIAN PUSH BUTTON		
SIGNAL CONTROLLER POLE MOUNTED		
TRAFFIC PULL BOX		
LIGHTING PULL BOX		
DILEMMA ZONE RADAR DETECTION UNIT		
STOP BAR RADAR DETECTION UNIT		
DETECTION ZONE		
LUMINAIRE		
UNINTERUPTIBLE POWER SUPPLY (UPS)		
36" X 54" CONCRETE WORK PAD		



PULL BOX TABLE

PULL BOX #	STATION	SIDE	OFFSET	SIZE (IN.)
PB-1	574+13.53	LT	23.49	24
PB-2	574+93.96	LT	41.21	24
PB-3	574+86.18	RT	23.65	24
PB-4	574+32.29	RT	22.61	24
PB-5	574+18.24	RT	27.21	24

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN VIEW - TRAFFIC SIGNALS
US 36 & OAKLAND ST

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP
DESIGNER MVK
REVIEWER NWA 08/21/26
PROJECT ID 122411
SHEET P.51 TOTAL P.82

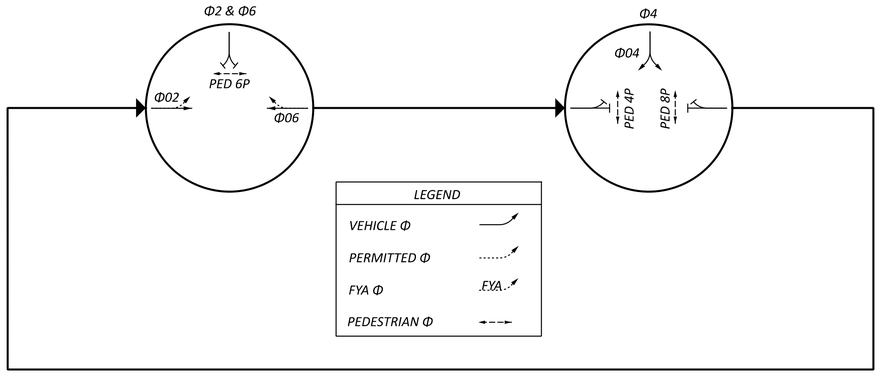
CHP-US36-Signals

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SIGNAL TIMING CHART (AM PEAK)

INTERSECTION: US-36 & Oakland St										
MAINTAINING AGENCY: City of Urbana										
START UP			DUAL ENTRY: -		PHASES:			-		
			REST IN RED:		RING 1 -			RING 2 -		
START IN: -			OVERLAP				A	B	C	D
TIME FOR: FLASH , ALL RED (SEC.): 9, 6										
FIRST PHASE(S): -			PHASES				-	-	-	-
COLOR DISPLAYED: -										
INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			-	EB	-	SB	-	WB	-	-
MINIMUM GREEN (INITIAL)		(SEC.)	-	20	-	8	-	20	-	-
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	-	52	-	28	-	52	-	-
MAXIMUM GREEN II		(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE		(SEC.)	-	4	-	4	-	4	-	-
ALL RED CLEARANCE		(SEC.)	-	1	-	1	-	1	-	-
DELAYED GREEN (LPI) '		(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		(SEC.)	-	-	-	-	-	-	-	-
WALK		(SEC.)	-	-	-	7	-	8	-	-
PEDESTRIAN CLEARANCE		(SEC.)	-	-	-	7	-	14	-	-
RECALL	MAXIMUM	(ON/OFF)	-	ON	-	OFF	-	ON	-	-
	MINIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
	PEDESTRIAN	(ON/OFF)	-	-	-	OFF	-	OFF	-	-
MEMORY		(ON/OFF)	-	-	-	-	-	-	-	-

PHASING DIAGRAM



SIGNAL TIMING CHART (PM PEAK)

INTERSECTION: US-36 & Oakland St										
MAINTAINING AGENCY: City of Urbana										
START UP			DUAL ENTRY: -		PHASES:			-		
			REST IN RED:		RING 1 -			RING 2 -		
START IN: -			OVERLAP				A	B	C	D
TIME FOR: FLASH , ALL RED (SEC.): 9, 6										
FIRST PHASE(S): -			PHASES				-	-	-	-
COLOR DISPLAYED: -										
INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			-	EB	-	SB	-	WB	-	-
MINIMUM GREEN (INITIAL)		(SEC.)	-	20	-	8	-	20	-	-
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	-	58	-	22	-	58	-	-
MAXIMUM GREEN II		(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE		(SEC.)	-	4	-	4	-	4	-	-
ALL RED CLEARANCE		(SEC.)	-	1	-	1	-	1	-	-
DELAYED GREEN (LPI) '		(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		(SEC.)	-	-	-	-	-	-	-	-
WALK		(SEC.)	-	-	-	7	-	8	-	-
PEDESTRIAN CLEARANCE		(SEC.)	-	-	-	7	-	14	-	-
RECALL	MAXIMUM	(ON/OFF)	-	ON	-	OFF	-	ON	-	-
	MINIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
	PEDESTRIAN	(ON/OFF)	-	-	-	OFF	-	OFF	-	-
MEMORY		(ON/OFF)	-	-	-	-	-	-	-	-

SIGNAL TIMING CHART (OFF PEAK)

INTERSECTION: US-36 & Oakland St										
MAINTAINING AGENCY: City of Urbana										
START UP			DUAL ENTRY: -		PHASES:			-		
			REST IN RED:		RING 1 -			RING 2 -		
START IN: -			OVERLAP				A	B	C	D
TIME FOR: FLASH , ALL RED (SEC.): 9, 6										
FIRST PHASE(S): -			PHASES				-	-	-	-
COLOR DISPLAYED: -										
INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			-	EB	-	SB	-	WB	-	-
MINIMUM GREEN (INITIAL)		(SEC.)	-	20	-	8	-	20	-	-
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	-	52	-	28	-	52	-	-
MAXIMUM GREEN II		(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE		(SEC.)	-	4	-	4	-	4	-	-
ALL RED CLEARANCE		(SEC.)	-	1	-	1	-	1	-	-
DELAYED GREEN (LPI) '		(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		(SEC.)	-	-	-	-	-	-	-	-
WALK		(SEC.)	-	-	-	7	-	8	-	-
PEDESTRIAN CLEARANCE		(SEC.)	-	-	-	7	-	14	-	-
RECALL	MAXIMUM	(ON/OFF)	-	ON	-	OFF	-	ON	-	-
	MINIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
	PEDESTRIAN	(ON/OFF)	-	-	-	OFF	-	OFF	-	-
MEMORY		(ON/OFF)	-	-	-	-	-	-	-	-

RADAR DETECTION CHART

DETECTION ZONE	MOVEMENT	PULSE OR PRESENCE	ASSOCIATED PHASE	DELAY PROGRAMMED IN CONTROLLER (SEC.)	EXTENSION PROGRAMMED IN CONTROLLER (SEC.)	DETECTOR NO.	PURPOSE	DETECTION ZONE LENGTH (FT)
D4A	SB THRU/RT	PRESENCE	4			R1	STOP LINE	20

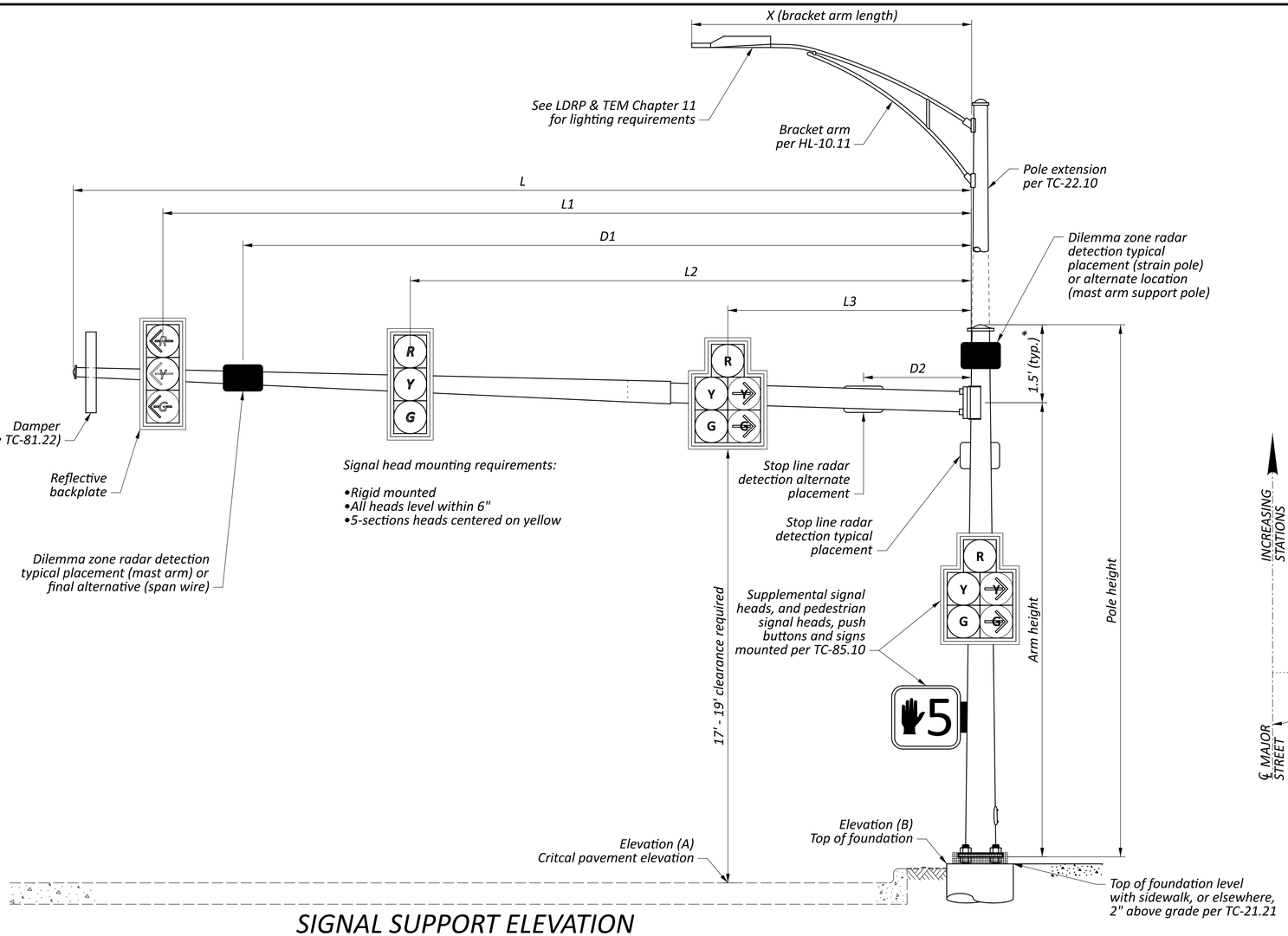
TIMING & PHASING DETAILS
US 36 & OAKLAND ST

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

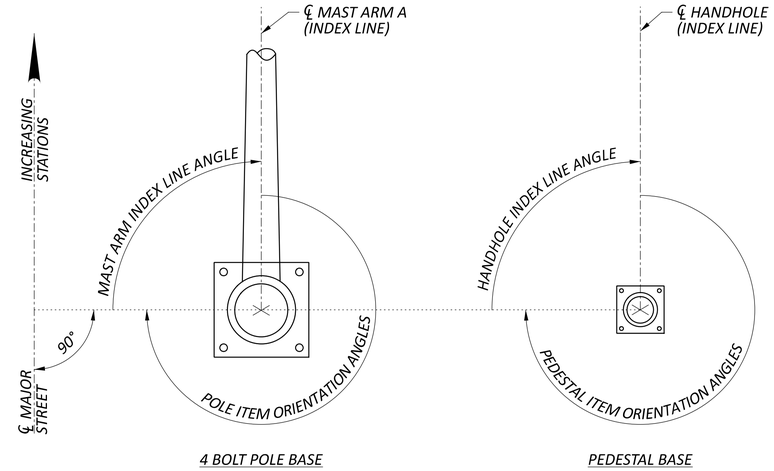
DESIGNER MVK
REVIEWER NWA 08/21/26
PROJECT ID 122411
SHEET P.52 TOTAL P.82

CHP-US36-Signals

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SIGNAL SUPPORT ELEVATION



Note:
1. All angles are measured clockwise.
2. Base plate is oriented square to Mast Arm A, even if the support has two arms.

POLE ORIENTATION

MAST ARM TABLE

SUPPORT NO.	ARM DESIGNATION	STATION	OFFSET	ELEVATION		SIGNAL SUPPORT DETAILS										MAST ARM A / HANDHOLE INDEX LINE ANGLE	ORIENTATION ANGLES (DEG.) FROM INDEX LINE							
				A (Pavement Elevation)	B (Top of Foundation)	DESIGN TYPE	DESIGN NO.	POLE HEIGHT	ARM HEIGHT	L	L1	L2	L3	D1	D2	X	MAST ARM B	PEDESTRIAN SIGNAL	PEDESTRIAN PUSHBUTTON	POWER SERVICE	SIGNAL CABINET	BRACKET ARM	HANDHOLE	CABLE ENTRANCE 12" FROM TOP OF POLE EXTENSION
								FT	FT	FT	FT	FT	FT	FT	FT	FT	DEG	DEG	DEG	DEG	DEG	DEG	DEG	DEG	DEG
SP-1	-	574+30.15	39.81' LT	1025.60	1025.77	TC-81.22	4	34	19	33.8	30.8	20	-	0	-	10	0	-	-	-	-	82	315	349	-
SP-2	A	574+30.03	27.79' RT	1025.38	1025.55	TC-12.31	6	34	19	26.4	23.4	8.0	-	-	-	10	90	270	-	-	-	-	315	2	-
	B								19	31.5	28.5	12.2	-	-	-										
P-1	-	573+97.98	28.48' LT	1025.34	1025.51	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	107	-	265	265	-	-	-	0	-
P-2	-	574+22.24	35.05' LT	1025.36	1025.53	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	94	-	93	93	-	-	-	0	-
P-3	-	574+99.57	37.21' LT	1025.82	1025.99	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	305	-	53	53	-	-	-	0	-
P-4	-	575+07.82	26.93' LT	1025.79	1025.96	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	315	-	135	135	-	-	-	0	-
P-5	-	574+92.40	28.45' RT	1025.59	1025.76	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	127	-	320	320	-	-	-	0	-
P-6	-	574+13.04	28.37' RT	1025.36	1025.53	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	257	-	187	187	-	-	-	0	-

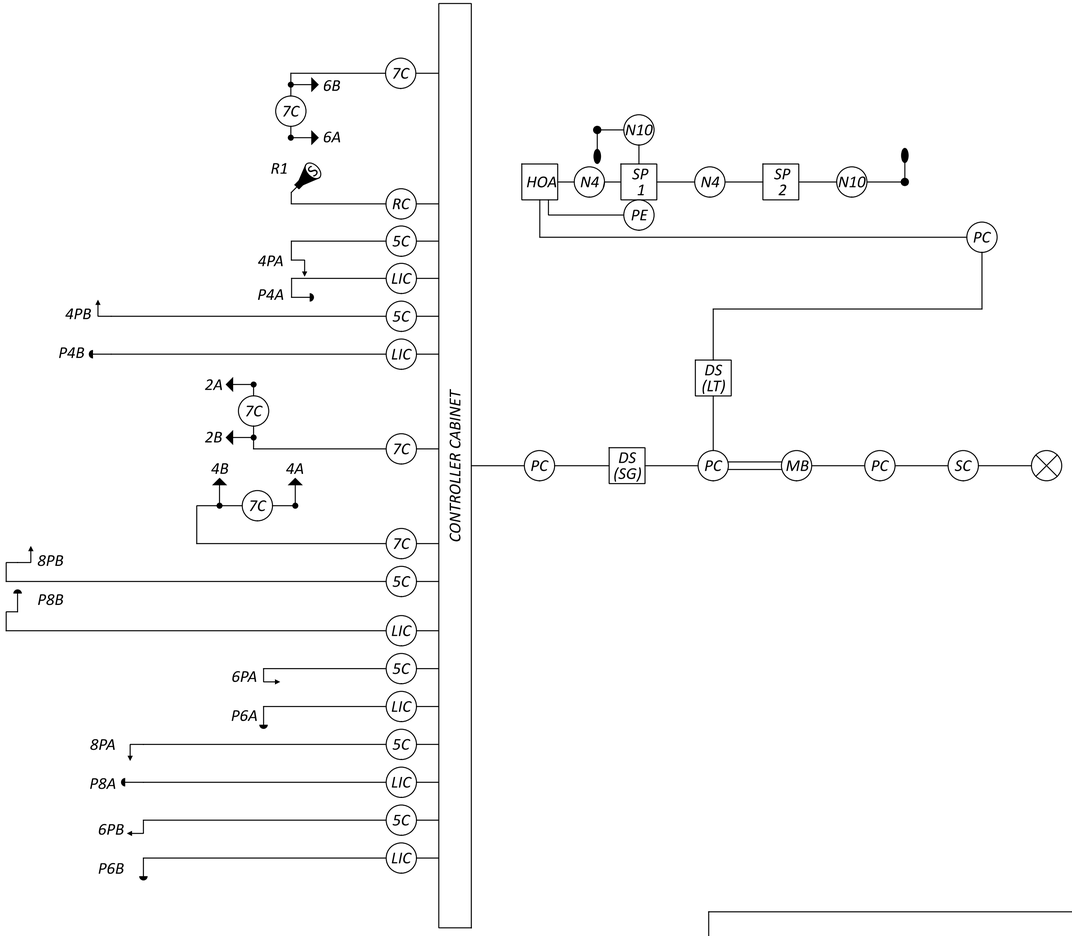
MAST ARM DETAILS
US 36 & OAKLAND ST

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP
DESIGNER SPB
REVIEWER NWA 08/21/26
PROJECT ID 122411
SHEET P.53 TOTAL P.82

CHP-US36-Signals

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WIRING DIAGRAM



FIELD WIRING HOOKUP CHART (TEM FORM 496-16)

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
6A,6B (WB)	R	Φ6 R	R
	Y	Φ6 Y	
	G	Φ6 G	
2A,2B (EB)	R	Φ2 R	R
	Y	Φ2 Y	
	G	Φ2 G	
4A, 4B (SB)	R	Φ4 R	R
	Y	Φ4 Y	
	G	Φ4 G	
LS = LOAD SWITCH			

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
PEDESTRIAN MOVEMENTS			
6P NORTH	W	Φ6 P / LS 10 G	OFF
	DW	Φ6 P / LS 10 R	
4P WEST	W	Φ4 P / LS 11 G	OFF
	DW	Φ4 P / LS 11 R	
8P EAST	W	Φ8 P / LS 12 G	OFF
	DW	Φ8 P / LS 12 R	

LEGEND

- TRAFFIC SIGNAL, 4 OR 5 UNIT HEAD, 12"
- TRAFFIC SIGNAL, 2 UNIT, 3 UNIT, OR PHB HEAD 12"
- TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS
- PEDESTRIAN SIGNAL
- PEDESTRIAN PUSH BUTTON
- DILEMMA ZONE RADAR DETECTION UNIT
- STOP LINE RADAR DETECTION UNIT
- VIDEO DETECTION CAMERA
- PTZ CAMERA
- HIGH SPEED ETHERNET RADIO OR MODEM
- LUMINAIRE, CONVENTIONAL
- LIC — 2/C NO. 14 AWG (LEAD-IN CABLE)
- L — VEHICLE LOOP DETECTOR
- 5C — SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG
- 7C — SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG
- RC — RADAR DETECTION CABLE
- VC — VIDEO CAMERA CABLE
- ETH — ETHERNET CABLE
- FOC — FIBER OPTIC CABLE
- PE — PHOTOELECTRIC CELL
- POWER SOURCE
- SC — SERVICE CABLE, 3 CONDUCTOR, NO. X AWG
- PC — POWER CABLE, 2 CONDUCTOR, NO. X AWG
- SP 1 — SIGNAL SUPPORT POLE NO. __
- MB — METER BASE
- NX — NO. X AWG DISTRIBUTION CABLE
- N14 — SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG
- DS — SEPARATE LIGHTING & SIGNAL DISCONNECT SWITCHES
- FC — FLASHER CABINET
- UPS — UNINTERRUPTIBLE POWER SUPPLY CABLE
- HOA — HAND/ OFF/ AUTO SWITCH

WIRING DETAILS
US 36 & OAKLAND ST

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

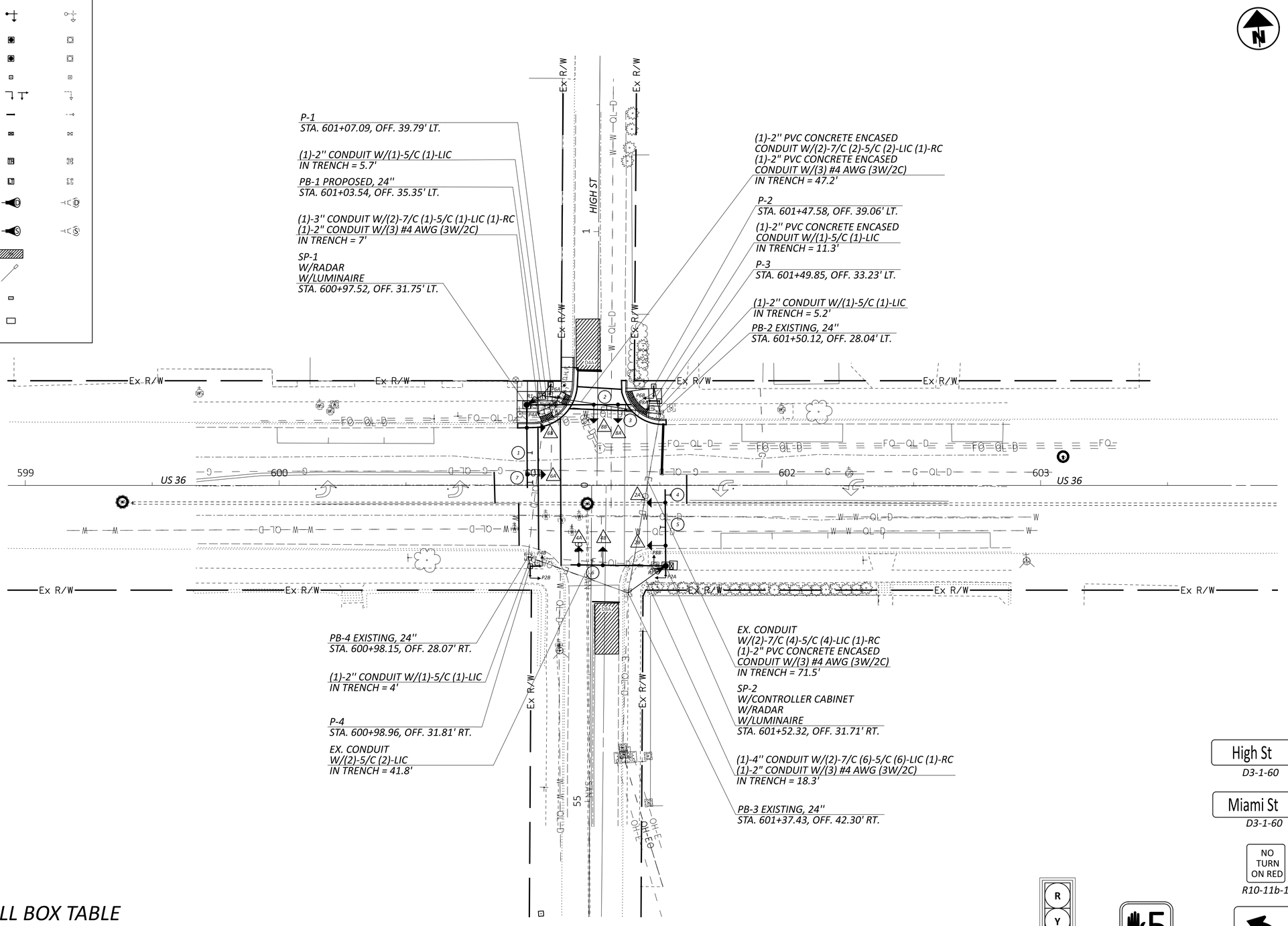
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REVIEWER NWA 08/21/26
PROJECT ID 122411
SHEET P.54 TOTAL P.82

CHP-US36-Signals

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LEGEND

	PROP	EXIST
TRAFFIC SIGNAL, 1 OR 3 UNIT HEAD, 12"		
TRAFFIC SIGNAL, 3 UNIT HEAD, 12", WITH ARROWS		
SIGNAL SUPPORT POLE		
RRFB SUPPORT POLE		
PEDESTAL SUPPORT		
PEDESTRIAN HEAD		
PEDESTRIAN PUSH BUTTON		
SIGNAL CONTROLLER POLE MOUNTED		
TRAFFIC PULL BOX		
LIGHTING PULL BOX		
DILEMMA ZONE RADAR DETECTION UNIT		
STOP BAR RADAR DETECTION UNIT		
DETECTION ZONE		
LUMINAIRE		
UNINTERUPTIBLE POWER SUPPLY (UPS)		
36" X 54" CONCRETE WORK PAD		



