|                               |  |  |                                     |                                       |      |                | DOADWAY                             | DETAINING WALL                             |                                     | ONSTRUCTION CO                           |                          | LANDSCADING              | T DOADWAY                           |
|-------------------------------|--|--|-------------------------------------|---------------------------------------|------|----------------|-------------------------------------|--|-------------------------------------|--|--------------------------|--------------------------|-------------------------------------|
|                               | PAY ITEM                                   |  |                                     |                                       |      |                | ROADWAY<br>80% FEDERAL<br>20% STATE | RETAINING WALL<br>80% FEDERAL<br>20% STATE | SIGNALS<br>80% FEDERAL<br>20% STATE | INTERCONNECT<br>80% FEDERAL<br>20% STATE | BO% FEDERAL<br>20% STATE | 80% FEDERAL<br>20% STATE | ROADWAY<br>80% FEDERAL<br>20% LOCAL |
|                               | * 81028240                                 | ITEM DESCRIPTION UNDERGROUND CONDUIT, GALVANIZED STEEL                 | 4" DIA                              |                                       | UNIT | TOTAL<br>1,735 | 0004                                | 0040                                       | 0021<br>888                         | 0021                                     | 0021<br>847              | 0031                     | 0004                                |
|                               |  |  |                                     |                                       |      |                |                                     |  |                                     |  | 041                      |                          |                                     |
|                               | * 81028250                                 | UNDERGROUND CONDUIT, GALVANIZED STEEL                                  | ., 5 DIA.                           |                                       | FOOT | 50             |                                     |  | 50                                  |  |                          |                          |                                     |
|                               | * 81400100                                 | HANDHOLE   |                                     |                                       | EACH | 6              |                                     |  | 6                                   |  |                          |                          |                                     |
|                               | * 81400200                                 | HEAVY-DUTY HANDHOLE  |                                     |                                       | EACH | 2              |                                     |  | 2                                   |  |                          |                          |                                     |
|                               | * 81400300                                 | DOUBLE HANDHOLE  |                                     |                                       | EACH | 4              |                                     |  | 4                                   |  |                          |                          |                                     |
|                               | * 81603090                                 | UNIT DUCT, 600V, 3-1C NO. 4, 1/C NO.6 GRO                              | OUND, (XLP-TYPE USE), 1 1/4" DIA, P | OLYETHYLENE                           | FOOT | 8,574          |                                     |  |                                     |  | 8,574                    |                          |                                     |
|                               | * 81603176                                 | UNIT DUCT, 600V, 6-1C NO. 4, 1/C NO.6 GR                               | OUND, (XLP-TYPE USE), 1 1/2" DIA. P | OLYETHYLENE                           | FOOT | 2,614          |                                     |  |                                     |  | 2,614                    |                          |                                     |
|                               | * 81702180                                 | ELECTRIC CABLE IN CONDUIT, 600V (XLP-T                                 | YPE USE) 1/C NO. 3/0                |                                       | FOOT | 150            |                                     |  |                                     |  | 150                      |                          |                                     |
|                               | * 81800300                                 | AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGE                                | ER WIRE                             |                                       | FOOT | 4,740          |                                     |  |                                     |  | 4,740                    |                          |                                     |
|                               | * 82102250                                 | LUMINAIRE, SODIUM VAPOR, HORIZONTAL MO                                 | DUNT, 250 WATT                      |                                       | EACH | 30             |                                     |  |                                     |  | 30                       |                          |                                     |
|                               | * 82102400                                 | LUMINAIRE, SODIUM VAPOR, HORIZONTAL MO                                 | DUNT, 400 WATT                      |                                       | EACH | 8              |                                     |  |                                     |  | 8                        |                          |                                     |
|                               | * 82500370                                 | LIGHTING CONTROLLER BASE MOUNTED, 240                                  | VOLT, 200 AMP                       |                                       | EACH | 1              |                                     |  |                                     |  | 1                        |                          |                                     |
|                               | * 83007400                                 | LIGHT POLE, ALUMINUM, 35 FT. M.H., 10 FT.                              | MAST ARM                            | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | EACH | 34             |                                     |  |                                     |  | 34                       |                          |                                     |
|                               | * 83057355                                 | LIGHT POLE, WOOD, 60 FOOT, CLASS 4, WIT                                | H 15FT MAST ARM                     |                                       | EACH | 28             |                                     |  |                                     |  | 28                       |                          |                                     |
|                               | * 83600200                                 | LIGHT POLE FOUNDATION 24" DIAMETER                                     |                                     |                                       | FOOT | 395            |                                     |  |                                     |  | 395                      |                          |                                     |
|                               | * 84100110                                 | REMOVAL OF TEMPORARY LIGHTING UNIT                                     |                                     |                                       | EACH | 28             |                                     |  |                                     |  | 28                       |                          |                                     |
|                               | * 84200500                                 | REMOVAL OF LIGHTING UNIT, SALVAGE                                      |                                     |                                       | EACH | 26             |                                     |  |                                     |  | 26                       |                          |                                     |
|                               |  |  |                                     |                                       |      |                |                                     |  |                                     |  |                