PULL BOX TABLE

PULL BOX #	STATION	SIDE	OFFSET	SIZE (IN.)
PB-1	601+03.54	LT	35.35	24
PB-2	601+50.12	LT	28.04	24
PB-3	601+37.43	RT	42.30	24
PB-4	600+98.15	RT	28.07	24

High St 1,5
D3-1-60

Miami St 2,6
D3-1-60

NO TURN ON RED 3
R10-11b-18

R Y G
2A,2B,4A, 4B,6A,6B, 8A,8B

5
P2A,P2B,P4A, P4B,P6A,P6B P8A,P8B

ONLY 4,7
R3-5L-30

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN VIEW - TRAFFIC SIGNALS US 36 & HIGH ST

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER MVK
REVIEWER NWA 08/21/26
PROJECT ID 122411
SHEET P.55 TOTAL P.82

CHP-US36-Signals

MODEL: CLX_U036_201 - Plan 1 PAPERSIZE: 34x22 (in.) DATE: 9/1/2026 TIME: 8:45:37 AM USER: vkrishna
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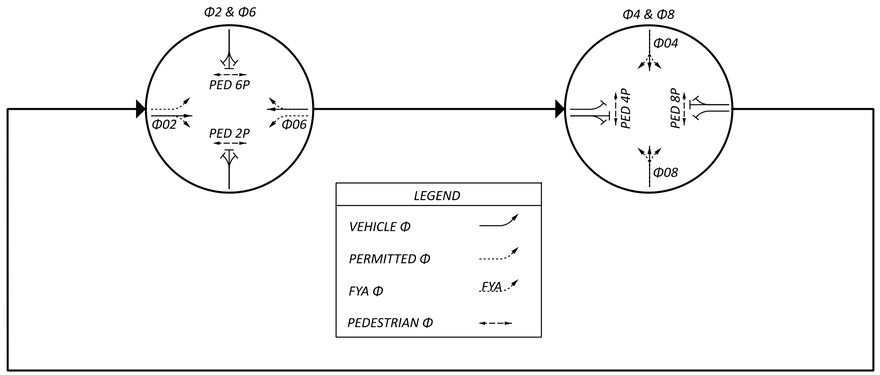
SIGNAL TIMING CHART (AM PEAK)

INTERSECTION: US-36 & High St
MAINTAINING AGENCY: City of Urbana

START UP									
START IN:	-	DUAL ENTRY:	-	PHASES:		-			
TIME FOR: FLASH , ALL RED (SEC.):	9, 6	REST IN RED:		RING 1	-		RING 2	-	
FIRST PHASE(S):	-	OVERLAP				A	B	C	D
COLOR DISPLAYED:	-	PHASES				-	-	-	-

INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			-	EB	-	SB	-	WB	-	NB
MINIMUM GREEN (INITIAL)		(SEC.)	-	40	-	10	-	40	-	10
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	-	56.5	-	24.5	-	56.5	-	24.5
MAXIMUM GREEN II		(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE		(SEC.)	-	3.5	-	3.5	-	3.5	-	3.5
ALL RED CLEARANCE		(SEC.)	-	1	-	1	-	1	-	1
DELAYED GREEN (LPI) '		(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		(SEC.)	-	-	-	-	-	-	-	-
WALK		(SEC.)	-	7	-	7	-	7	-	7
PEDESTRIAN CLEARANCE		(SEC.)	-	3	-	12	-	3	-	13
RECALL	MAXIMUM	(ON/OFF)	-	ON	-	OFF	-	ON	-	OFF
	MINIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
	PEDESTRIAN	(ON/OFF)	-	OFF	-	OFF	-	OFF	-	OFF
MEMORY		(ON/OFF)	-	-	-	-	-	-	-	-

PHASING DIAGRAM



SIGNAL TIMING CHART (PM PEAK)

INTERSECTION: US-36 & High St
MAINTAINING AGENCY: City of Urbana

START UP									
START IN:	-	DUAL ENTRY:	-	PHASES:		-			
TIME FOR: FLASH , ALL RED (SEC.):	9, 6	REST IN RED:		RING 1	-		RING 2	-	
FIRST PHASE(S):	-	OVERLAP				A	B	C	D
COLOR DISPLAYED:	-	PHASES				-	-	-	-

INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			-	EB	-	SB	-	WB	-	NB
MINIMUM GREEN (INITIAL)		(SEC.)	-	40	-	10	-	40	-	10
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	-	58.5	-	22.5	-	58.5	-	22.5
MAXIMUM GREEN II		(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE		(SEC.)	-	3.5	-	3.5	-	3.5	-	3.5
ALL RED CLEARANCE		(SEC.)	-	1	-	1	-	1	-	1
DELAYED GREEN (LPI) '		(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		(SEC.)	-	-	-	-	-	-	-	-
WALK		(SEC.)	-	7	-	7	-	7	-	7
PEDESTRIAN CLEARANCE		(SEC.)	-	3	-	12	-	3	-	13
RECALL	MAXIMUM	(ON/OFF)	-	ON	-	OFF	-	ON	-	OFF
	MINIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
	PEDESTRIAN	(ON/OFF)	-	OFF	-	OFF	-	OFF	-	OFF
MEMORY		(ON/OFF)	-	-	-	-	-	-	-	-

SIGNAL TIMING CHART (OFF PEAK)

INTERSECTION: US-36 & High St
MAINTAINING AGENCY: City of Urbana

START UP									
START IN:	-	DUAL ENTRY:	-	PHASES:		-			
TIME FOR: FLASH , ALL RED (SEC.):	9, 6	REST IN RED:		RING 1	-		RING 2	-	
FIRST PHASE(S):	-	OVERLAP				A	B	C	D
COLOR DISPLAYED:	-	PHASES				-	-	-	-

INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			-	EB	-	SB	-	WB	-	NB
MINIMUM GREEN (INITIAL)		(SEC.)	-	40	-	10	-	40	-	10
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	-	56.5	-	24.5	-	56.5	-	24.5
MAXIMUM GREEN II		(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE		(SEC.)	-	3.5	-	3.5	-	3.5	-	3.5
ALL RED CLEARANCE		(SEC.)	-	1	-	1	-	1	-	1
DELAYED GREEN (LPI) '		(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		(SEC.)	-	-	-	-	-	-	-	-
WALK		(SEC.)	-	7	-	7	-	7	-	7
PEDESTRIAN CLEARANCE		(SEC.)	-	3	-	12	-	3	-	13
RECALL	MAXIMUM	(ON/OFF)	-	ON	-	OFF	-	ON	-	OFF
	MINIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
	PEDESTRIAN	(ON/OFF)	-	OFF	-	OFF	-	OFF	-	OFF
MEMORY		(ON/OFF)	-	-	-	-	-	-	-	-

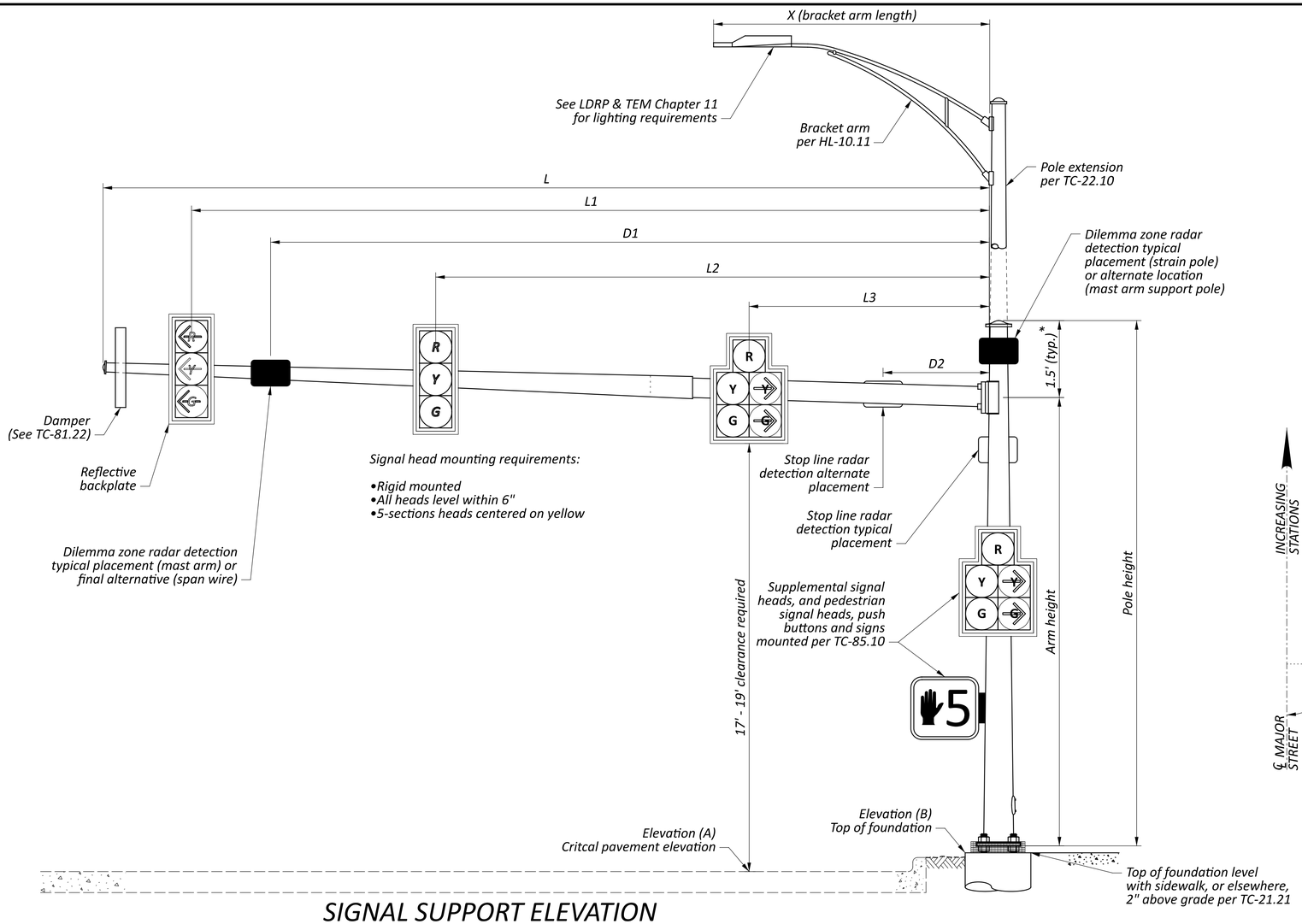
RADAR DETECTION CHART

DETECTION ZONE	MOVEMENT	PULSE OR PRESENCE	ASSOCIATED PHASE	DELAY PROGRAMMED IN CONTROLLER (SEC.)	EXTENSION PROGRAMMED IN CONTROLLER (SEC.)	DETECTOR NO.	PURPOSE	DETECTION ZONE LENGTH (FT)
D4A	SB TRHU/RT	PRESENCE	4			R1	STOP LINE	20
D8A	NB TRHU/RT	PRESENCE	8			R2	STOP LINE	20

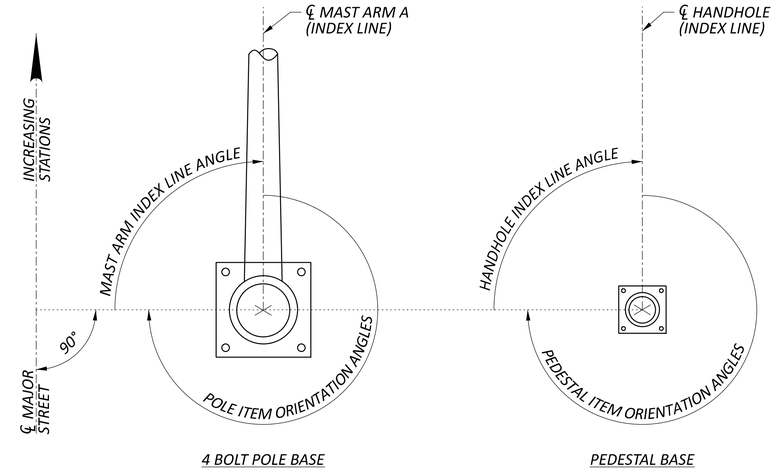
TIMING & PHASING DETAILS
US 36 & HIGH ST

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP
DESIGNER MVK
REVIEWER NWA 08/21/26
PROJECT ID 122411
SHEET P.56 TOTAL P.82

CHP-US36-Signals
MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/1/2026 TIME: 8:45:46 AM USER: vkrishna
Z:\Projects\10195-CHP-US36 Signals\122411\400-Engineering\Signals\Sheets\122411_CD201.dgn



SIGNAL SUPPORT ELEVATION



Note:
1. All angles are measured clockwise.
2. Base plate is oriented square to Mast Arm A, even if the support has two arms.

POLE ORIENTATION

MAST ARM TABLE

SUPPORT NO.	ARM DESIGNATION	STATION	OFFSET	ELEVATION A (Pavement Elevation)	ELEVATION B (Top of Foundation)	SIGNAL SUPPORT DETAILS: DESIGN TYPE	DESIGN NO.	POLE HEIGHT	ARM HEIGHT	L	L1	L2	L3	D1	D2	X	MAST ARM A INDEX LINE ANGLE	ORIENTATION ANGLES (DEG.) FROM INDEX LINE: MAST ARM B	PEDESTRIAN SIGNAL	PEDESTRIAN PUSHBUTTON	POWER SERVICE	SIGNAL CABINET	BRACKET ARM	HANDHOLE	CABLE ENTRANCE 12" FROM TOP OF POLE EXTENSION
								FT	FT	FT	FT	FT	FT	FT	FT	FT	DEG	DEG	DEG	DEG	DEG	DEG	DEG	DEG	DEG
SP-1	A	600+97.52	31.75' LT	1040.85	1041.02	TC-12.31	6	34	19	39.8	34.8	25.3	-	0	-	10	270	90	0	0	-	-	0	3.5	-
	B								19	31.3	26.9	7.8	-		-										
SP-2	A	601+52.32	31.71' RT	1041.36	1041.53	TC-12.31	6	34	19	36	33	23.6	-	0	-	10	270	90	0	0	-	180	0	0	-
	B								19	28.8	23.8	6.8	-		-										
P-1	-	601+07.09	39.79' LT	1040.7	1040.87	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	219	-	174	174	-	-	-	0	-
P-2	-	601+47.58	39.06' LT	1040.28	1040.45	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	167	-	193	193	-	-	-	0	-
P-3	-	601+49.85	33.23' LT	1040.26	1040.43	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	177	-	85	85	-	-	-	0	-
P-4	-	601+98.96	31.81' RT	1041.49	1041.66	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	168	-	281	281	-	-	-	0	-

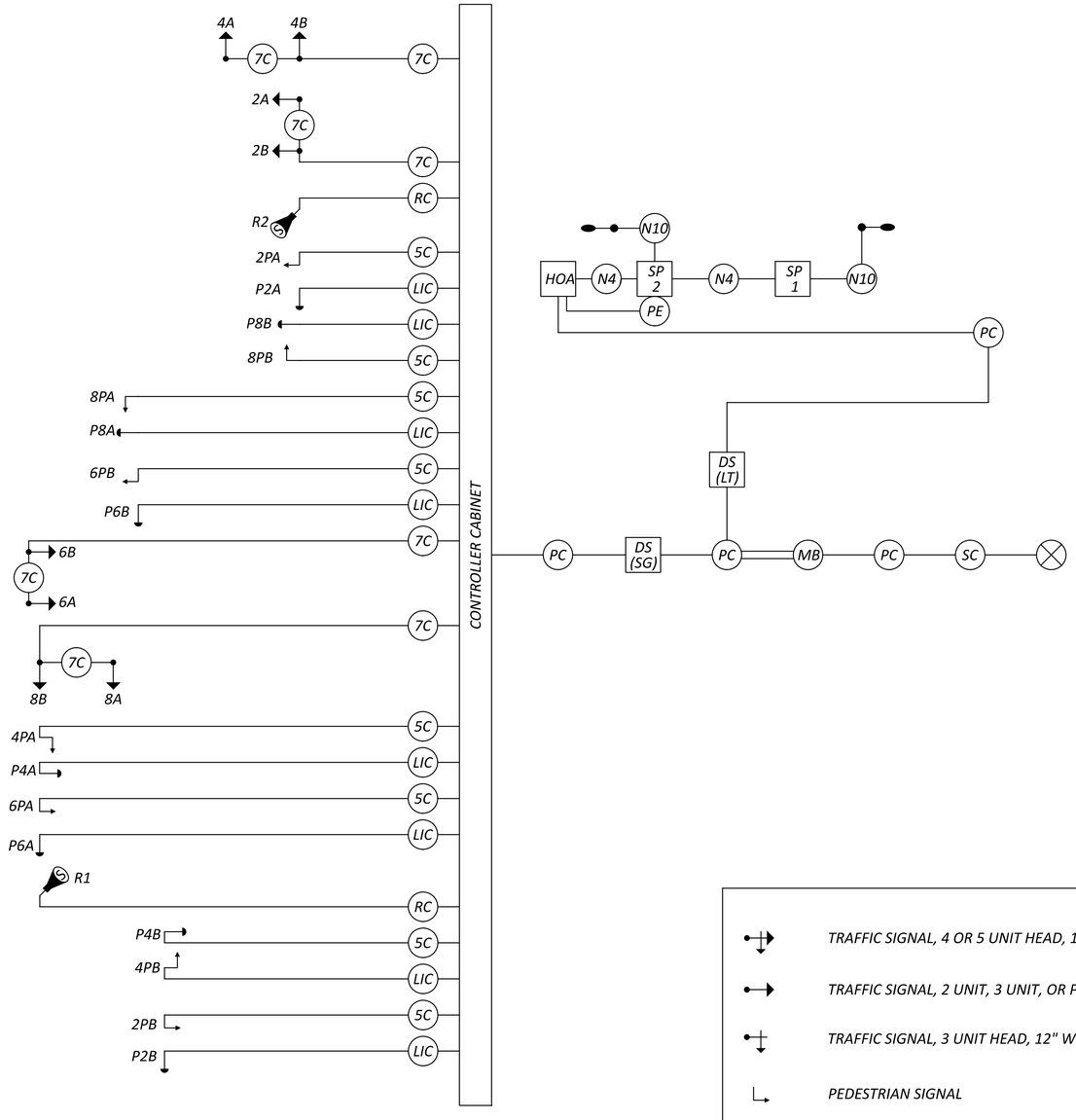
MAST ARM DETAILS
US 36 & HIGH ST

CHP-US36-Signals

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DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP
DESIGNER SPB
REVIEWER NWA 08/21/26
PROJECT ID 122411
SHEET P.57 TOTAL P.82

WIRING DIAGRAM



FIELD WIRING HOOKUP CHART (TEM FORM 496-16)

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
6A,6B (WB)	R	Φ6 R	R
	Y	Φ6 Y	
	G	Φ6 G	
2A,2B (EB)	R	Φ2 R	R
	Y	Φ2 Y	
	G	Φ2 G	
4A, 4B (SB)	R	Φ4 R	R
	Y	Φ4 Y	
	G	Φ4 G	
8A, 8B (NB)	R	Φ8 R	
	Y	Φ8 Y	
	G	Φ8 G	
LS = LOAD SWITCH			

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
PEDESTRIAN MOVEMENTS			
6P NORTH	W	Φ6 P / LS 10 G	OFF
	DW	Φ6 P / LS 10 R	
4P WEST	W	Φ4 P / LS 11 G	OFF
	DW	Φ4 P / LS 11 R	
2P SOUTH	W	Φ2 P / LS 12 G	OFF
	DW	Φ2 P / LS 12 R	
8P EAST	W	Φ8 P / LS 13 G	OFF
	DW	Φ8 P / LS 13 R	

LEGEND

- TRAFFIC SIGNAL, 4 OR 5 UNIT HEAD, 12"
- TRAFFIC SIGNAL, 2 UNIT, 3 UNIT, OR PHB HEAD 12"
- TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS
- PEDESTRIAN SIGNAL
- PEDESTRIAN PUSH BUTTON
- DILEMMA ZONE RADAR DETECTION UNIT
- STOP LINE RADAR DETECTION UNIT
- VIDEO DETECTION CAMERA
- PTZ CAMERA
- HIGH SPEED ETHERNET RADIO OR MODEM
- LUMINAIRE, CONVENTIONAL
- LIC — 2/C NO. 14 AWG (LEAD-IN CABLE)
- L — VEHICLE LOOP DETECTOR
- 5C — SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG
- 7C — SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG
- RC — RADAR DETECTION CABLE
- VC — VIDEO CAMERA CABLE
- ETH — ETHERNET CABLE
- FOC — FIBER OPTIC CABLE
- PE — PHOTOELECTRIC CELL
- POWER SOURCE
- SC — SERVICE CABLE, 3 CONDUCTOR, NO. X AWG
- PC — POWER CABLE, 2 CONDUCTOR, NO. X AWG
- SP 1 — SIGNAL SUPPORT POLE NO. __
- MB — METER BASE
- NX — NO. X AWG DISTRIBUTION CABLE
- N14 — SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG
- DS — SEPARATE LIGHTING & SIGNAL DISCONNECT SWITCHES
- FC — FLASHER CABINET
- UPS — UNINTERRUPTIBLE POWER SUPPLY CABLE
- HOA — HAND/ OFF/ AUTO SWITCH

WIRING DETAILS
US 36 & HIGH ST

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

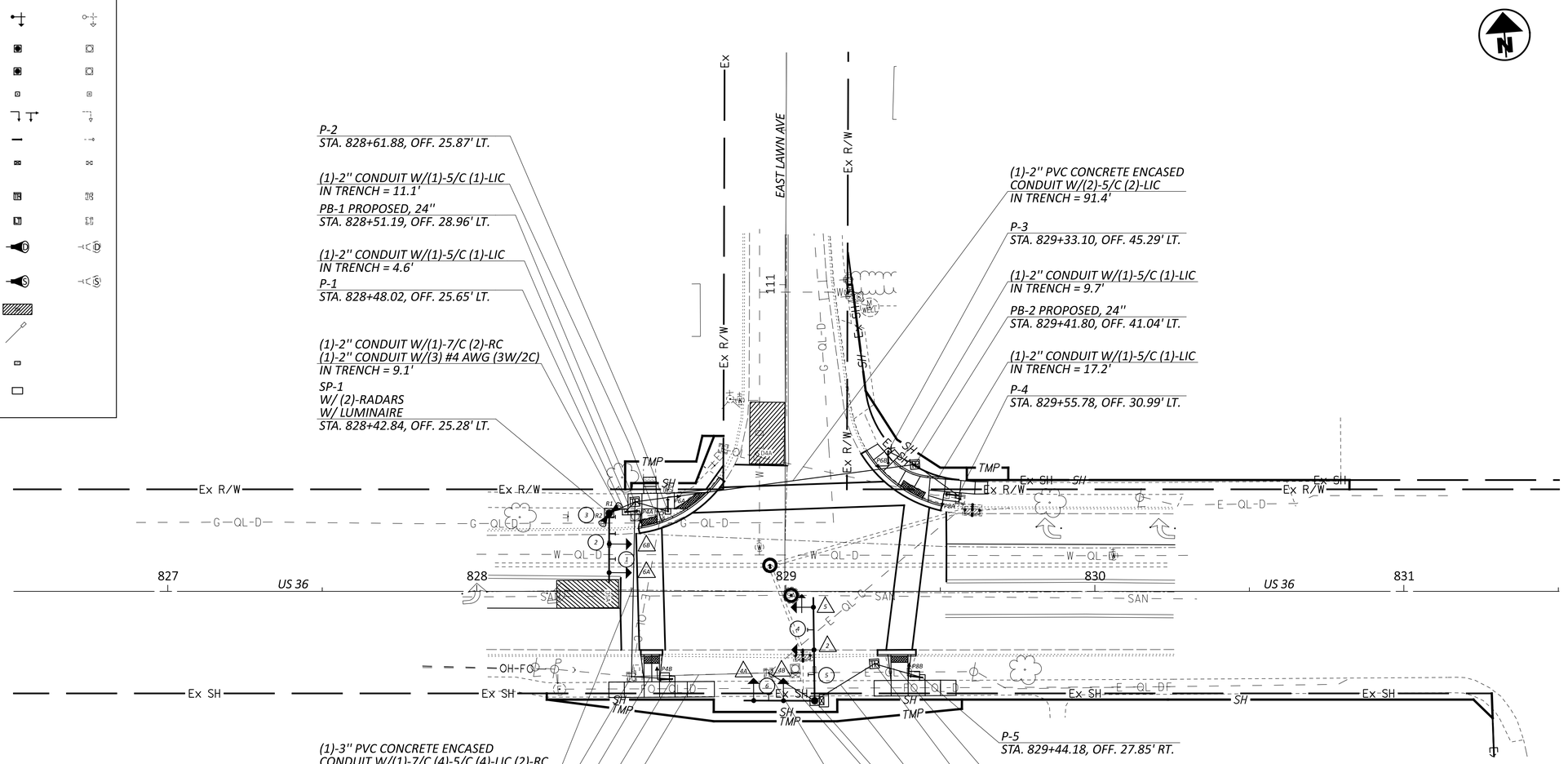
DESIGNER SPB
REVIEWER NWA 08/21/26
PROJECT ID 122411
SHEET P.58 TOTAL P.82

CHP-US36-Signals

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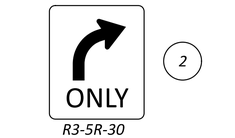
LEGEND

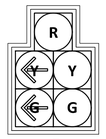
	PROP	EXIST
TRAFFIC SIGNAL, 1 OR 3 UNIT HEAD, 12"		
TRAFFIC SIGNAL, 3 UNIT HEAD, 12", WITH ARROWS		
SIGNAL SUPPORT POLE		
RRFB SUPPORT POLE		
PEDESTAL SUPPORT		
PEDESTRIAN HEAD		
PEDESTRIAN PUSH BUTTON		
SIGNAL CONTROLLER POLE MOUNTED		
TRAFFIC PULL BOX		
LIGHTING PULL BOX		
DILEMMA ZONE RADAR DETECTION UNIT		
STOP BAR RADAR DETECTION UNIT		
DETECTION ZONE		
LUMINAIRE		
UNINTERUPTIBLE POWER SUPPLY (UPS)		
36" X 54" CONCRETE WORK PAD		



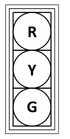
PULL BOX TABLE

PULL BOX #	STATION	SIDE	OFFSET	SIZE (IN.)
PB-1	828+51.19	LT	28.96	24
PB-2	829+41.80	LT	41.04	24
PB-3	829+28.67	LT	23.42	24
PB-4	828+94.42	RT	26.40	24
PB-5	828+50.07	RT	27.56	24





5



2,4A,4B
6A,6B



P6A,P6B,P6C,
P6D,P4A,P4B,
P8A,P8B

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN VIEW - TRAFFIC SIGNALS
US 36 & EAST LAWN AVE

CHP-US36-Signals

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DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	MVK
REVIEWER	NWA 08/21/26
PROJECT ID	122411
SHEET	P.59
TOTAL	P.82

SIGNAL TIMING CHART (AM PEAK)

INTERSECTION: US-36 & E Lawn St
MAINTAINING AGENCY: City of Urbana

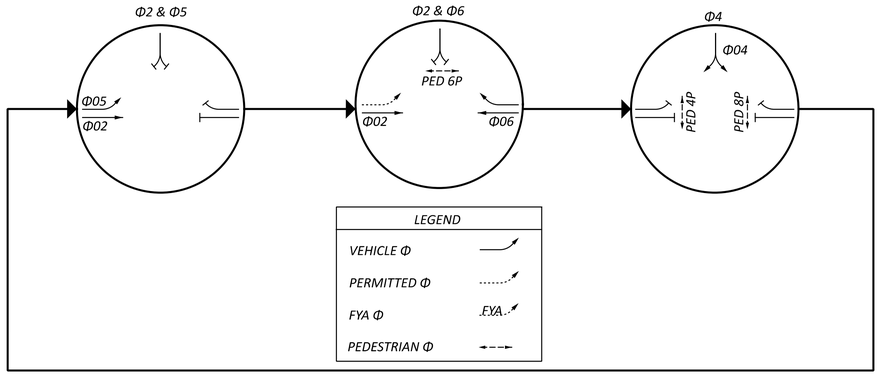
START UP
START IN: -
TIME FOR: FLASH , ALL RED (SEC.): 9, 6
FIRST PHASE(S): -
COLOR DISPLAYED: -

DUAL ENTRY: - PHASES: -
REST IN RED: RING 1 - RING 2 -

OVERLAP	A	B	C	D
PHASES	-	-	-	-

INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			-	EB	-	SB	EBL	WB	-	-
MINIMUM GREEN (INITIAL)		(SEC.)	-	20	-	10	7	20	-	-
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	-	62.5	-	18.5	20	38	-	-
MAXIMUM GREEN II		(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE		(SEC.)	-	3.5	-	3.5	3.5	3.5	-	-
ALL RED CLEARANCE		(SEC.)	-	1	-	1	1	1	-	-
DELAYED GREEN (LPI) '		(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		(SEC.)	-	-	-	-	-	-	-	-
WALK		(SEC.)	-	-	-	7	-	8	-	-
PEDESTRIAN CLEARANCE		(SEC.)	-	-	-	10	-	15	-	-
RECALL	MAXIMUM	(ON/OFF)	-	ON	-	OFF	-	ON	-	-
	MINIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
	PEDESTRIAN	(ON/OFF)	-	-	-	OFF	-	OFF	-	-
MEMORY		(ON/OFF)	-	-	-	-	-	-	-	-

PHASING DIAGRAM



SIGNAL TIMING CHART (PM PEAK)

INTERSECTION: US-36 & E Lawn St
MAINTAINING AGENCY: City of Urbana

START UP
START IN: -
TIME FOR: FLASH , ALL RED (SEC.): 9, 6
FIRST PHASE(S): -
COLOR DISPLAYED: -

DUAL ENTRY: - PHASES: -
REST IN RED: RING 1 - RING 2 -

OVERLAP	A	B	C	D
PHASES	-	-	-	-

INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			-	EB	-	SB	EBL	WB	-	-
MINIMUM GREEN (INITIAL)		(SEC.)	-	20	-	10	7	20	-	-
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	-	62.5	-	18.5	7.5	50.5	-	-
MAXIMUM GREEN II		(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE		(SEC.)	-	3.5	-	3.5	3.5	3.5	-	-
ALL RED CLEARANCE		(SEC.)	-	1	-	1	1	1	-	-
DELAYED GREEN (LPI) '		(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		(SEC.)	-	-	-	-	-	-	-	-
WALK		(SEC.)	-	-	-	7	-	8	-	-
PEDESTRIAN CLEARANCE		(SEC.)	-	-	-	10	-	15	-	-
RECALL	MAXIMUM	(ON/OFF)	-	ON	-	OFF	-	ON	-	-
	MINIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
	PEDESTRIAN	(ON/OFF)	-	-	-	OFF	-	OFF	-	-
MEMORY		(ON/OFF)	-	-	-	-	-	-	-	-

SIGNAL TIMING CHART (OFF PEAK)

INTERSECTION: US-36 & E Lawn St
MAINTAINING AGENCY: City of Urbana

START UP
START IN: -
TIME FOR: FLASH , ALL RED (SEC.): 9, 6
FIRST PHASE(S): -
COLOR DISPLAYED: -

DUAL ENTRY: - PHASES: -
REST IN RED: RING 1 - RING 2 -

OVERLAP	A	B	C	D
PHASES	-	-	-	-

INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			-	EB	-	SB	EBL	WB	-	-
MINIMUM GREEN (INITIAL)		(SEC.)	-	20	-	10	7	20	-	-
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	-	63	-	18	20	37.5	-	-
MAXIMUM GREEN II		(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE		(SEC.)	-	3.5	-	3.5	3.5	3.5	-	-
ALL RED CLEARANCE		(SEC.)	-	1	-	1	1	1	-	-
DELAYED GREEN (LPI) '		(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		(SEC.)	-	-	-	-	-	-	-	-
WALK		(SEC.)	-	-	-	7	-	8	-	-
PEDESTRIAN CLEARANCE		(SEC.)	-	-	-	10	-	15	-	-
RECALL	MAXIMUM	(ON/OFF)	-	ON	-	OFF	-	ON	-	-
	MINIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
	PEDESTRIAN	(ON/OFF)	-	-	-	OFF	-	OFF	-	-
MEMORY		(ON/OFF)	-	-	-	-	-	-	-	-

RADAR DETECTION CHART

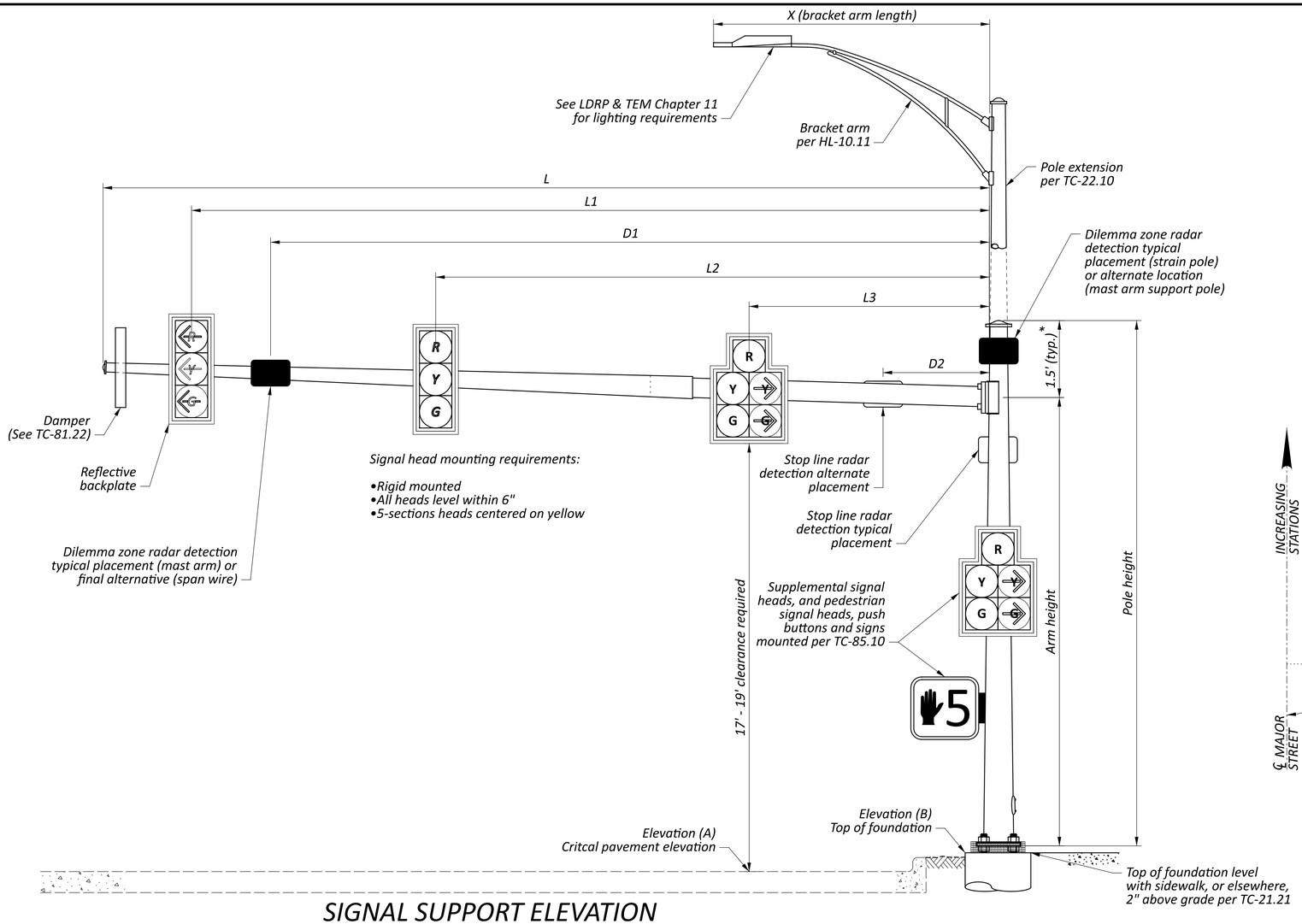
DETECTION ZONE	MOVEMENT	PULSE OR PRESENCE	ASSOCIATED PHASE	DELAY PROGRAMMED IN CONTROLLER (SEC.)	EXTENSION PROGRAMMED IN CONTROLLER (SEC.)	DETECTOR NO.	PURPOSE	DETECTION ZONE LENGTH (FT)
D4A	SB TRHU/RT	PRESENCE	4			R1	STOP LINE	20
D5A	EB LT	PRESENCE	5			R2	STOP LINE	20

TIMING & PHASING DETAILS
US 36 & EAST LAWN AVE

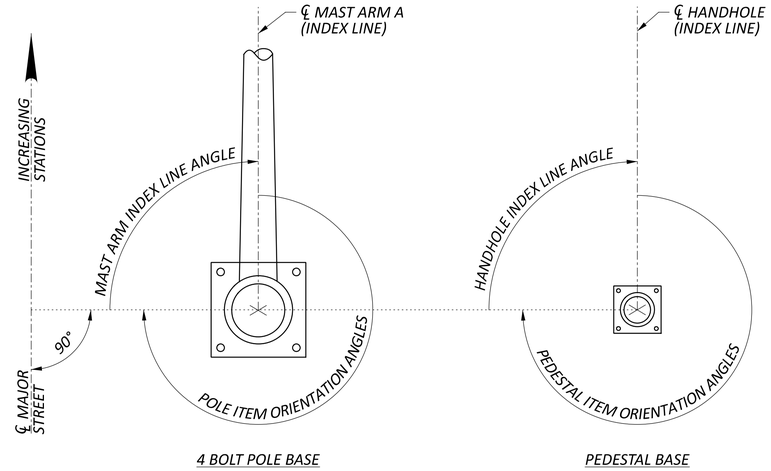
DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP
DESIGNER MVK
REVIEWER NWA 08/21/26
PROJECT ID 122411
SHEET P.60 TOTAL P.82

CHP-US36-Signals

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SIGNAL SUPPORT ELEVATION



Note:
1. All angles are measured clockwise.
2. Base plate is oriented square to Mast Arm A, even if the support has two arms.

POLE ORIENTATION

MAST ARM TABLE

SUPPORT NO.	ARM DESIGNATION	STATION	OFFSET	ELEVATION A (Pavement Elevation)	ELEVATION B (Top of Foundation)	SIGNAL SUPPORT DETAILS: DESIGN TYPE	DESIGN NO.	POLE HEIGHT	ARM HEIGHT	L	L1	L2	L3	D1	D2	X	MAST ARM A INDEX LINE ANGLE	ORIENTATION ANGLES (DEG.) FROM INDEX LINE: MAST ARM B	PEDESTRIAN SIGNAL	PEDESTRIAN PUSHBUTTON	POWER SERVICE	SIGNAL CABINET	BRACKET ARM	HANDHOLE	CABLE ENTRANCE 12" FROM TOP OF POLE EXTENSION
								FT	FT	FT	FT	FT	FT	FT	FT	FT	DEG	DEG	DEG	DEG	DEG	DEG	DEG	DEG	DEG
SP-1	-	828+42.84	25.28' LT	1068.78	1068.95	TC-81.22	4	34	19	21	18	8.8	-	0	0	10	0	-	-	-	-	-	0	272	-
SP-2	A	829+09.34	35.38' RT	1070.30	1070.47	TC-12.31	6	34	19	32	29	15.3	-	-	-	10	0	270	-	-	-	90	0	240	-
	B								19	12.5	18.5	8.9	-	-	-										
P-1	-	828+48.02	25.65' LT	1068.8	1068.97	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	111	-	333	333	-	-	-	0	-
P-2	-	828+61.88	25.87' LT	1068.6	1068.77	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	325	-	214	214	-	-	-	0	-
P-3	-	829+33.10	45.29' LT	1069.76	1069.93	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	116	-	243	243	-	-	-	0	-
P-4	-	829+55.78	30.99' LT	1069.83	1070.00	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	125	-	151	151	-	-	-	0	-
P-5	-	829+44.18	27.85' RT	1070.15	1070.32	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	106	-	171	171	-	-	-	0	-
P-6	-	828+63.23	28.32' RT	1069.25	1069.42	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	93	-	173	173	-	-	-	0	-

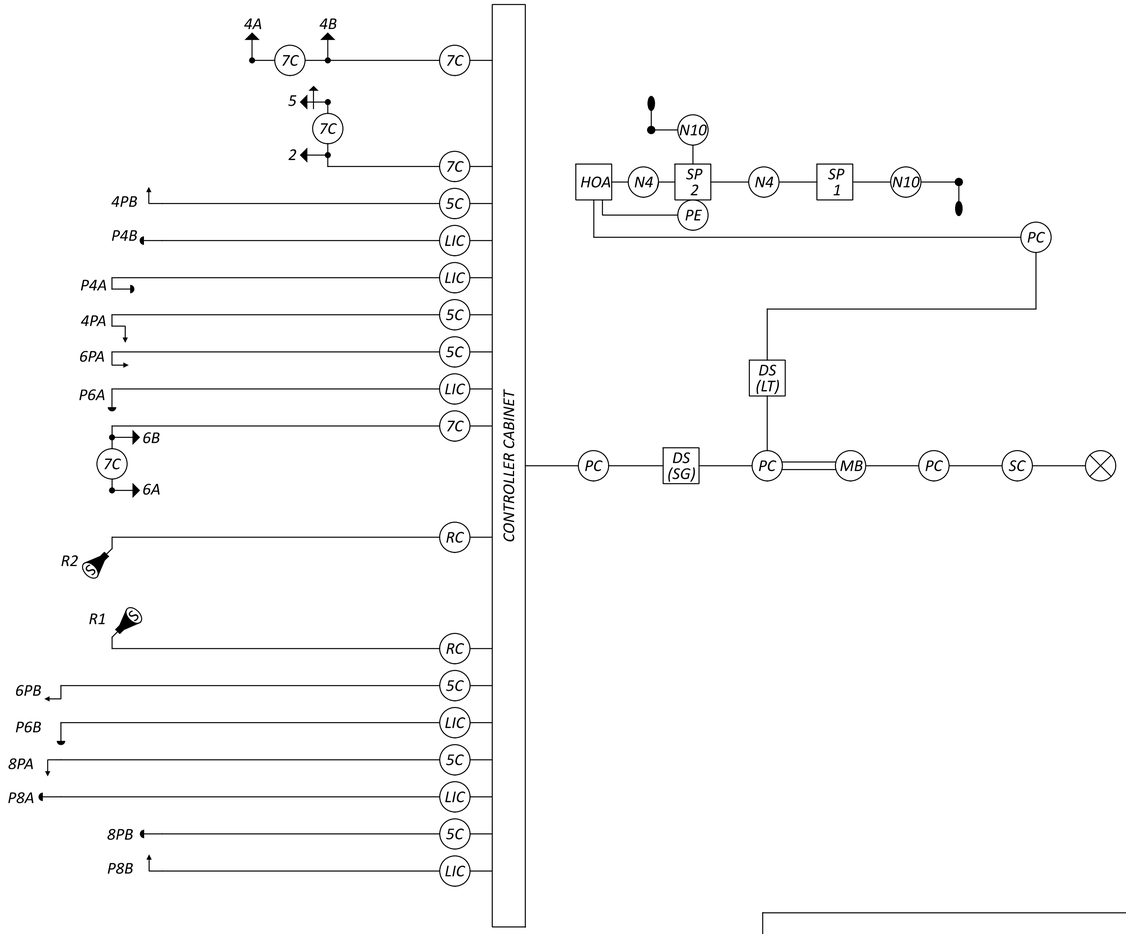
MAST ARM DETAILS
US 36 & EAST LAWN AVE

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP
DESIGNER SPB
REVIEWER NWA 08/21/26
PROJECT ID 122411
SHEET P.61 TOTAL P.82

CHP-US36-Signals

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WIRING DIAGRAM



FIELD WIRING HOOKUP CHART (TEM FORM 496-16)

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
6A,6B (WB)	R	Φ6 R	R
	Y	Φ6 Y	
	G	Φ6 G	
2 (EB)	R	Φ2 R	R
	Y	Φ2 Y	
	G	Φ2 G	
5 (EB LT)	R	Φ5 R	R
	Y	Φ5 Y	
	G	Φ5 G	
	<--Y---	Φ5 Y/LS 2PY	
	<--G---	Φ5 G/LS 2PG	
4A,4B (SB)	R	Φ4 R	R
	Y	Φ4 Y	
	G	Φ4 G	
LS = LOAD SWITCH			

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
PEDESTRIAN MOVEMENTS			
6P NORTH	W	Φ6 P / LS 10 G	OFF
	DW	Φ6 P / LS 10 R	
4P WEST	W	Φ4 P / LS 11 G	OFF
	DW	Φ4 P / LS 11 R	
8P EAST	W	Φ8 P / LS 12 G	OFF
	DW	Φ8 P / LS 12 R	

LEGEND

- TRAFFIC SIGNAL, 4 OR 5 UNIT HEAD, 12"
- TRAFFIC SIGNAL, 2 UNIT, 3 UNIT, OR PHB HEAD 12"
- TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS
- PEDESTRIAN SIGNAL
- PEDESTRIAN PUSH BUTTON
- DILEMMA ZONE RADAR DETECTION UNIT
- STOP LINE RADAR DETECTION UNIT
- VIDEO DETECTION CAMERA
- PTZ CAMERA
- HIGH SPEED ETHERNET RADIO OR MODEM
- LUMINAIRE, CONVENTIONAL
- LIC — 2/C NO. 14 AWG (LEAD-IN CABLE)
- L — VEHICLE LOOP DETECTOR
- 5C — SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG
- 7C — SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG
- RC — RADAR DETECTION CABLE
- VC — VIDEO CAMERA CABLE
- ETH — ETHERNET CABLE
- FOC — FIBER OPTIC CABLE
- PE — PHOTOELECTRIC CELL
- POWER SOURCE
- SC — SERVICE CABLE, 3 CONDUCTOR, NO. X AWG
- PC — POWER CABLE, 2 CONDUCTOR, NO. X AWG
- SP 1 — SIGNAL SUPPORT POLE NO. __
- MB — METER BASE
- NX — NO. X AWG DISTRIBUTION CABLE
- N14 — SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG
- DS — SEPARATE LIGHTING & SIGNAL DISCONNECT SWITCHES
- FC — FLASHER CABINET
- UPS — UNINTERRUPTIBLE POWER SUPPLY CABLE
- HOA — HAND/ OFF/ AUTO SWITCH

WIRING DETAILS
US 36 & EAST LAWN AVE

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

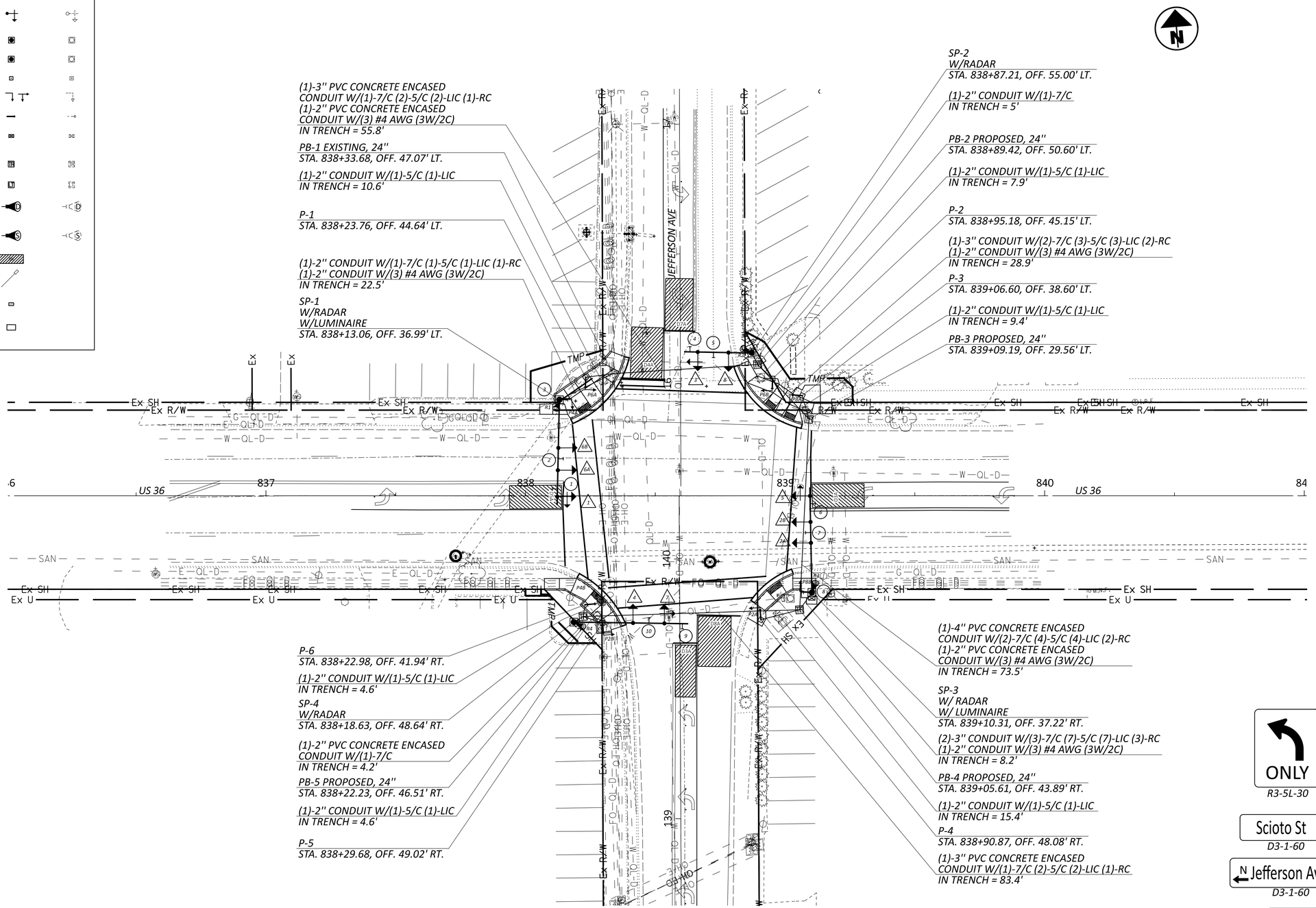
DESIGNER SPB
REVIEWER NWA 08/21/26
PROJECT ID 122411
SHEET P.62 | TOTAL P.82

CHP-US36-Signals

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LEGEND

	PROP	EXIST
TRAFFIC SIGNAL, 1 OR 3 UNIT HEAD, 12"		
TRAFFIC SIGNAL, 3 UNIT HEAD, 12", WITH ARROWS		
SIGNAL SUPPORT POLE		
RRFB SUPPORT POLE		
PEDESTAL SUPPORT		
PEDESTRIAN HEAD		
PEDESTRIAN PUSH BUTTON		
SIGNAL CONTROLLER POLE MOUNTED		
TRAFFIC PULL BOX		
LIGHTING PULL BOX		
DILEMMA ZONE RADAR DETECTION UNIT		
STOP BAR RADAR DETECTION UNIT		
DETECTION ZONE		
LUMINAIRE		
UNINTERUPTIBLE POWER SUPPLY (UPS)		
36" X 54" CONCRETE WORK PAD		



HORIZONTAL SCALE IN FEET
0 10 20 40

PULL BOX TABLE

PULL BOX #	STATION	SIDE	OFFSET	SIZE (IN.)
PB-1	838+33.68	LT	47.04	24
PB-2	838+89.42	LT	50.60	24
PB-3	839+09.19	LT	29.56	24
PB-4	839+05.61	RT	43.89	24
PB-5	838+22.23	RT	46.51	24

PLAN VIEW - TRAFFIC SIGNALS
US 36 & JEFFERSON AVE

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	MVK
REVIEWER	NWA 08/21/26
PROJECT ID	122411
SHEET	P.63
TOTAL	P.82

CHP-US36-Signals

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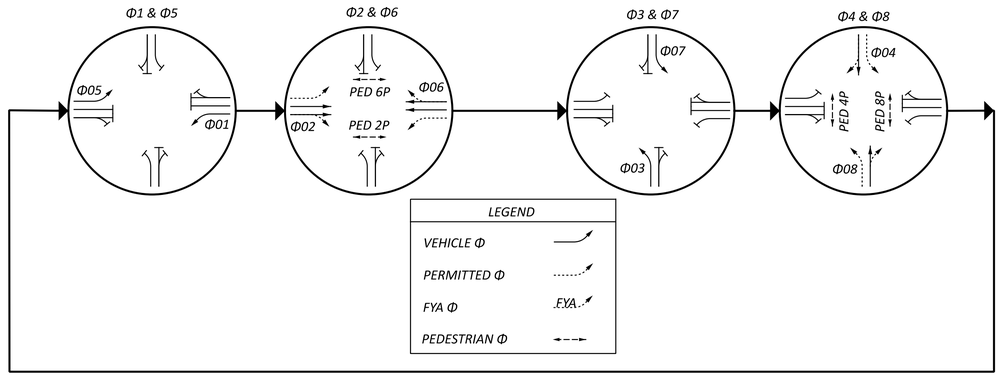
SIGNAL TIMING CHART (AM PEAK)

INTERSECTION: US-36 & Jefferson Ave										
MAINTAINING AGENCY: City of Urbana										
START UP			DUAL ENTRY: -		PHASES:				-	
			REST IN RED:		RING 1 -				RING 2 -	
START IN: -			OVERLAP				A	B	C	D
TIME FOR: FLASH , ALL RED (SEC.): 9, 6										
FIRST PHASE(S): -			PHASES				-	-	-	-
COLOR DISPLAYED: -										
INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			WBL	EB	NBL	SB	EBL	WB	SBL	NB
MINIMUM GREEN (INITIAL)		(SEC.)	7	20	7	10	7	20	7	10
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	11.5	28.5	7.5	24.5	7.5	32.5	11.5	20.5
MAXIMUM GREEN II		(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE		(SEC.)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
ALL RED CLEARANCE		(SEC.)	1	1	1	1	1	1	1	1
DELAYED GREEN (LPI) '		(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		(SEC.)	-	-	-	-	-	-	-	-
WALK		(SEC.)	-	8	-	7	-	7	-	7
PEDESTRIAN CLEARANCE		(SEC.)	-	15	-	14	-	15	-	13
RECALL	MAXIMUM	(ON/OFF)	-	ON	-	OFF	-	ON	-	OFF
	MINIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
	PEDESTRIAN	(ON/OFF)	-	OFF	-	OFF	-	OFF	-	OFF
MEMORY		(ON/OFF)	-	-	-	-	-	-	-	-

SIGNAL TIMING CHART (PM PEAK)

INTERSECTION: US-36 & Jefferson Ave										
MAINTAINING AGENCY: City of Urbana										
START UP			DUAL ENTRY: -		PHASES:				-	
			REST IN RED:		RING 1 -				RING 2 -	
START IN: -			OVERLAP				A	B	C	D
TIME FOR: FLASH , ALL RED (SEC.): 9, 6										
FIRST PHASE(S): -			PHASES				-	-	-	-
COLOR DISPLAYED: -										
INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			WBL	EB	NBL	SB	EBL	WB	SBL	NB
MINIMUM GREEN (INITIAL)		(SEC.)	7	20	7	10	7	20	7	10
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	7.1	29.9	13.5	20.5	10.5	27.5	7.1	26.9
MAXIMUM GREEN II		(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE		(SEC.)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
ALL RED CLEARANCE		(SEC.)	1	1	1	1	1	1	1	1
DELAYED GREEN (LPI) '		(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		(SEC.)	-	-	-	-	-	-	-	-
WALK		(SEC.)	-	8	-	7	-	7	-	7
PEDESTRIAN CLEARANCE		(SEC.)	-	15	-	14	-	15	-	13
RECALL	MAXIMUM	(ON/OFF)	-	ON	-	OFF	-	ON	-	OFF
	MINIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
	PEDESTRIAN	(ON/OFF)	-	OFF	-	OFF	-	OFF	-	OFF
MEMORY		(ON/OFF)	-	-	-	-	-	-	-	-

PHASING DIAGRAM



SIGNAL TIMING CHART (OFF PEAK)

INTERSECTION: US-36 & Jefferson Ave										
MAINTAINING AGENCY: City of Urbana										
START UP			DUAL ENTRY: -		PHASES:				-	
			REST IN RED:		RING 1 -				RING 2 -	
START IN: -			OVERLAP				A	B	C	D
TIME FOR: FLASH , ALL RED (SEC.): 9, 6										
FIRST PHASE(S): -			PHASES				-	-	-	-
COLOR DISPLAYED: -										
INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			WBL	EB	NBL	SB	EBL	WB	SBL	NB
MINIMUM GREEN (INITIAL)		(SEC.)	7	20	7	10	7	20	7	10
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	11.5	28.5	7.5	24.5	7.5	32.5	11.5	20.5
MAXIMUM GREEN II		(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE		(SEC.)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
ALL RED CLEARANCE		(SEC.)	1	1	1	1	1	1	1	1
DELAYED GREEN (LPI) '		(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		(SEC.)	-	-	-	-	-	-	-	-
WALK		(SEC.)	-	8	-	7	-	7	-	7
PEDESTRIAN CLEARANCE		(SEC.)	-	15	-	14	-	15	-	13
RECALL	MAXIMUM	(ON/OFF)	-	ON	-	OFF	-	ON	-	OFF
	MINIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
	PEDESTRIAN	(ON/OFF)	-	OFF	-	OFF	-	OFF	-	OFF
MEMORY		(ON/OFF)	-	-	-	-	-	-	-	-

RADAR DETECTION CHART

DETECTION ZONE	MOVEMENT	PULSE OR PRESENCE	ASSOCIATED PHASE	DELAY PROGRAMMED IN CONTROLLER (SEC.)	EXTENSION PROGRAMMED IN CONTROLLER (SEC.)	DETECTOR NO.	PURPOSE	DETECTION ZONE LENGTH (FT)
D1A	WB LT	PRESENCE	1			R3	STOP LINE	20
D3A	NB LT	PRESENCE	3			R4	STOP LINE	20
D4A	SB THRU/RT	PRESENCE	4			R2	STOP LINE	20
D5A	EB LT	PRESENCE	5			R1	STOP LINE	20
D7A	SB LT	PRESENCE	7			R2	STOP LINE	20
D8A	NB THRU/RT	PRESENCE	8			R3	STOP LINE	20

TIMING & PHASING DETAILS
US 36 & JEFFERSON AVE

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER MVK

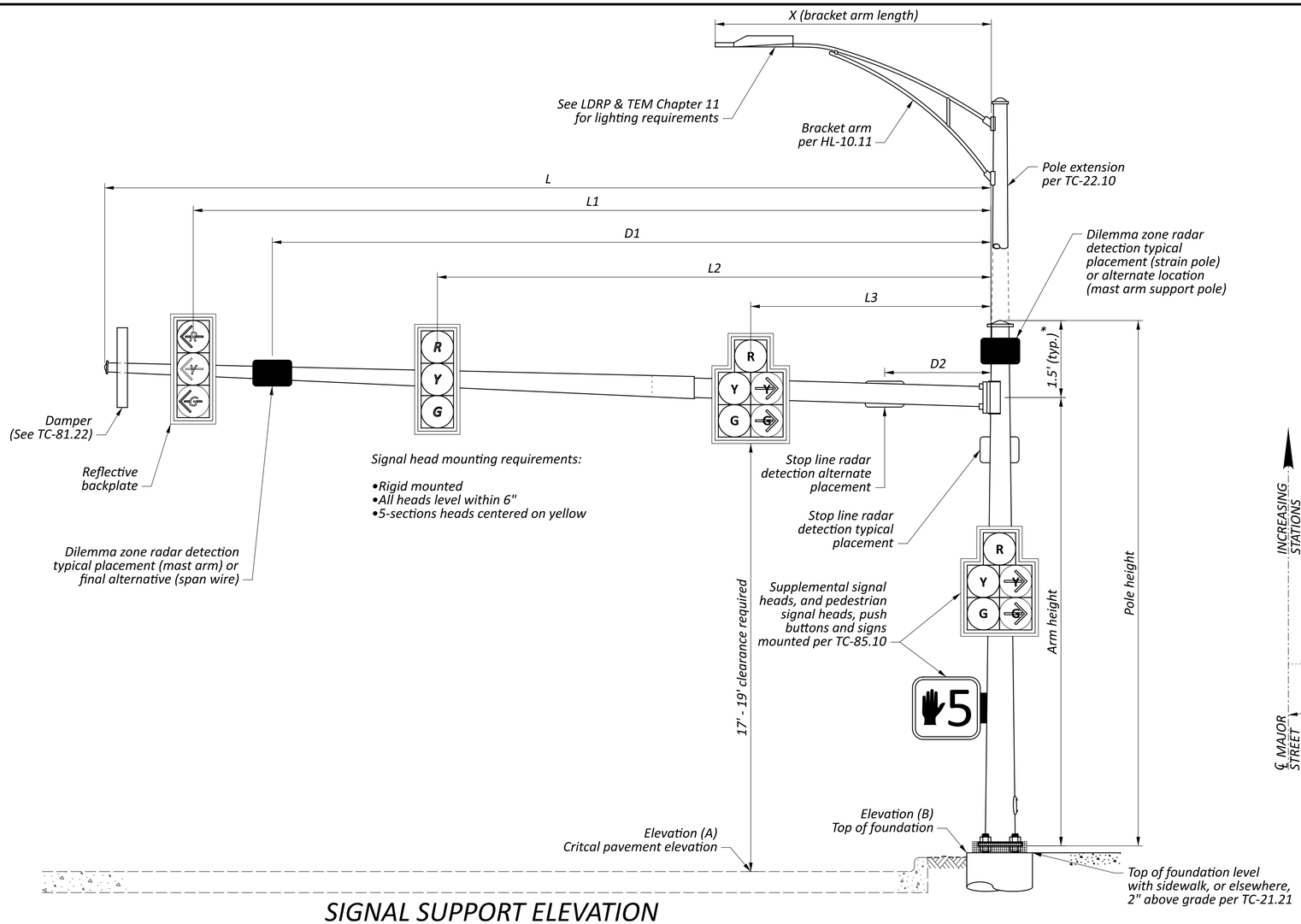
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PROJECT ID 122411

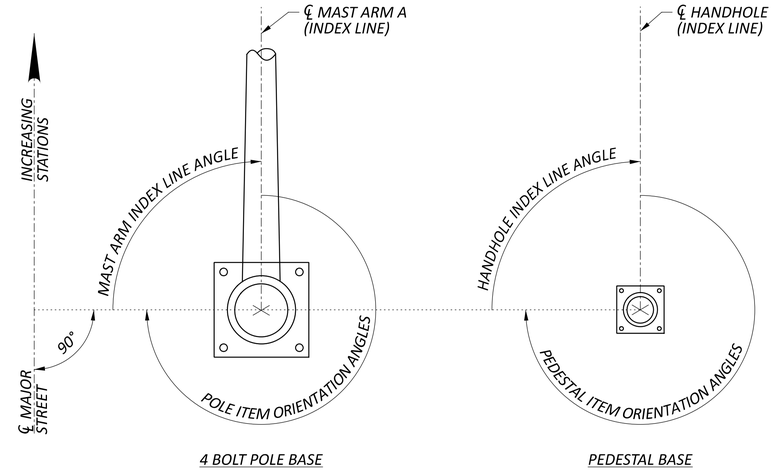
SHEET P.64 | TOTAL P.82

CHP-US36-Signals

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SIGNAL SUPPORT ELEVATION



Note:
1. All angles are measured clockwise.
2. Base plate is oriented square to Mast Arm A, even if the support has two arms.

POLE ORIENTATION

MAST ARM TABLE

SUPPORT NO.	ARM DESIGNATION	STATION	OFFSET	ELEVATION A (Pavement Elevation)	ELEVATION B (Top of Foundation)	SIGNAL SUPPORT DETAILS: DESIGN TYPE	DESIGN NO.	POLE HEIGHT	ARM HEIGHT	L	L1	L2	L3	D1	D2	X	MAST ARM A INDEX LINE ANGLE	ORIENTATION ANGLES (DEG.) FROM INDEX LINE: MAST ARM B	PEDESTRIAN SIGNAL	PEDESTRIAN PUSHBUTTON	POWER SERVICE	SIGNAL CABINET	BRACKET ARM	HANDHOLE	CABLE ENTRANCE 12" FROM TOP OF POLE EXTENSION
								FT	FT	FT	FT	FT	FT	FT	FT	FT	DEG	DEG	DEG	DEG	DEG	DEG	DEG	DEG	DEG
SP-1	-	838+13.06	36.99' LT	1075.05	1075.22	TC-81.22	12	35	20	44.7	41.7	31.6	23	0	-	10	2	-	263	263	-	-	0		-
SP-2	-	838+87.21	55.00' LT	1074.35	1074.52	TC-81.22	4	21.5	20	24.6	19.6	7.8	-	0	-	-	91	-	-	-	-	-	-	62	-
SP-3	-	839+10.31	37.22' RT	1074.13	1074.30	TC-81.22	12	35	20	39	36	26	17.9	0	-	10	0	-	276	276	-	90	0	36	-
SP-4	-	838+18.63	48.64' RT	1075.06	1075.23	TC-81.22	12	21.5	20	38.7	33.7	21.6	-	0	-	-	90	-	-	-	-	-	-	148	-
P-1	-	838+23.76	44.64' LT	1074.20	1074.37	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	82	-	280	280	-	-	-	0	-
P-2	-	838+95.18	45.15' LT	1074.49	1074.66	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	313	-	48	48	-	-	-	0	-
P-3	-	839+06.60	38.60' LT	1074.72	1074.89	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	164	-	290	290	-	-	-	0	-
P-4	-	838+90.87	48.08' RT	1074.15	1074.32	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	255	-	99	99	-	-	-	0	-
P-5	-	838+29.68	49.02' RT	1074.38	1074.55	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	108	-	67	67	-	-	-	0	-
P-6	-	838+19.44	37.26' RT	1074.73	1074.90	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	335	-	110	110	-	-	-	0	-

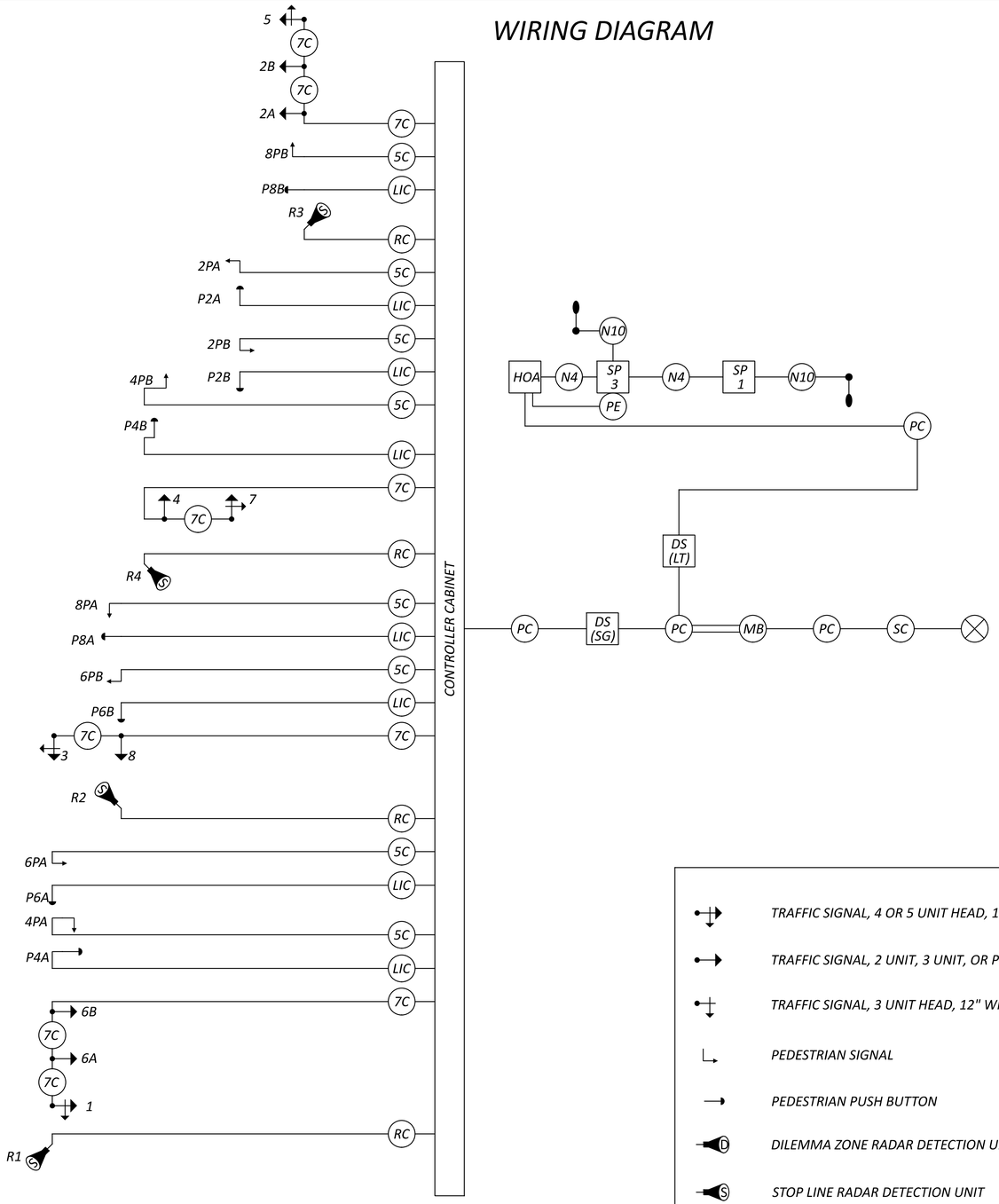
MAST ARM DETAILS
US 36 & JEFFERSON AVE

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP
DESIGNER SPB
REVIEWER NWA MM-DD-YY
PROJECT ID 122411
SHEET P.65 TOTAL P.82

CHP-US36-Signals

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/1/2026 TIME: 8:46:30 AM USER: vkrishna
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WIRING DIAGRAM



FIELD WIRING HOOKUP CHART (TEM FORM 496-16)

FIELD WIRING HOOKUP CHART							
SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH	SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
6A,6B	R	Φ6 R	R	PEDESTRIAN MOVEMENTS			
	Y	Φ6 Y		6P NORTH	W	Φ6 P / LS 10 G	OFF
(WB)	G	Φ6 G			DW	Φ6 P / LS 10 R	
1	R	Φ1 R	R	4P WEST	W	Φ4 P / LS 11 G	OFF
	Y	Φ1 Y			DW	Φ4 P / LS 11 R	
	G	Φ1 G		8P EAST	W	Φ8 P / LS 12 G	OFF
	<--Y---	Φ3 Y/LS 2PY			DW	Φ8 P / LS 12 R	
(WB LT)	<--G---	Φ3 G/LS 2PG		2P SOUTH	W	Φ2 P / LS 13 G	OFF
2A,2B	R	Φ2 R	R		DW	Φ2 P / LS 13 R	
	Y	Φ2 Y					
(EB)	G	Φ2 G					
5	R	Φ5 R	R				
	Y	Φ5 Y					
	G	Φ5 G					
	<--Y---	Φ5 Y/LS 2PY					
(EB LT)	<--G---	Φ5 G/LS 2PG					
4	R	Φ4 R	R				
	Y	Φ4 Y					
(SB)	G	Φ4 G					
7	R	Φ7 R	R				
	Y	Φ7 Y					
	G	Φ7 G					
	<--Y---	Φ7 Y/LS 2PY					
(SB LT)	<--G---	Φ7 G/LS 2PG					
8	R	Φ8 R	R				
	Y	Φ8 Y					
(NB)	G	Φ8 G					
3	R	Φ3 R	R				
	Y	Φ3 Y					
	G	Φ3 G					
	<--Y---	Φ3 Y/LS 2PY					
(NB LT)	<--G---	Φ3 G/LS 2PG					
LS = LOAD SWITCH							

LEGEND

- TRAFFIC SIGNAL, 4 OR 5 UNIT HEAD, 12"
- TRAFFIC SIGNAL, 2 UNIT, 3 UNIT, OR PHB HEAD 12"
- TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS
- PEDESTRIAN SIGNAL
- PEDESTRIAN PUSH BUTTON
- DILEMMA ZONE RADAR DETECTION UNIT
- STOP LINE RADAR DETECTION UNIT
- VIDEO DETECTION CAMERA
- PTZ CAMERA
- HIGH SPEED ETHERNET RADIO OR MODEM
- LUMINAIRE, CONVENTIONAL
- LIC — 2/C NO. 14 AWG (LEAD-IN CABLE)
- L — VEHICLE LOOP DETECTOR
- 5C — SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG
- 7C — SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG
- RC — RADAR DETECTION CABLE
- VC — VIDEO CAMERA CABLE
- ETH — ETHERNET CABLE
- FOC — FIBER OPTIC CABLE
- PE — PHOTOELECTRIC CELL
- POWER SOURCE
- SC — SERVICE CABLE, 3 CONDUCTOR, NO. X AWG
- PC — POWER CABLE, 2 CONDUCTOR, NO. X AWG
- SP 1 — SIGNAL SUPPORT POLE NO. __
- MB — METER BASE
- NX — NO. X AWG DISTRIBUTION CABLE
- N14 — SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG
- DS — SEPARATE LIGHTING & SIGNAL DISCONNECT SWITCHES
- FC — FLASHER CABINET
- UPS — UNINTERRUPTIBLE POWER SUPPLY CABLE
- HOA — HAND/ OFF/ AUTO SWITCH

WIRING DETAILS
US 36 & JEFFERSON AVE

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER: SPB
REVIEWER: NWA 08/21/26
PROJECT ID: 122411
SHEET: P.66 | TOTAL: P.82

CHP-US36-Signals

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LEGEND

	PROP	EXIST
TRAFFIC SIGNAL, 1 OR 3 UNIT HEAD, 12"		
TRAFFIC SIGNAL, 3 UNIT HEAD, 12", WITH ARROWS		
SIGNAL SUPPORT POLE		
RRFB SUPPORT POLE		
PEDESTAL SUPPORT		
PEDESTRIAN HEAD		
PEDESTRIAN PUSH BUTTON		
SIGNAL CONTROLLER POLE MOUNTED		
TRAFFIC PULL BOX		
LIGHTING PULL BOX		
DILEMMA ZONE RADAR DETECTION UNIT		
STOP BAR RADAR DETECTION UNIT		
DETECTION ZONE		
LUMINAIRE		
UNINTERUPTIBLE POWER SUPPLY (UPS)		
36" X 54" CONCRETE WORK PAD		

PB-1 PROPOSED, 24"
STA. 845+93.39, OFF. 33.11' LT.

(1)-2" CONDUIT W/(2)-7/C
(1)-2" CONDUIT W/(3) #4 AWG (3W/2C)
IN TRENCH = 17.1'

SP-1
W/ LUMINAIRE
STA. 845+76.28, OFF. 33.21' LT.

(1)-2" CONDUIT W/(1)-5/C (1)-LIC
IN TRENCH = 30.4'

P-1
STA. 846+23.76, OFF. 34.57' LT.

(1)-2" PVC CONCRETE ENCASED
CONDUIT W/(2)-7/C (1)-5/C (1)-LIC
(1)-2" PVC CONCRETE ENCASED
CONDUIT W/(3) #4 AWG (3W/2C)
IN TRENCH = 83.1'

P-3
STA. 845+47.42, OFF. 36.34' RT.

(1)-2" CONDUIT W/(1)-5/C (1)-LIC
IN TRENCH = 7'

PB-3 PROPOSED, 24"
STA. 845+54.32, OFF. 37.55' RT.

SP-2
W/CONTROLLER CABINET
W/RADAR
W/LUMINAIRE
STA. 846+45.64, OFF. 36.40' RT.

(1)-3" CONDUIT W/(2)-7/C (3)-5/C (3)-LIC
(1)-2" CONDUIT W/(3) #4 AWG (3W/2C)
IN TRENCH = 11.6'

PB-2 PROPOSED, 24"
STA. 846+34.38, OFF. 39.13' RT.

(1)-2" CONDUIT W/(1)-5/C (1)-LIC
IN TRENCH = 6.1'

P-2
STA. 846+29.06, OFF. 42.18' RT.

(1)-2" PVC CONCRETE ENCASED
CONDUIT W/(1)-5/C (1)-LIC
IN TRENCH = 80'

844 US 36 | 845 | 846 | 847 | US 36 848

FINCH ST

PULL BOX TABLE

PULL BOX #	STATION	SIDE	OFFSET	SIZE (IN.)
PB-1	845+93.39	LT	33.11	24
PB-2	846+34.38	RT	39.13	24
PB-3	845+47.42	RT	36.34	24

8C | 8B | 2A,2B,2C, 6A,6B,6C 8A | P2A,P2B, P8A,P8B

Finch St D3-1-60 (1,3)

Scioto St D3-1-60 (2)

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN VIEW - TRAFFIC SIGNALS
US 36 & FINCH ST

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER MVK
REVIEWER NWA 08/21/26
PROJECT ID 122411
SHEET P.67 TOTAL P.82

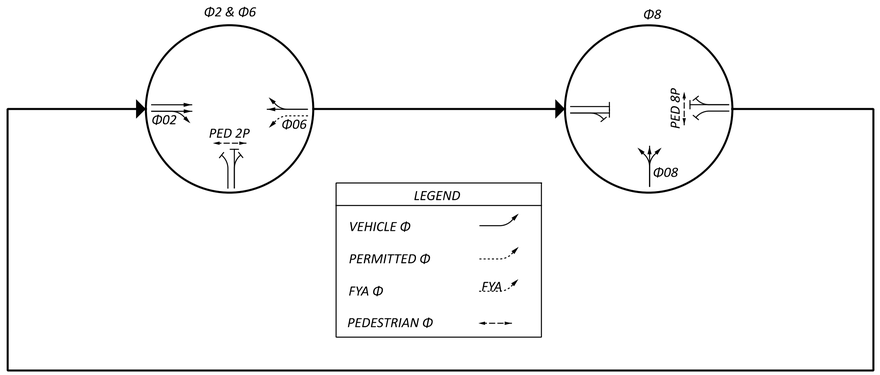
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SIGNAL TIMING CHART (AM PEAK)

INTERSECTION: US 36 & Finch St									
MAINTAINING AGENCY: City of Urbana									
START UP			DUAL ENTRY: -		PHASES:		-		
			REST IN RED:		RING 1 -			RING 2 -	
START IN: -			OVERLAP			A	B	C	D
TIME FOR: FLASH , ALL RED (SEC.): 9, 6									
FIRST PHASE(S): -			PHASES			-	-	-	-
COLOR DISPLAYED: -									
INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.						
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			-	EB	-	-	-	WB	-	NB
MINIMUM GREEN (INITIAL)		(SEC.)	-	20	-	-	-	20	-	10
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	-	55.5	-	-	-	55.5	-	25.5
MAXIMUM GREEN II		(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE		(SEC.)	-	3.5	-	-	-	3.5	-	3.5
ALL RED CLEARANCE		(SEC.)	-	1	-	-	-	1	-	1
DELAYED GREEN (LPI) '		(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		(SEC.)	-	-	-	-	-	-	-	-
WALK		(SEC.)	-	9	-	-	-	-	-	7
PEDESTRIAN CLEARANCE		(SEC.)	-	15	-	-	-	-	-	12
RECALL	MAXIMUM	(ON/OFF)	-	ON	-	-	-	ON	-	OFF
	MINIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
	PEDESTRIAN	(ON/OFF)	-	OFF	-	-	-	-	-	OFF
MEMORY		(ON/OFF)	-	-	-	-	-	-	-	-

PHASING DIAGRAM



SIGNAL TIMING CHART (PM PEAK)

INTERSECTION: US 36 & Finch St									
MAINTAINING AGENCY: City of Urbana									
START UP			DUAL ENTRY: -		PHASES:		-		
			REST IN RED:		RING 1 -			RING 2 -	
START IN: -			OVERLAP			A	B	C	D
TIME FOR: FLASH , ALL RED (SEC.): 9, 6									
FIRST PHASE(S): -			PHASES			-	-	-	-
COLOR DISPLAYED: -									
INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.						
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			-	EB	-	-	-	WB	-	NB
MINIMUM GREEN (INITIAL)		(SEC.)	-	20	-	-	-	20	-	10
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	-	57.5	-	-	-	57.5	-	23.5
MAXIMUM GREEN II		(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE		(SEC.)	-	3.5	-	-	-	3.5	-	3.5
ALL RED CLEARANCE		(SEC.)	-	1	-	-	-	1	-	1
DELAYED GREEN (LPI) '		(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		(SEC.)	-	-	-	-	-	-	-	-
WALK		(SEC.)	-	9	-	-	-	-	-	7
PEDESTRIAN CLEARANCE		(SEC.)	-	15	-	-	-	-	-	12
RECALL	MAXIMUM	(ON/OFF)	-	ON	-	-	-	ON	-	OFF
	MINIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
	PEDESTRIAN	(ON/OFF)	-	OFF	-	-	-	-	-	OFF
MEMORY		(ON/OFF)	-	-	-	-	-	-	-	-

SIGNAL TIMING CHART (OFF PEAK)

INTERSECTION: US 36 & Finch St									
MAINTAINING AGENCY: City of Urbana									
START UP			DUAL ENTRY: -		PHASES:		-		
			REST IN RED:		RING 1 -			RING 2 -	
START IN: -			OVERLAP			A	B	C	D
TIME FOR: FLASH , ALL RED (SEC.): 9, 6									
FIRST PHASE(S): -			PHASES			-	-	-	-
COLOR DISPLAYED: -									
INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.						
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			-	EB	-	-	-	WB	-	NB
MINIMUM GREEN (INITIAL)		(SEC.)	-	20	-	-	-	20	-	10
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	-	56.5	-	-	-	56.5	-	24.5
MAXIMUM GREEN II		(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE		(SEC.)	-	3.5	-	-	-	3.5	-	3.5
ALL RED CLEARANCE		(SEC.)	-	1	-	-	-	1	-	1
DELAYED GREEN (LPI) '		(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		(SEC.)	-	-	-	-	-	-	-	-
WALK		(SEC.)	-	9	-	-	-	-	-	7
PEDESTRIAN CLEARANCE		(SEC.)	-	15	-	-	-	-	-	12
RECALL	MAXIMUM	(ON/OFF)	-	ON	-	-	-	ON	-	OFF
	MINIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
	PEDESTRIAN	(ON/OFF)	-	OFF	-	-	-	-	-	OFF
MEMORY		(ON/OFF)	-	-	-	-	-	-	-	-

RADAR DETECTION CHART

DETECTION ZONE	MOVEMENT	PULSE OR PRESENCE	ASSOCIATED PHASE	DELAY PROGRAMMED IN CONTROLLER (SEC.)	EXTENSION PROGRAMMED IN CONTROLLER (SEC.)	DETECTOR NO.	PURPOSE	DETECTION ZONE LENGTH (FT)
D8A	NB THRU/RT	PRESENCE	8			R1	STOP LINE	20

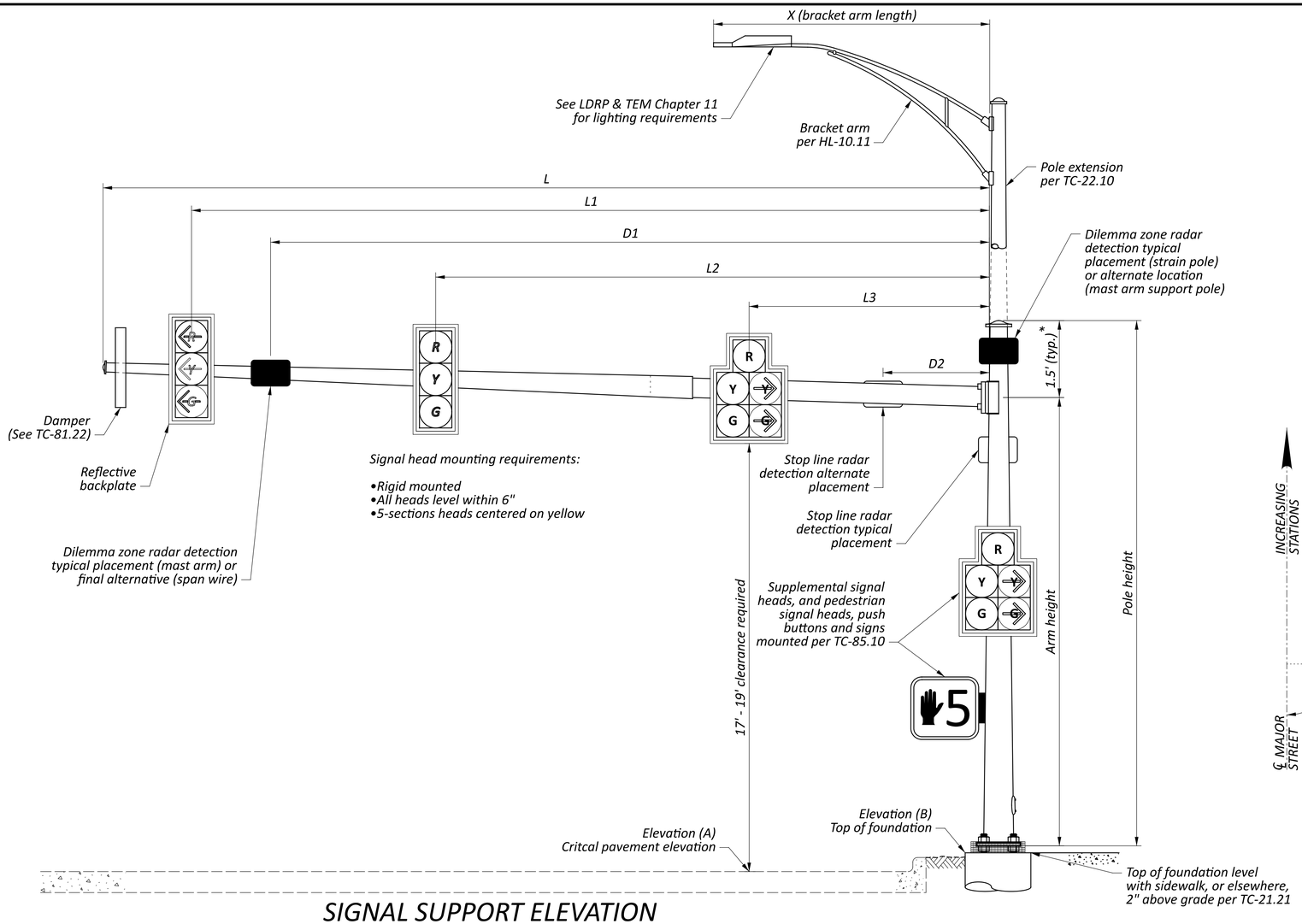
TIMING & PHASING DETAILS
US 36 & FINCH ST

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

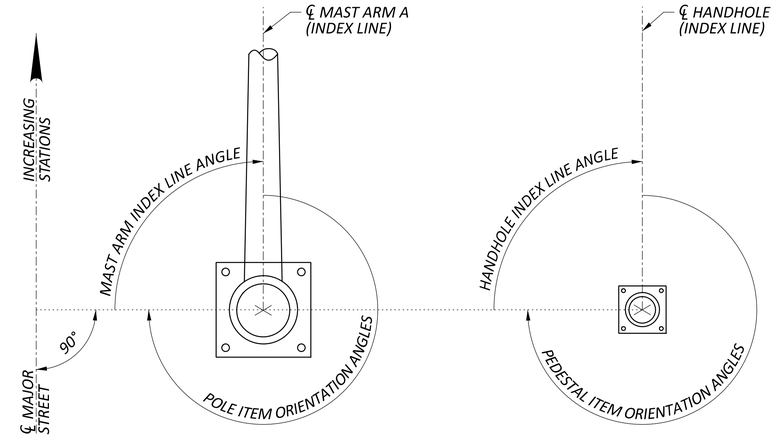
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REVIEWER NWA 08/21/26
PROJECT ID 122411
SHEET P.68 TOTAL P.82

CHP-US36-Signals

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SIGNAL SUPPORT ELEVATION



Note:
1. All angles are measured clockwise.
2. Base plate is oriented square to Mast Arm A, even if the support has two arms.

POLE ORIENTATION

MAST ARM TABLE

SUPPORT NO.	ARM DESIGNATION	STATION	OFFSET	ELEVATION		SIGNAL SUPPORT DETAILS										MAST ARM A INDEX LINE ANGLE	ORIENTATION ANGLES (DEG.) FROM INDEX LINE							
				A (Pavement Elevation)	B (Top of Foundation)	DESIGN TYPE	DESIGN NO.	POLE HEIGHT	ARM HEIGHT	L	L1	L2	L3	D1	D2	X	MAST ARM B	PEDESTRIAN SIGNAL	PEDESTRIAN PUSHBUTTON	POWER SERVICE	SIGNAL CABINET	BRACKET ARM	HANDHOLE	CABLE ENTRANCE 12" FROM TOP OF POLE EXTENSION
				FT	FT			FT	FT	FT	FT	FT	FT	FT	FT	FT	DEG	DEG	DEG	DEG	DEG	DEG	DEG	DEG	DEG
SP-1	A	845+76.28	33.31' LT	1080.87	1081.04	TC-12.31	6	35	20	34.6	31.6	21.6	12.3	-	-	10	0	270	-	-	-	-	0	88	-
	B								20	33.2	30.2	21.6	13.1	-	-										
SP-2	-	846+45.64	36.40' RT	1081.61	1081.78	TC-81.22	4	35	20	37.8	34.8	24.1	15	0	-	10	0	-	270	270	-	180	0	76	-
P-1	-	846+23.76	34.57' LT	1081.44	1081.61	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	266	-	2	2	-	-	-	0	-
P-2	-	846+23.19	46.90' RT	1081.48	1081.65	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	235	-	124	124	-	-	-	0	-
P-3	-	845+47.42	36.34' RT	1080.38	1080.55	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	279	-	80	80	-	-	-	0	-

CHP-US36-Signals

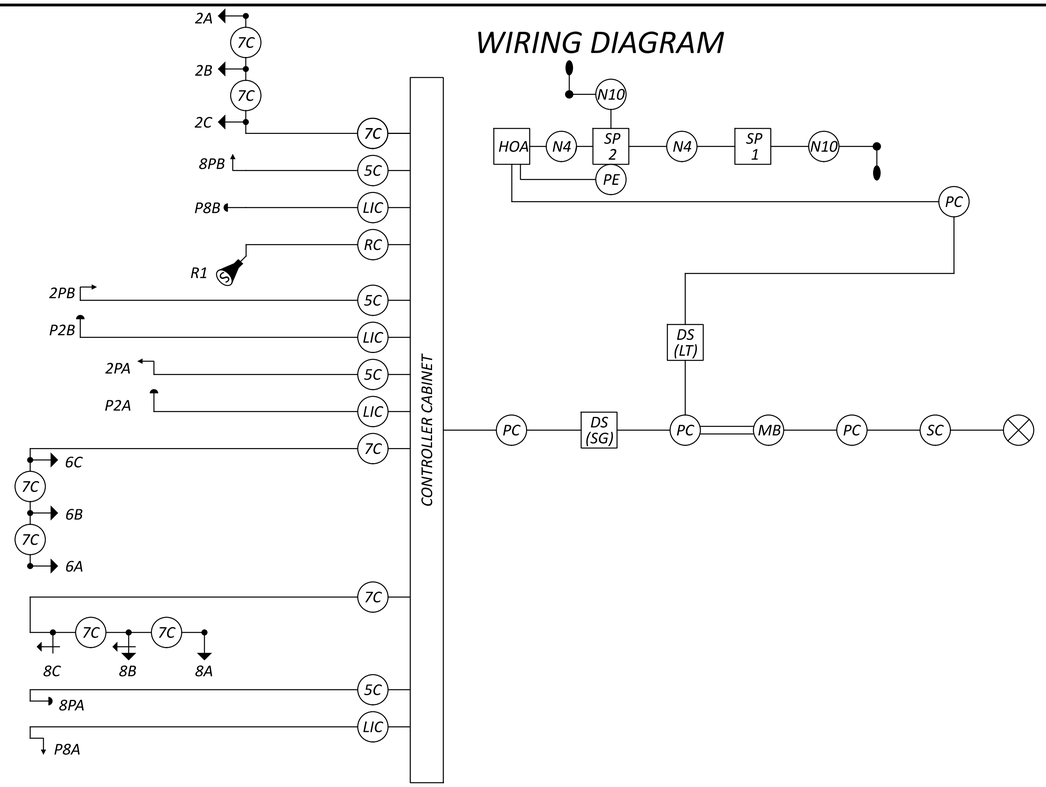
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MAST ARM DETAILS
US 36 & FINCH ST

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER SPB
REVIEWER NWA 08/21/26
PROJECT ID 122411
SHEET P.69 TOTAL P.82

WIRING DIAGRAM



FIELD WIRING HOOKUP CHART (TEM FORM 496-16)

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
6A,6B,6C (WB)	R	Φ6 R	R
	Y	Φ6 Y	
	G	Φ6 G	
2A,2B,2C (EB)	R	Φ2 R	R
	Y	Φ2 Y	
	G	Φ2 G	
8A,8B,8C (NB)	R	Φ8 R	R
	Y	Φ8 Y	
	G	Φ8 G	
LS = LOAD SWITCH			

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
PEDESTRIAN MOVEMENTS			
2P SOUTH	W	Φ2 P / LS 10 G	OFF
	DW	Φ2 P / LS 10 R	
4P WEST	W	Φ4 P / LS 11 G	OFF
	DW	Φ4 P / LS 11 R	
8P EAST	W	Φ8 P / LS 12 G	OFF
	DW	Φ8 P / LS 12 R	

LEGEND

- TRAFFIC SIGNAL, 4 OR 5 UNIT HEAD, 12"
- TRAFFIC SIGNAL, 2 UNIT, 3 UNIT, OR PHB HEAD 12"
- TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS
- PEDESTRIAN SIGNAL
- PEDESTRIAN PUSH BUTTON
- DILEMMA ZONE RADAR DETECTION UNIT
- STOP LINE RADAR DETECTION UNIT
- VIDEO DETECTION CAMERA
- PTZ CAMERA
- HIGH SPEED ETHERNET RADIO OR MODEM
- LUMINAIRE, CONVENTIONAL
- LIC — 2/C NO. 14 AWG (LEAD-IN CABLE)
- L — VEHICLE LOOP DETECTOR
- 5C — SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG
- 7C — SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG
- RC — RADAR DETECTION CABLE
- VC — VIDEO CAMERA CABLE
- ETH — ETHERNET CABLE
- FOC — FIBER OPTIC CABLE
- PE — PHOTOELECTRIC CELL
- POWER SOURCE
- SC — SERVICE CABLE, 3 CONDUCTOR, NO. X AWG
- PC — POWER CABLE, 2 CONDUCTOR, NO. X AWG
- SP 1 — SIGNAL SUPPORT POLE NO. __
- MB — METER BASE
- NX — NO. X AWG DISTRIBUTION CABLE
- N14 — SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG
- DS — SEPARATE LIGHTING & SIGNAL DISCONNECT SWITCHES
- FC — FLASHER CABINET
- UPS — UNINTERRUPTIBLE POWER SUPPLY CABLE
- HOA — HAND/ OFF/ AUTO SWITCH

WIRING DETAILS
US 36 & FINCH ST

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

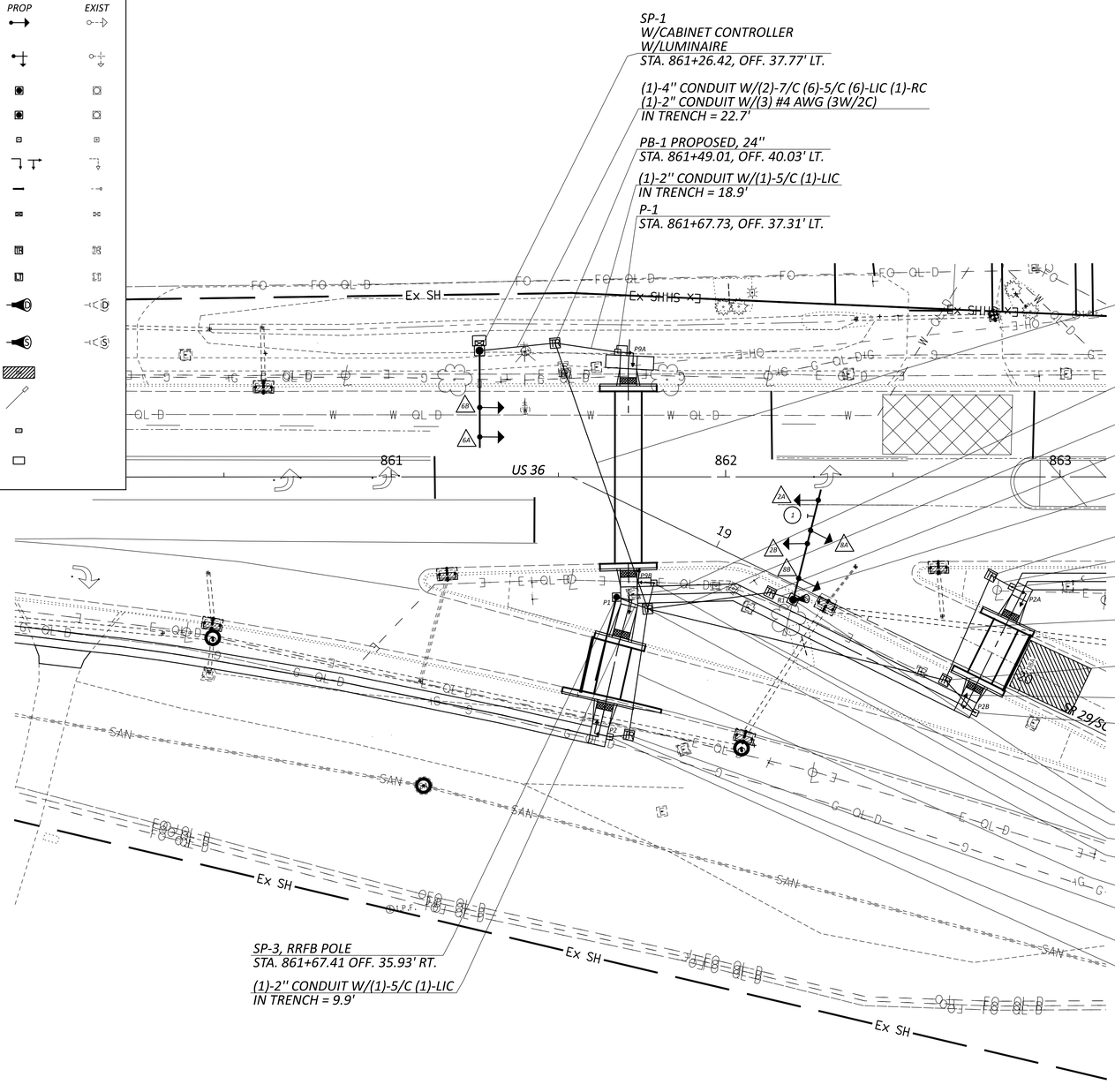
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REVIEWER NWA 08/21/26
PROJECT ID 122411
SHEET P.70 TOTAL P.82

CHP-US36-Signals

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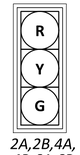
LEGEND

	PROP	EXIST
TRAFFIC SIGNAL, 1 OR 3 UNIT HEAD, 12"		
TRAFFIC SIGNAL, 3 UNIT HEAD, 12", WITH ARROWS		
SIGNAL SUPPORT POLE		
RRFB SUPPORT POLE		
PEDESTAL SUPPORT		
PEDESTRIAN HEAD		
PEDESTRIAN PUSH BUTTON		
SIGNAL CONTROLLER POLE MOUNTED		
TRAFFIC PULL BOX		
LIGHTING PULL BOX		
DILEMMA ZONE RADAR DETECTION UNIT		
STOP BAR RADAR DETECTION UNIT		
DETECTION ZONE		
LUMINAIRE		
UNINTERUPTIBLE POWER SUPPLY (UPS)		
36" X 54" CONCRETE WORK PAD		



PULL BOX TABLE

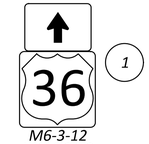
PULL BOX #	STATION	SIDE	OFFSET	SIZE (IN.)
PB-1	861+49.01	LT	40.03	24
PB-2	862+79.41	LT	29.48	24
PB-3	862+65.66	RT	60.76	24
PB-4	862+13.37	RT	34.53	24
PB-5	861+76.71	RT	39.46	24
PB-6	861+71.11	RT	77.19	24



2A,2B,4A, 4B,6A,6B



P2A,P2B, P9A,P9B



M6-3-12
M1-4-24-2

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN VIEW - TRAFFIC SIGNALS
US 36 & SR 29 / SCIOTO ST

CHP-US36-Signals

MODEL: CLX_U036_306 - Plan 5 PAPERSIZE: 34x22 (in.) DATE: 9/1/2026 TIME: 8:47:15 AM USER: vkrishna
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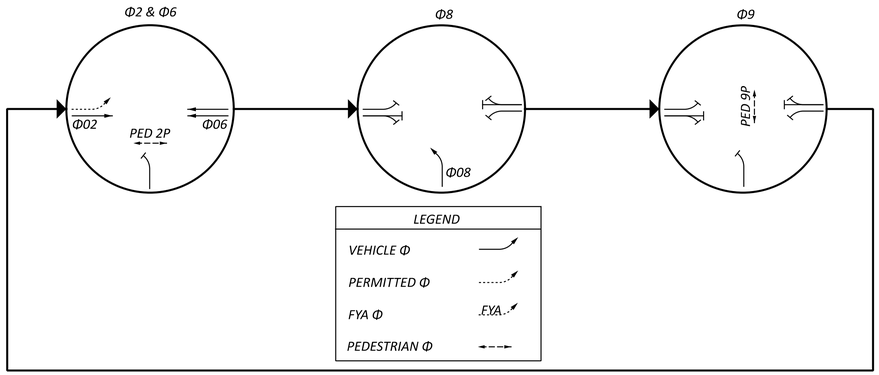
DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	MVK
REVIEWER	NWA 08/21/26
PROJECT ID	122411
SHEET	P.71
TOTAL	P.82

SIGNAL TIMING CHART (AM PEAK)

INTERSECTION: US 36 & SR 29/Scioto St										
MAINTAINING AGENCY: City of Urbana										
START UP			DUAL ENTRY: -		PHASES:			-		
			REST IN RED:		RING 1 -			RING 2 -		
START IN: -			OVERLAP				A	B	C	D
TIME FOR: FLASH , ALL RED (SEC.): 9, 6										
FIRST PHASE(S): -			PHASES				-	-	-	-
COLOR DISPLAYED: -										
INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	8	9
DIRECTION			-	EB	-	-	-	WB	NB	PED
MINIMUM GREEN (INITIAL)		(SEC.)	-	20	-	-	-	20	7	21
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	-	35	-	-	-	35	20.5	21
MAXIMUM GREEN II		(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE		(SEC.)	-	3.5	-	-	-	3.5	3.5	3.5
ALL RED CLEARANCE		(SEC.)	-	1	-	-	-	1	1	1
DELAYED GREEN (LPI) '		(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		(SEC.)	-	-	-	-	-	-	-	-
WALK		(SEC.)	-	7	-	-	-	-	-	-
PEDESTRIAN CLEARANCE		(SEC.)	-	2	-	-	-	-	-	-
RECALL	MAXIMUM	(ON/OFF)	-	ON	-	-	-	ON	OFF	OFF
	MINIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
	PEDESTRIAN	(ON/OFF)	-	OFF	-	-	-	-	-	-
MEMORY		(ON/OFF)	-	-	-	-	-	-	-	-

PHASING DIAGRAM



SIGNAL TIMING CHART (PM PEAK)

INTERSECTION: US 36 & SR 29/Scioto St										
MAINTAINING AGENCY: City of Urbana										
START UP			DUAL ENTRY: -		PHASES:			-		
			REST IN RED:		RING 1 -			RING 2 -		
START IN: -			OVERLAP				A	B	C	D
TIME FOR: FLASH , ALL RED (SEC.): 9, 6										
FIRST PHASE(S): -			PHASES				-	-	-	-
COLOR DISPLAYED: -										
INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	8	9
DIRECTION			-	EB	-	-	-	WB	NB	PED
MINIMUM GREEN (INITIAL)		(SEC.)	-	20	-	-	-	20	7	21
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	-	34	-	-	-	34	21.5	21
MAXIMUM GREEN II		(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE		(SEC.)	-	3.5	-	-	-	3.5	3.5	3.5
ALL RED CLEARANCE		(SEC.)	-	1	-	-	-	1	1	1
DELAYED GREEN (LPI) '		(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		(SEC.)	-	-	-	-	-	-	-	-
WALK		(SEC.)	-	7	-	-	-	-	-	-
PEDESTRIAN CLEARANCE		(SEC.)	-	2	-	-	-	-	-	-
RECALL	MAXIMUM	(ON/OFF)	-	ON	-	-	-	ON	OFF	OFF
	MINIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
	PEDESTRIAN	(ON/OFF)	-	OFF	-	-	-	-	-	-
MEMORY		(ON/OFF)	-	-	-	-	-	-	-	-

SIGNAL TIMING CHART (OFF PEAK)

INTERSECTION: US 36 & SR 29/Scioto St										
MAINTAINING AGENCY: City of Urbana										
START UP			DUAL ENTRY: -		PHASES:			-		
			REST IN RED:		RING 1 -			RING 2 -		
START IN: -			OVERLAP				A	B	C	D
TIME FOR: FLASH , ALL RED (SEC.): 9, 6										
FIRST PHASE(S): -			PHASES				-	-	-	-
COLOR DISPLAYED: -										
INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	8	9
DIRECTION			-	EB	-	-	-	WB	NB	PED
MINIMUM GREEN (INITIAL)		(SEC.)	-	20	-	-	-	20	7	21
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	-	34	-	-	-	34	21.5	21
MAXIMUM GREEN II		(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE		(SEC.)	-	3.5	-	-	-	3.5	3.5	3.5
ALL RED CLEARANCE		(SEC.)	-	1	-	-	-	1	1	1
DELAYED GREEN (LPI) '		(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		(SEC.)	-	-	-	-	-	-	-	-
WALK		(SEC.)	-	7	-	-	-	-	-	-
PEDESTRIAN CLEARANCE		(SEC.)	-	2	-	-	-	-	-	-
RECALL	MAXIMUM	(ON/OFF)	-	ON	-	-	-	ON	OFF	OFF
	MINIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
	PEDESTRIAN	(ON/OFF)	-	OFF	-	-	-	-	-	-
MEMORY		(ON/OFF)	-	-	-	-	-	-	-	-

RADAR DETECTION CHART

DETECTION ZONE	MOVEMENT	PULSE OR PRESENCE	ASSOCIATED PHASE	DELAY PROGRAMMED IN CONTROLLER (SEC.)	EXTENSION PROGRAMMED IN CONTROLLER (SEC.)	DETECTOR NO.	PURPOSE	DETECTION ZONE LENGTH (FT)
D8A	NB TRHU/RT	PRESENCE	8			R1	STOP LINE	20

TIMING & PHASING DETAILS
US 36 & SR 29 / SCIOTO ST

CHP-US36-Signals

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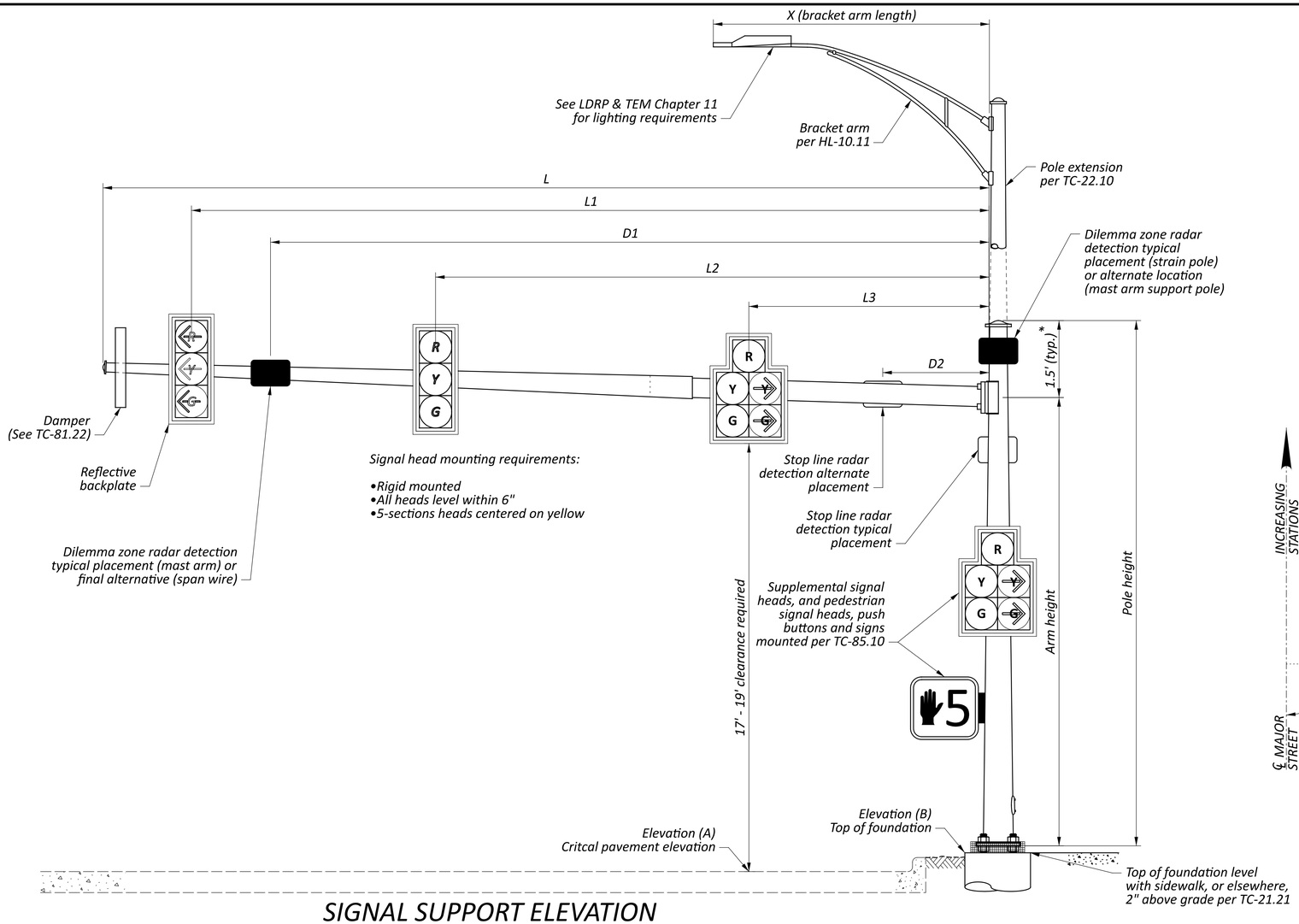
DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER MVK

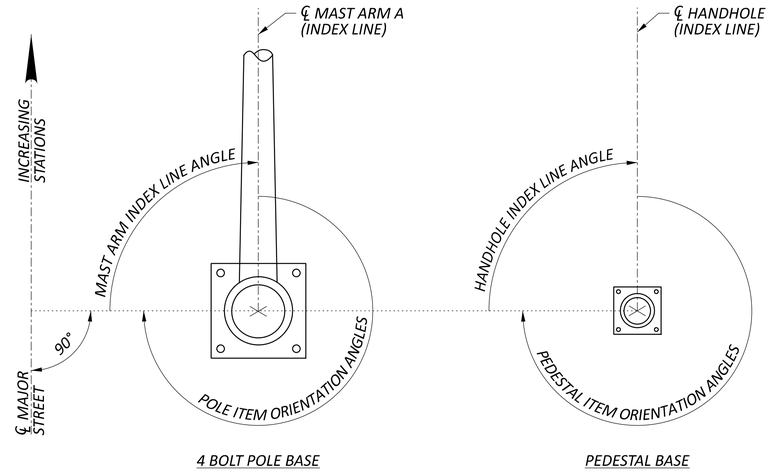
REVIEWER NWA 08/21/26

PROJECT ID 122411

SHEET P.72 TOTAL P.82



SIGNAL SUPPORT ELEVATION



Note:
1. All angles are measured clockwise.
2. Base plate is oriented square to Mast Arm A, even if the support has two arms.

POLE ORIENTATION

MAST ARM TABLE

SUPPORT NO.	ARM DESIGNATION	STATION	OFFSET	ELEVATION A (Pavement Elevation)	ELEVATION B (Top of Foundation)	SIGNAL SUPPORT DETAILS: DESIGN TYPE	DESIGN NO.	POLE HEIGHT	ARM HEIGHT	L	L1	L2	L3	L4	D21	X	MAST ARM A INDEX LINE ANGLE	ORIENTATION ANGLES (DEG.) FROM INDEX LINE: MAST ARM B	PEDESTRIAN SIGNAL	PEDESTRIAN PUSHBUTTON	POWER SERVICE	SIGNAL CABINET	BRACKET ARM	HANDHOLE	CABLE ENTRANCE 12" FROM TOP OF POLE EXTENSION
								FT	FT	FT	FT	FT	FT	FT	FT	FT	DEG	DEG	DEG	DEG	DEG	DEG	DEG	DEG	DEG
SP-1	-	861+26.42	37.77' LT	1115.35	1115.52	TC-81.22	4	35	20	27.6	24.6	15.8	-	-	-	10	0	-	-	-	-	180	0	84	-
SP-2	-	862+20.23	36.69' RT	1117.68	1117.85	TC-81.22	4	35	20	32.5	29.5	20.1	16.1	5.4	0	10	14	-	-	-	-	-	180	93	-
SP-3	-	861+67.41	36.53' RT	1116.88	1117.05	TC-81.22	4	20.5	19	24.5	-	-	-	-	-	-	195	-	91	91	-	-	-	93	-
P-1	-	861+67.73	37.31' LT	1116.27	1116.44	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	278	-	355	355	-	-	-	0	-
P-2	-	862+85.68	32.90' RT	1118.72	1118.89	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	118	-	0	0	-	-	-	0	-
P-3	-	862+74.64	70.47' RT	1118.80	1118.97	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	137	-	158	158	-	-	-	0	-
P-4	-	861+77.53	32.90' RT	1117.12	1117.29	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	7	-	265	265	-	-	-	0	-
P-5	-	861+65.39	77.70' RT	1115.33	1115.50	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	264	-	18	18	-	-	-	0	-

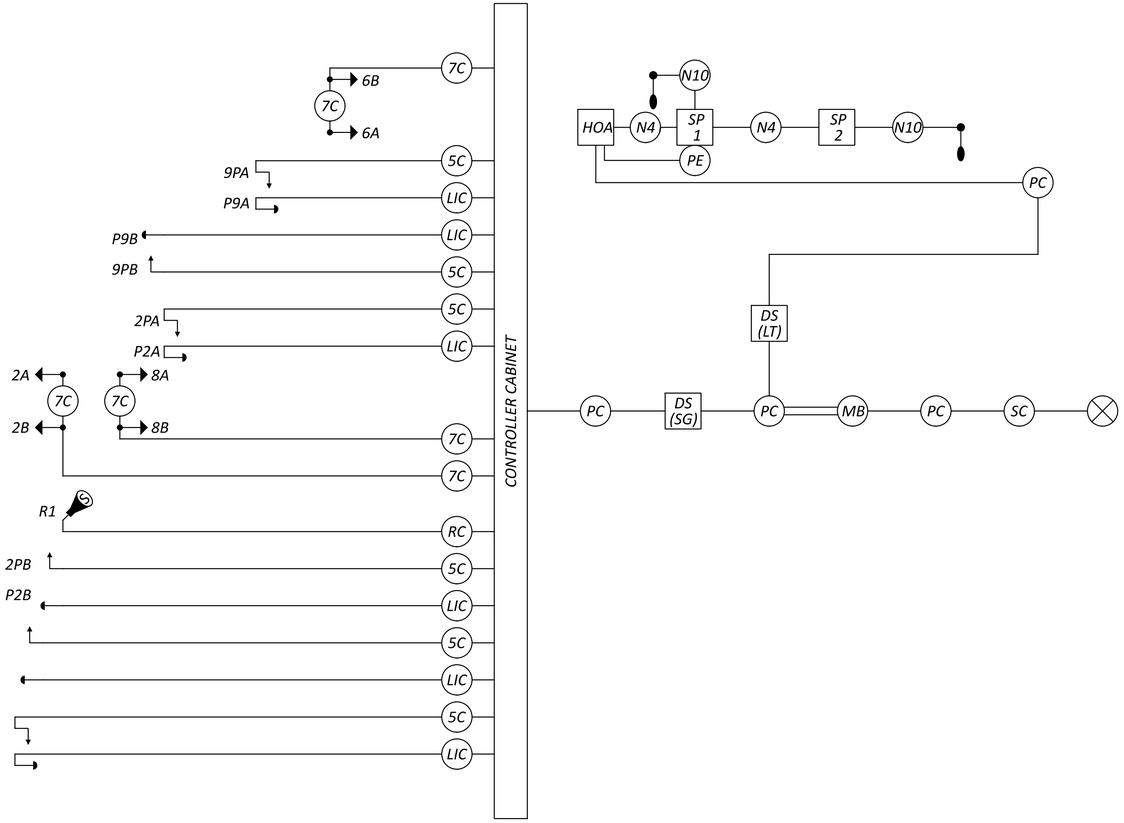
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MAST ARM DETAILS
US 36 & SR 29 / SCIOTO ST

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP
DESIGNER SPB
REVIEWER NWA 08/21/26
PROJECT ID 122411
SHEET P.73 TOTAL P.82

WIRING DIAGRAM



FIELD WIRING HOOKUP CHART (TEM FORM 496-16)

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
6A,6B (WB)	R	Φ6 R	R
	Y	Φ6 Y	
	G	Φ6 G	
2A,2B (EB)	R	Φ2 R	R
	Y	Φ2 Y	
	G	Φ2 G	
8A, 8B (NB)	R	Φ8 R	R
	Y	Φ8 Y	
	G	Φ8 G	
LS = LOAD SWITCH			

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
PEDESTRIAN MOVEMENTS			
2P SOUTH	W	Φ2 P / LS 10 G	OFF
	DW	Φ2 P / LS 10 R	
9P EAST	W	Φ9 P / LS 11 G	OFF
	DW	Φ9 P / LS 11 R	

LEGEND

- TRAFFIC SIGNAL, 4 OR 5 UNIT HEAD, 12"
- TRAFFIC SIGNAL, 2 UNIT, 3 UNIT, OR PHB HEAD 12"
- TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS
- PEDESTRIAN SIGNAL
- PEDESTRIAN PUSH BUTTON
- DILEMMA ZONE RADAR DETECTION UNIT
- STOP LINE RADAR DETECTION UNIT
- VIDEO DETECTION CAMERA
- PTZ CAMERA
- HIGH SPEED ETHERNET RADIO OR MODEM
- LUMINAIRE, CONVENTIONAL
- LIC — 2/C NO. 14 AWG (LEAD-IN CABLE)
- L — VEHICLE LOOP DETECTOR
- 5C — SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG
- 7C — SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG
- RC — RADAR DETECTION CABLE
- VC — VIDEO CAMERA CABLE
- ETH — ETHERNET CABLE
- FOC — FIBER OPTIC CABLE
- PE — PHOTOELECTRIC CELL
- POWER SOURCE
- SC — SERVICE CABLE, 3 CONDUCTOR, NO. X AWG
- PC — POWER CABLE, 2 CONDUCTOR, NO. X AWG
- SP 1 — SIGNAL SUPPORT POLE NO. __
- MB — METER BASE
- NX — NO. X AWG DISTRIBUTION CABLE
- N14 — SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG
- DS — SEPARATE LIGHTING & SIGNAL DISCONNECT SWITCHES
- FC — FLASHER CABINET
- UPS — UNINTERRUPTIBLE POWER SUPPLY CABLE
- HOA — HAND/ OFF/ AUTO SWITCH

WIRING DETAILS
US 36 & SR 29 / SCIOTO ST

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

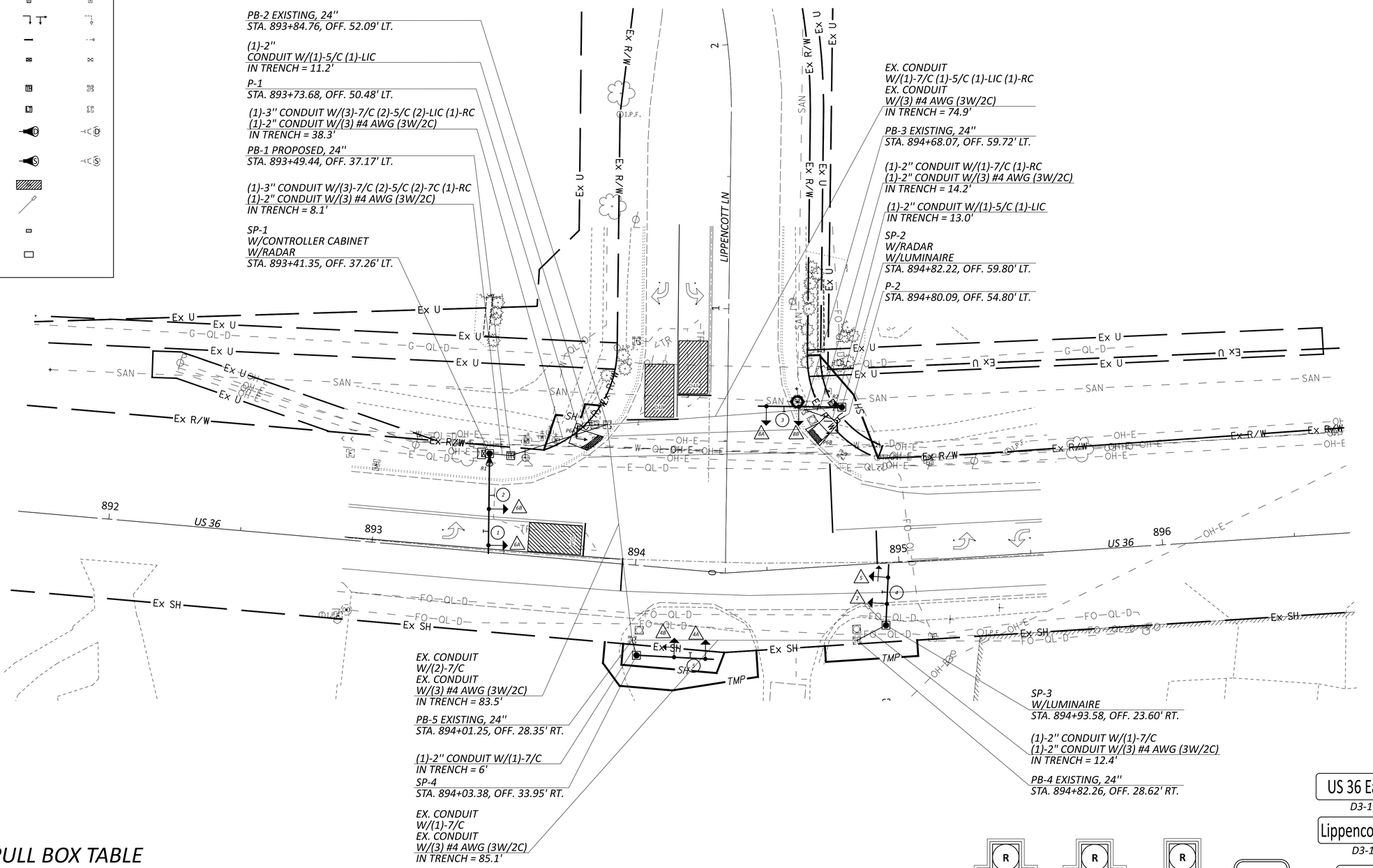
DESIGNER SPB
REVIEWER NWA 08/21/26
PROJECT ID 122411
SHEET P.74 | TOTAL P.82

CHP-US36-Signals

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LEGEND

	PROP	EXIST
TRAFFIC SIGNAL, 1 OR 3 UNIT HEAD, 12"		
TRAFFIC SIGNAL, 3 UNIT HEAD, 12", WITH ARROWS		
SIGNAL SUPPORT POLE		
RRFB SUPPORT POLE		
PEDESTAL SUPPORT		
PEDESTRIAN HEAD		
PEDESTRIAN PUSH BUTTON		
SIGNAL CONTROLLER POLE MOUNTED		
TRAFFIC PULL BOX		
LIGHTING PULL BOX		
DILEMMA ZONE RADAR DETECTION UNIT		
STOP BAR RADAR DETECTION UNIT		
DETECTION ZONE		
LUMINAIRE		
UNINTERUPTIBLE POWER SUPPLY (UPS)		
36" X 54" CONCRETE WORK PAD		



PULL BOX TABLE

PULL BOX #	STATION	SIDE	OFFSET	SIZE (IN.)
PB-1	893+49.44	LT	37.17	24
PB-2	893+84.76	LT	52.09	24
PB-3	894+68.07	LT	59.72	24
PB-4	894+82.26	RT	23.60	24
PB-5	894+01.25	RT	28.35	24

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN VIEW - TRAFFIC SIGNALS
US 36 & LIPPENCOTT LN

CHP-US36-Signals

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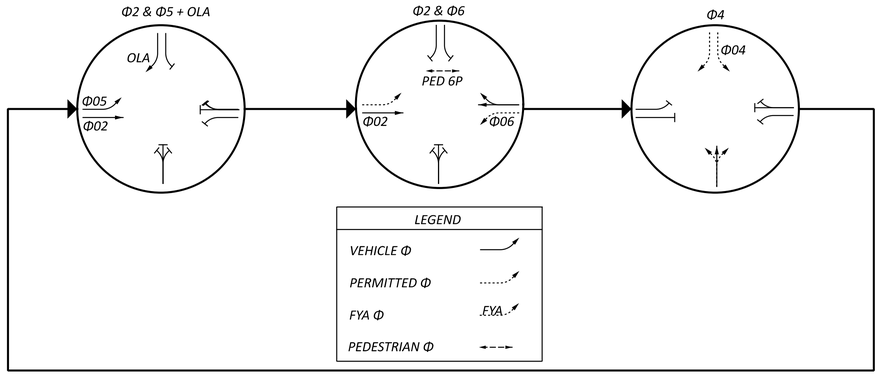
DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER	MVK
REVIEWER	NWA 08/21/26
PROJECT ID	122411
SHEET	P.75
TOTAL	P.82

SIGNAL TIMING CHART (AM PEAK)

INTERSECTION: US 36 & Lippencott Ln										
MAINTAINING AGENCY: City of Urbana										
START UP			DUAL ENTRY: -		PHASES:			-		
			REST IN RED:		RING 1 -			RING 2 -		
START IN: -			OVERLAP				A	B	C	D
TIME FOR: FLASH , ALL RED (SEC.): 9, 6										
FIRST PHASE(S): -			PHASES				-	-	-	-
COLOR DISPLAYED: -										
INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			-	EB	-	SB	EBL	WB	-	NB
MINIMUM GREEN (INITIAL)		(SEC.)	-	20	-	10	8	20	-	10
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	-	53	-	26	14	34	-	26
MAXIMUM GREEN II		(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE		(SEC.)	-	3.6	-	3	3	3.6	-	3
ALL RED CLEARANCE		(SEC.)	-	2.4	-	2	2	2.4	-	2
DELAYED GREEN (LPI) '		(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		(SEC.)	-	-	-	-	-	-	-	-
WALK		(SEC.)	-	-	-	-	-	9	-	-
PEDESTRIAN CLEARANCE		(SEC.)	-	-	-	-	-	19	-	-
RECALL	MAXIMUM	(ON/OFF)	-	ON	-	OFF	OFF	ON	-	OFF
	MINIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
	PEDESTRIAN	(ON/OFF)	-	-	-	-	-	OFF	-	-
MEMORY		(ON/OFF)	-	-	-	-	-	-	-	-

PHASING DIAGRAM



SIGNAL TIMING CHART (PM PEAK)

INTERSECTION: US 36 & Lippencott Ln										
MAINTAINING AGENCY: City of Urbana										
START UP			DUAL ENTRY: -		PHASES:			-		
			REST IN RED:		RING 1 -			RING 2 -		
START IN: -			OVERLAP				A	B	C	D
TIME FOR: FLASH , ALL RED (SEC.): 9, 6										
FIRST PHASE(S): -			PHASES				-	-	-	-
COLOR DISPLAYED: -										
INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			-	EB	-	SB	EBL	WB	-	NB
MINIMUM GREEN (INITIAL)		(SEC.)	-	20	-	10	8	20	-	10
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	-	58	-	21	17	36	-	21
MAXIMUM GREEN II		(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE		(SEC.)	-	3.6	-	3	3	3.6	-	3
ALL RED CLEARANCE		(SEC.)	-	2.4	-	2	2	2.4	-	2
DELAYED GREEN (LPI) '		(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		(SEC.)	-	-	-	-	-	-	-	-
WALK		(SEC.)	-	-	-	-	-	9	-	-
PEDESTRIAN CLEARANCE		(SEC.)	-	-	-	-	-	19	-	-
RECALL	MAXIMUM	(ON/OFF)	-	ON	-	OFF	OFF	ON	-	OFF
	MINIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
	PEDESTRIAN	(ON/OFF)	-	-	-	-	-	OFF	-	-
MEMORY		(ON/OFF)	-	-	-	-	-	-	-	-

SIGNAL TIMING CHART (OFF PEAK)

INTERSECTION: US 36 & Lippencott Ln										
MAINTAINING AGENCY: City of Urbana										
START UP			DUAL ENTRY: -		PHASES:			-		
			REST IN RED:		RING 1 -			RING 2 -		
START IN: -			OVERLAP				A	B	C	D
TIME FOR: FLASH , ALL RED (SEC.): 9, 6										
FIRST PHASE(S): -			PHASES				-	-	-	-
COLOR DISPLAYED: -										
INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			-	EB	-	SB	EBL	WB	-	NB
MINIMUM GREEN (INITIAL)		(SEC.)	-	20	-	10	8	20	-	10
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	-	53	-	26	14	34	-	26
MAXIMUM GREEN II		(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE		(SEC.)	-	3.6	-	3	3	3.6	-	3
ALL RED CLEARANCE		(SEC.)	-	2.4	-	2	2	2.4	-	2
DELAYED GREEN (LPI) '		(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		(SEC.)	-	-	-	-	-	-	-	-
WALK		(SEC.)	-	-	-	-	-	9	-	-
PEDESTRIAN CLEARANCE		(SEC.)	-	-	-	-	-	19	-	-
RECALL	MAXIMUM	(ON/OFF)	-	ON	-	OFF	OFF	ON	-	OFF
	MINIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
	PEDESTRIAN	(ON/OFF)	-	-	-	-	-	OFF	-	-
MEMORY		(ON/OFF)	-	-	-	-	-	-	-	-

RADAR DETECTION CHART

DETECTION ZONE	MOVEMENT	PULSE OR PRESENCE	ASSOCIATED PHASE	DELAY PROGRAMMED IN CONTROLLER (SEC.)	EXTENSION PROGRAMMED IN CONTROLLER (SEC.)	DETECTOR NO.	PURPOSE	DETECTION ZONE LENGTH (FT)
D4A, D4B	SB LT/RT	PRESENCE	4			R2	STOP LINE	20
D5A	EB LT	PRESENCE	5			R1	STOP LINE	20

TIMING & PHASING DETAILS
US 36 & LIPPENCOTT LN

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER MVK

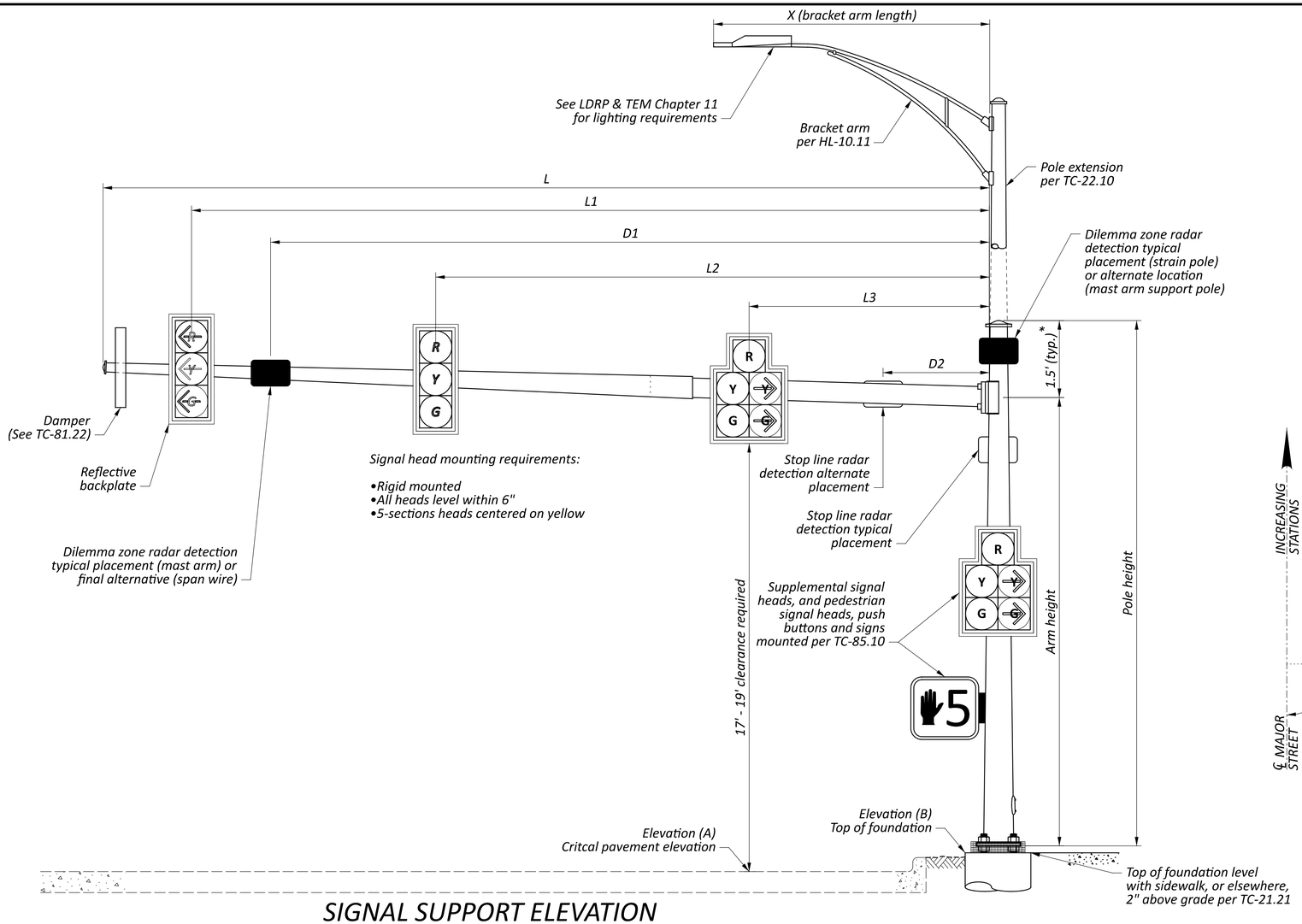
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PROJECT ID 122411

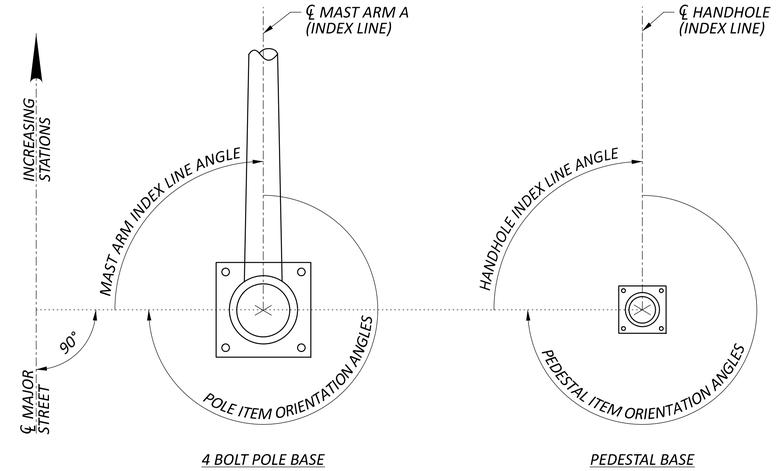
SHEET P.76 | TOTAL P.82

CHP-US36-Signals

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SIGNAL SUPPORT ELEVATION



Note:
1. All angles are measured clockwise.
2. Base plate is oriented square to Mast Arm A, even if the support has two arms.

POLE ORIENTATION

MAST ARM TABLE

SUPPORT NO.	ARM DESIGNATION	STATION	OFFSET	ELEVATION A (Pavement Elevation)	ELEVATION B (Top of Foundation)	SIGNAL SUPPORT DETAILS: DESIGN TYPE	DESIGN NO.	POLE HEIGHT	ARM HEIGHT	L	L1	L2	L3	D1	D2	X	MAST ARM A INDEX LINE ANGLE	ORIENTATION ANGLES (DEG.) FROM INDEX LINE: MAST ARM B	PEDESTRIAN SIGNAL	PEDESTRIAN PUSHBUTTON	POWER SERVICE	SIGNAL CABINET	BRACKET ARM	HANDHOLE	CABLE ENTRANCE 12" FROM TOP OF POLE EXTENSION
								FT	FT	FT	FT	FT	FT	FT	FT	FT	DEG	DEG	DEG	DEG	DEG	DEG	DEG	DEG	DEG
SP-1	-	893+41.35	37.26' LT	1172.80	1172.97	TC-81.22	4	22.5	21	36.5	33.5	19.8	-	0	-	-	356	-	-	-	-	90	-	95	-
SP-2	-	894+82.22	59.80' LT	1172.55	1172.72	TC-81.22	4	35	20	30.4	27.4	15.1	-	0	-	10	94	-	-	-	-	-	0	175	-
SP-3	-	894+93.58	23.60' RT	1172.41	1172.58	TC-81.22	4	36	21	19.9	16.9	6.9	-	-	-	10	6	-	-	-	-	-	315	59	-
SP-4	-	894+03.38	33.95' RT	1174.18	1174.35	TC-81.22	4	20.5	19	27.9	24.9	13.1	-	-	-	-	88	-	-	-	-	-	-	71	-
P-1	-	893+73.68	50.48' LT	1172.91	1173.08	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	90	-	271	271	-	-	-	0	-
P-2	-	894+85.42	52.63' LT	1172.53	1172.70	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	112	-	70	70	-	-	-	0	-

CHP-US36-Signals

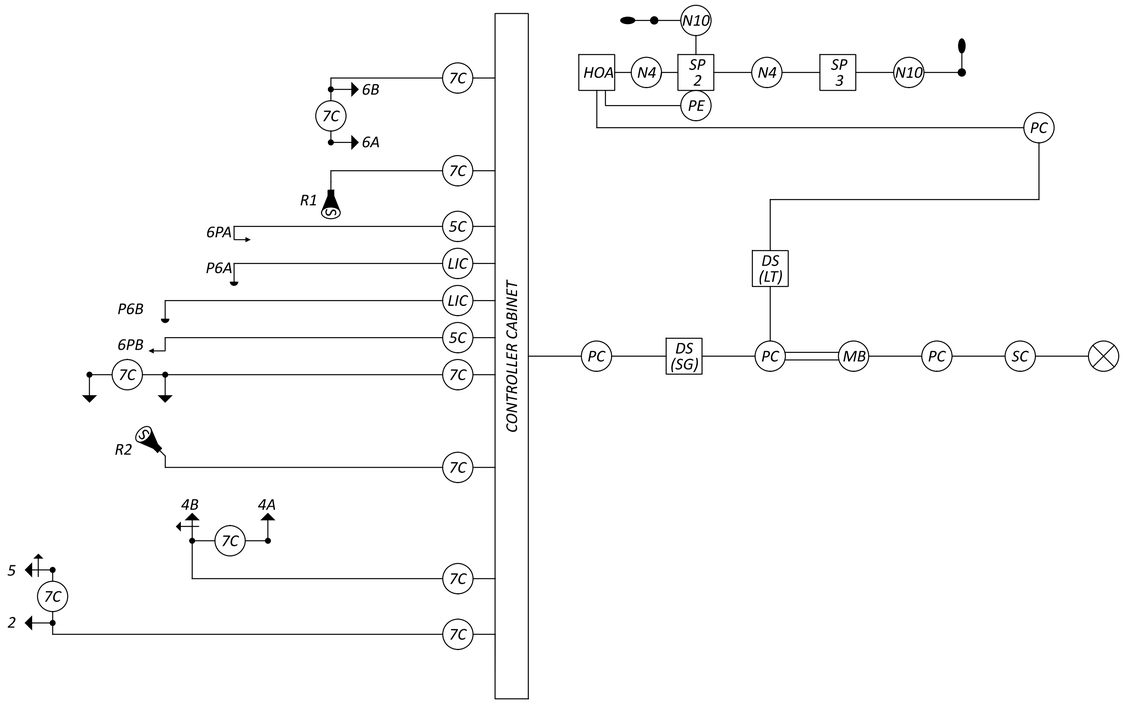
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MAST ARM DETAILS
US 36 & LIPPENCOTT LN

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER SPB
REVIEWER NWA 08/21/26
PROJECT ID 122411
SHEET P.77 TOTAL P.82

WIRING DIAGRAM



FIELD WIRING HOOKUP CHART (TEM FORM 496-16)

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
6A,6B (WB)	R	Φ6 R	R
	Y	Φ6 Y	
	G	Φ6 G	
8A,8B (NB)	R	Φ8 R	R
	Y	Φ8 Y	
	G	Φ8 G	
2 (EB)	R	Φ2 R	R
	Y	Φ2 Y	
	G	Φ2 G	
5 (EB LT)	R	Φ5 R	R
	Y	Φ5 Y	
	G	Φ5 G	
	<--Y---	Φ5 Y/LS 2P Y	
	<--G---	Φ5 G/LS 2P G	
4A (SB)	R	Φ4 R	R
	Y	Φ4 Y	
	G	Φ4 G	
4B (SB RT)	R	Φ4 R	R
	Y	Φ4 Y	
	G	Φ4 G	
	---Y-->	Φ4 Y/LS 2P Y	
	---G-->	Φ4 G/LS 2P G	
LS = LOAD SWITCH			

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
PEDESTRIAN MOVEMENTS			
6P NORTH	W	Φ6 P / LS 10 G	OFF
	DW	Φ6 P / LS 10 R	

LEGEND

- TRAFFIC SIGNAL, 4 OR 5 UNIT HEAD, 12"
- TRAFFIC SIGNAL, 2 UNIT, 3 UNIT, OR PHB HEAD 12"
- TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS
- PEDESTRIAN SIGNAL
- PEDESTRIAN PUSH BUTTON
- DILEMMA ZONE RADAR DETECTION UNIT
- STOP LINE RADAR DETECTION UNIT
- VIDEO DETECTION CAMERA
- PTZ CAMERA
- HIGH SPEED ETHERNET RADIO OR MODEM
- LUMINAIRE, CONVENTIONAL
- LIC — 2/C NO. 14 AWG (LEAD-IN CABLE)
- L — VEHICLE LOOP DETECTOR
- 5C — SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG
- 7C — SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG
- RC — RADAR DETECTION CABLE
- VC — VIDEO CAMERA CABLE
- ETH — ETHERNET CABLE
- FOC — FIBER OPTIC CABLE
- PE — PHOTOELECTRIC CELL
- POWER SOURCE
- SC — SERVICE CABLE, 3 CONDUCTOR, NO. X AWG
- PC — POWER CABLE, 2 CONDUCTOR, NO. X AWG
- SP 1 — SIGNAL SUPPORT POLE NO. __
- MB — METER BASE
- NX — NO. X AWG DISTRIBUTION CABLE
- N14 — SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG
- DS — SEPARATE LIGHTING & SIGNAL DISCONNECT SWITCHES
- FC — FLASHER CABINET
- UPS — UNINTERRUPTIBLE POWER SUPPLY CABLE
- HOA — HAND/ OFF/ AUTO SWITCH

WIRING DETAILS
US 36 & LIPPENCOTT LN

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

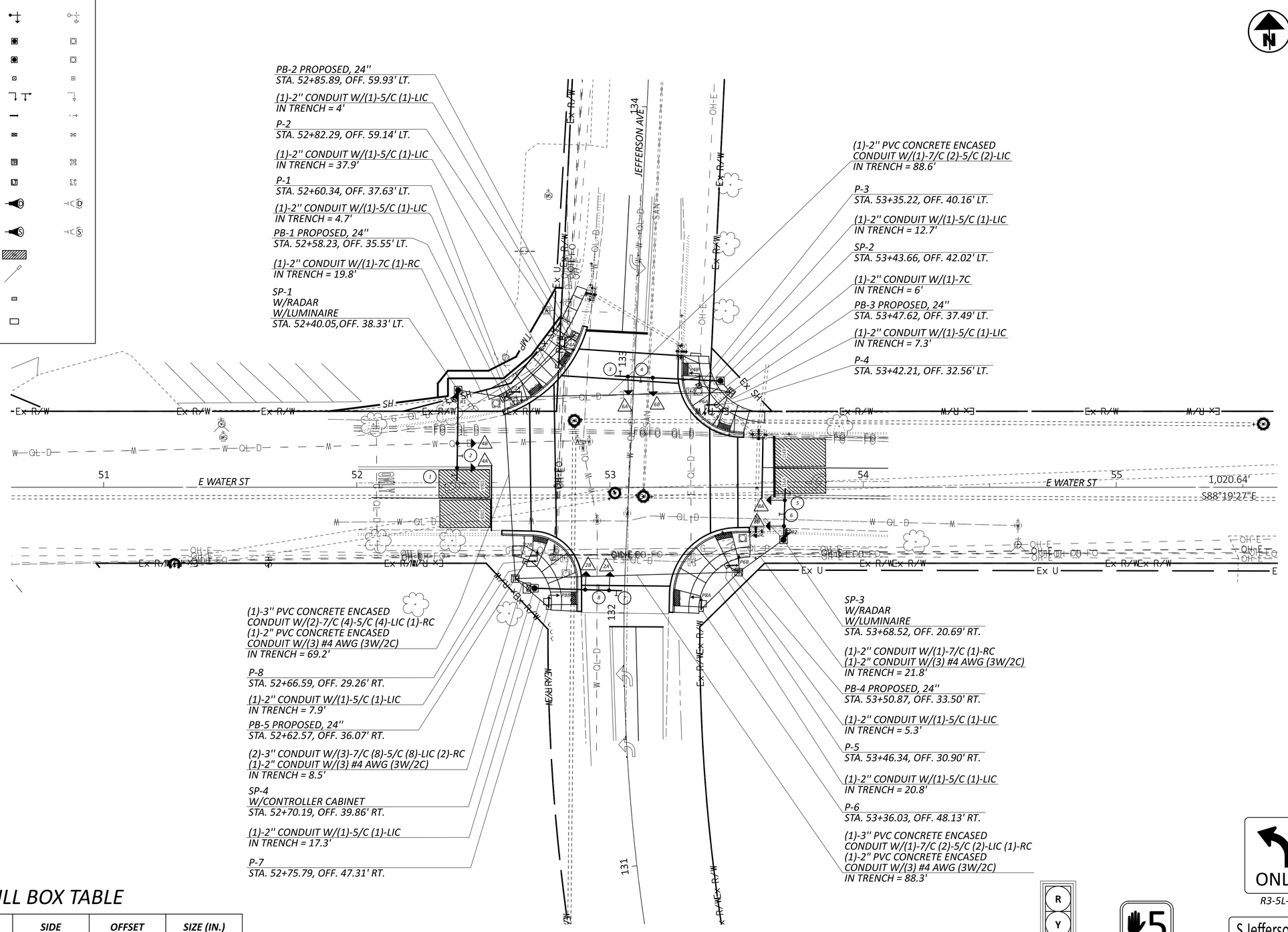
DESIGNER SPB
REVIEWER NWA 08/21/26
PROJECT ID 122411
SHEET P.78 TOTAL P.82

CHP-US36-Signals

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LEGEND

	PROP	EXIST
TRAFFIC SIGNAL, 1 OR 3 UNIT HEAD, 12"		
TRAFFIC SIGNAL, 3 UNIT HEAD, 12", WITH ARROWS		
SIGNAL SUPPORT POLE		
RRFB SUPPORT POLE		
PEDESTAL SUPPORT		
PEDESTRIAN HEAD		
PEDESTRIAN PUSH BUTTON		
SIGNAL CONTROLLER POLE MOUNTED		
TRAFFIC PULL BOX		
LIGHTING PULL BOX		
DILEMMA ZONE RADAR DETECTION UNIT		
STOP BAR RADAR DETECTION UNIT		
DETECTION ZONE		
LUMINAIRE		
UNINTERUPTIBLE POWER SUPPLY (UPS)		
36" X 54" CONCRETE WORK PAD		



PULL BOX TABLE

PULL BOX #	STATION	SIDE	OFFSET	SIZE (IN.)
PB-1	52+58.23	LT	35.55	24
PB-2	52+85.89	LT	59.93	24
PB-3	53+47.62	LT	37.49	24
PB-4	53+50.87	RT	33.50	24
PB-5	52+62.57	RT	36.07	24

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN VIEW - TRAFFIC SIGNALS
S JEFFERSON AVE & E WATER ST

CHP-US36-Signals

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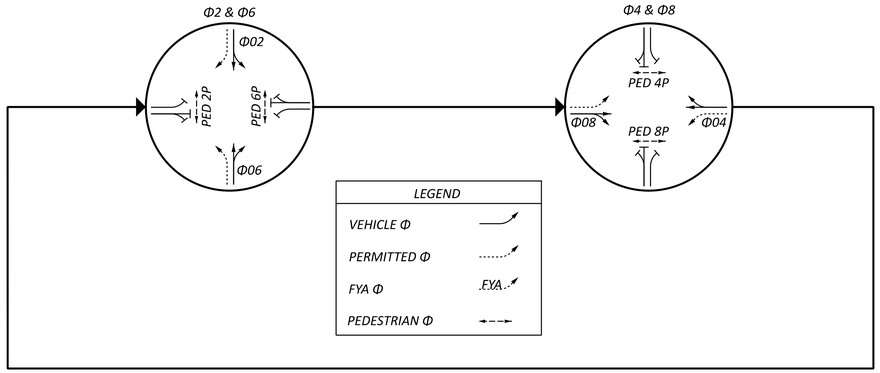
DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER MVK
REVIEWER NWA 08/21/26
PROJECT ID 122411
SHEET P.79 TOTAL P.82

SIGNAL TIMING CHART (AM PEAK)

INTERSECTION: S Jefferson Ave & E Water St									
MAINTAINING AGENCY: City of Urbana									
START UP		DUAL ENTRY: -	PHASES: -						
		REST IN RED:	RING 1 -				RING 2 -		
START IN: -		OVERLAP				A	B	C	D
TIME FOR: FLASH , ALL RED (SEC.): 9, 6									
FIRST PHASE(S): -		PHASES				-	-	-	-
COLOR DISPLAYED: -									
INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)		1	2	3	4	5	6	7	8
DIRECTION		-	SB	-	WB	-	NB	-	EB
MINIMUM GREEN (INITIAL)	(SEC.)	-	10	-	10	-	10	-	10
ADDED INITIAL	*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL	*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)	(SEC.)	-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION	*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP	*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE	*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I	(SEC.)	-	45.5	-	35.5	-	45.5	-	35.5
MAXIMUM GREEN II	(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE	(SEC.)	-	3.5	-	3.5	-	3.5	-	3.5
ALL RED CLEARANCE	(SEC.)	-	1	-	1	-	1	-	1
DELAYED GREEN (LPI) '	(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^	(SEC.)	-	-	-	-	-	-	-	-
WALK	(SEC.)	-	7	-	7	-	7	-	7
PEDESTRIAN CLEARANCE	(SEC.)	-	12	-	9	-	7	-	7
RECALL MAXIMUM	(ON/OFF)	-	ON	-	OFF	-	ON	-	OFF
RECALL MINIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
RECALL PEDESTRIAN	(ON/OFF)	-	OFF	-	OFF	-	OFF	-	OFF
MEMORY	(ON/OFF)	-	-	-	-	-	-	-	-

PHASING DIAGRAM



SIGNAL TIMING CHART (PM PEAK)

INTERSECTION: S Jefferson Ave & E Water St									
MAINTAINING AGENCY: City of Urbana									
START UP		DUAL ENTRY: -	PHASES: -						
		REST IN RED:	RING 1 -				RING 2 -		
START IN: -		OVERLAP				A	B	C	D
TIME FOR: FLASH , ALL RED (SEC.): 9, 6									
FIRST PHASE(S): -		PHASES				-	-	-	-
COLOR DISPLAYED: -									
INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)		1	2	3	4	5	6	7	8
DIRECTION		-	SB	-	WB	-	NB	-	EB
MINIMUM GREEN (INITIAL)	(SEC.)	-	10	-	10	-	10	-	10
ADDED INITIAL	*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL	*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)	(SEC.)	-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION	*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP	*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE	*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I	(SEC.)	-	46.5	-	34.5	-	46.5	-	34.5
MAXIMUM GREEN II	(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE	(SEC.)	-	3.5	-	3.5	-	3.5	-	3.5
ALL RED CLEARANCE	(SEC.)	-	1	-	1	-	1	-	1
DELAYED GREEN (LPI) '	(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^	(SEC.)	-	-	-	-	-	-	-	-
WALK	(SEC.)	-	7	-	7	-	7	-	7
PEDESTRIAN CLEARANCE	(SEC.)	-	12	-	9	-	7	-	7
RECALL MAXIMUM	(ON/OFF)	-	ON	-	OFF	-	ON	-	OFF
RECALL MINIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
RECALL PEDESTRIAN	(ON/OFF)	-	OFF	-	OFF	-	OFF	-	OFF
MEMORY	(ON/OFF)	-	-	-	-	-	-	-	-

SIGNAL TIMING CHART (OFF PEAK)

INTERSECTION: S Jefferson Ave & E Water St									
MAINTAINING AGENCY: City of Urbana									
START UP		DUAL ENTRY: -	PHASES: -						
		REST IN RED:	RING 1 -				RING 2 -		
START IN: -		OVERLAP				A	B	C	D
TIME FOR: FLASH , ALL RED (SEC.): 9, 6									
FIRST PHASE(S): -		PHASES				-	-	-	-
COLOR DISPLAYED: -									
INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)		1	2	3	4	5	6	7	8
DIRECTION		-	SB	-	WB	-	NB	-	EB
MINIMUM GREEN (INITIAL)	(SEC.)	-	10	-	10	-	10	-	10
ADDED INITIAL	*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL	*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)	(SEC.)	-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION	*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP	*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE	*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I	(SEC.)	-	45.5	-	35.5	-	45.5	-	35.5
MAXIMUM GREEN II	(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE	(SEC.)	-	3.5	-	3.5	-	3.5	-	3.5
ALL RED CLEARANCE	(SEC.)	-	1	-	1	-	1	-	1
DELAYED GREEN (LPI) '	(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^	(SEC.)	-	-	-	-	-	-	-	-
WALK	(SEC.)	-	7	-	7	-	7	-	7
PEDESTRIAN CLEARANCE	(SEC.)	-	12	-	9	-	7	-	7
RECALL MAXIMUM	(ON/OFF)	-	ON	-	OFF	-	ON	-	OFF
RECALL MINIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
RECALL PEDESTRIAN	(ON/OFF)	-	OFF	-	OFF	-	OFF	-	OFF
MEMORY	(ON/OFF)	-	-	-	-	-	-	-	-

RADAR DETECTION CHART

DETECTION ZONE	MOVEMENT	PULSE OR PRESENCE	ASSOCIATED PHASE	DELAY PROGRAMMED IN CONTROLLER (SEC.)	EXTENSION PROGRAMMED IN CONTROLLER (SEC.)	DETECTOR NO.	PURPOSE	DETECTION ZONE LENGTH (FT)
D4A, D4B	WB TRHU/RT	PRESENCE	4			R2	STOP LINE	20
D8A, D8B	EB TRHU/RT	PRESENCE	8			R1	STOP LINE	20

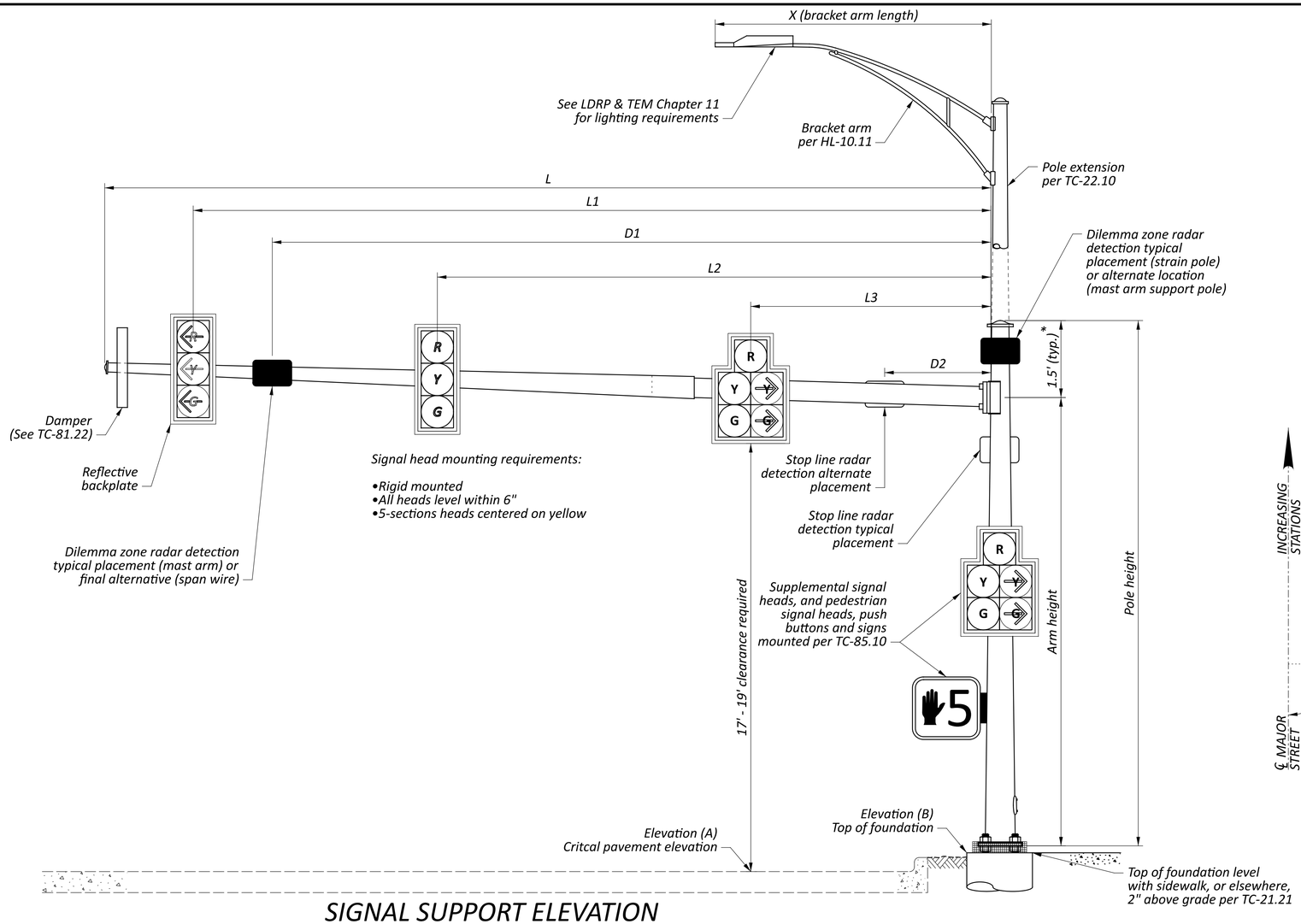
TIMING & PHASING DETAILS
S JEFFERSON AVE & E WATER ST

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

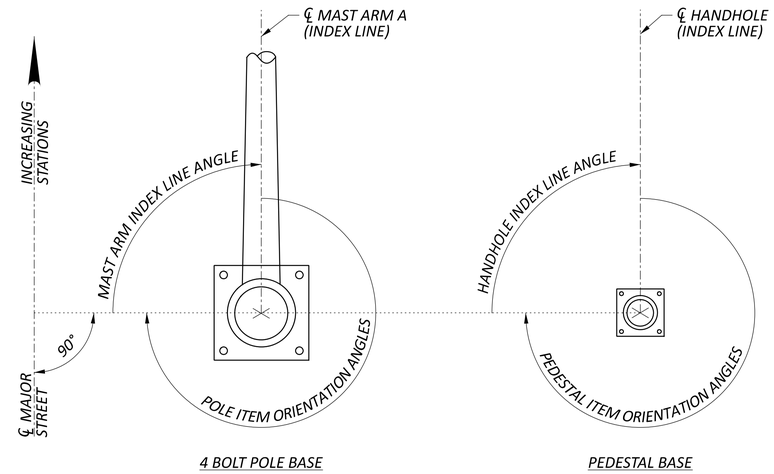
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REVIEWER NWA 08/21/26
PROJECT ID 122411
SHEET P.80 TOTAL P.82

CHP-US36-Signals

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SIGNAL SUPPORT ELEVATION



Note:
1. All angles are measured clockwise.
2. Base plate is oriented square to Mast Arm A, even if the support has two arms.

POLE ORIENTATION

MAST ARM TABLE

SUPPORT NO.	ARM DESIGNATION	STATION	OFFSET	ELEVATION		SIGNAL SUPPORT DETAILS										MAST ARM A INDEX LINE ANGLE	ORIENTATION ANGLES (DEG.) FROM INDEX LINE							
				A (Pavement Elevation)	B (Top of Foundation)	DESIGN TYPE	DESIGN NO.	POLE HEIGHT	ARM HEIGHT	L	L1	L2	L3	D1	D2	X	MAST ARM B	PEDESTRIAN SIGNAL	PEDESTRIAN PUSHBUTTON	POWER SERVICE	SIGNAL CABINET	BRACKET ARM	HANDHOLE	CABLE ENTRANCE 12" FROM TOP OF POLE EXTENSION
								FT	FT	FT	FT	FT	FT	FT	FT	FT	DEG	DEG	DEG	DEG	DEG	DEG	DEG	DEG	DEG
SP-1	-	52+40.05	38.33' LT	1071.51	1070.68	TC-81.22	4	34	19	34.5	29.5	19.8	-	0	-	10	0	-	-	-	-	-	315	104	-
SP-2	-	53+43.66	42.02' LT	1071.42	1071.59	TC-81.22	12	20.5	19	40.4	35.4	25.6	-	-	-	-	92	-	-	-	-	-	-	46	-
SP-3	-	53+68.52	20.69' RT	1071.22	1071.39	TC-81.22	4	34	19	20.4	15.2	5.4	-	-	-	10	2	-	-	-	-	-	315	55	-
SP-4	-	52+70.19	39.86' RT	1071.04	1071.21	TC-81.22	4	21.5	20	33.2	28.3	18.8	-	-	-	-	91	-	-	-	-	180	-	25	-
P-1	-	52+60.34	37.63' LT	1070.53	1070.70	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	194	-	255	255	-	-	-	0	-
P-2	-	52+82.29	59.14' LT	1071.07	1071.24	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	77	-	286	286	-	-	-	0	-
P-3	-	53+35.22	40.16' LT	1071.34	1071.51	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	102	-	82	82	-	-	-	0	-
P-4	-	53+42.21	32.56' LT	1071.19	1071.36	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	47	-	42	42	-	-	-	0	-
P-5	-	53+46.34	30.90' RT	1071.33	1071.50	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	300	-	149	149	-	-	-	0	-
P-6	-	53+36.03	48.13' RT	1071.81	1071.98	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	225	-	135	135	-	-	-	0	-
P-7	-	52+75.79	47.31' RT	1071.32	1071.49	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	130	-	230	230	-	-	-	0	-
P-8	-	52+66.59	29.26' RT	1070.89	1071.06	TC-83.30	-	10.7	-	-	-	-	-	-	-	-	30	-	58	58	-	-	-	0	-

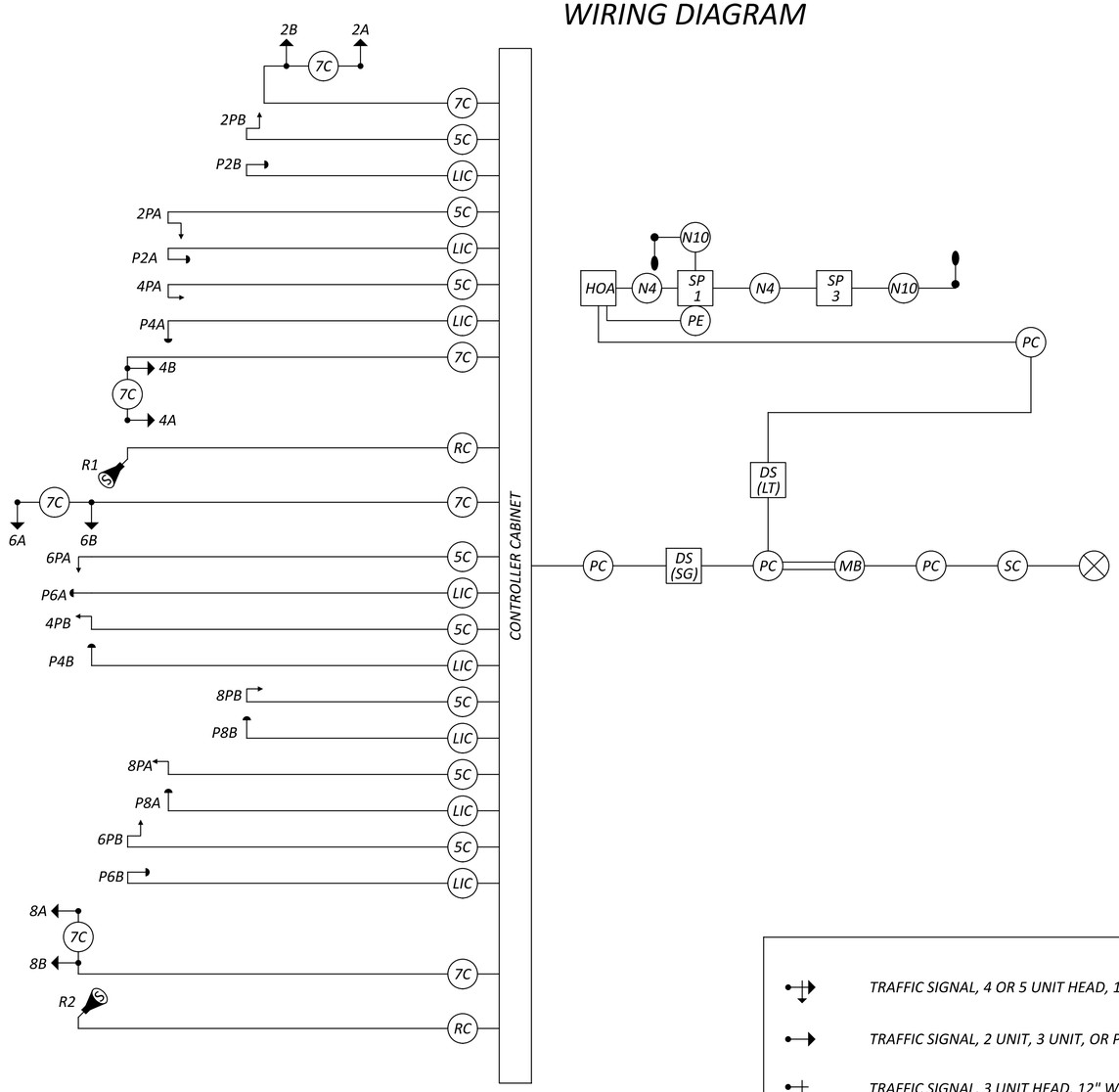
CHP-US36-Signals

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/1/2026 TIME: 8:49:33 AM USER: vkrishna
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MAST ARM DETAILS
S JEFFERSON AVE & E WATER ST

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP
DESIGNER SPB
REVIEWER NWA 08/21/26
PROJECT ID 122411
SHEET P.81 TOTAL P.82

WIRING DIAGRAM



FIELD WIRING HOOKUP CHART (TEM FORM 496-16)

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
6A,6B (NB)	R	Φ6 R	R
	Y	Φ6 Y	
	G	Φ6 G	
2A,2B (SB)	R	Φ2 R	R
	Y	Φ2 Y	
	G	Φ2 G	
4A,4B (WB)	R	Φ4 R	R
	Y	Φ4 Y	
	G	Φ4 G	
8A,8B (EB)	R	Φ8 R	R
	Y	Φ8 Y	
	G	Φ8 G	
LS = LOAD SWITCH			

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
PEDESTRIAN MOVEMENTS			
2P WEST	W	Φ2 P / LS 10 G	OFF
	DW	Φ2 P / LS 10 R	
6P EAST	W	Φ6 P / LS 11 G	OFF
	DW	Φ6 P / LS 11 R	
8P SOUTH	W	Φ8 P / LS 12 G	OFF
	DW	Φ8 P / LS 12 R	

LEGEND

- TRAFFIC SIGNAL, 4 OR 5 UNIT HEAD, 12"
- TRAFFIC SIGNAL, 2 UNIT, 3 UNIT, OR PHB HEAD 12"
- TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS
- PEDESTRIAN SIGNAL
- PEDESTRIAN PUSH BUTTON
- DILEMMA ZONE RADAR DETECTION UNIT
- STOP LINE RADAR DETECTION UNIT
- VIDEO DETECTION CAMERA
- PTZ CAMERA
- HIGH SPEED ETHERNET RADIO OR MODEM
- LUMINAIRE, CONVENTIONAL
- LIC — 2/C NO. 14 AWG (LEAD-IN CABLE)
- L — VEHICLE LOOP DETECTOR
- 5C — SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG
- 7C — SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG
- RC — RADAR DETECTION CABLE
- VC — VIDEO CAMERA CABLE
- ETH — ETHERNET CABLE
- FOC — FIBER OPTIC CABLE
- PE — PHOTOELECTRIC CELL
- POWER SOURCE
- SC — SERVICE CABLE, 3 CONDUCTOR, NO. X AWG
- PC — POWER CABLE, 2 CONDUCTOR, NO. X AWG
- SP 1 — SIGNAL SUPPORT POLE NO. __
- MB — METER BASE
- NX — NO. X AWG DISTRIBUTION CABLE
- N14 — SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG
- DS — SEPARATE LIGHTING & SIGNAL DISCONNECT SWITCHES
- FC — FLASHER CABINET
- UPS — UNINTERRUPTIBLE POWER SUPPLY CABLE
- HOA — HAND/ OFF/ AUTO SWITCH

WIRING DETAILS
S JEFFERSON AVE & E WATER ST

DESIGN AGENCY
COMPASS INFRASTRUCTURE GROUP

DESIGNER MVK
REVIEWER NWA 08/21/26
PROJECT ID 122411
SHEET P.82 TOTAL P.82

CHP-US36-Signals

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/1/2026 TIME: 8:49:35 AM USER: vkrishna
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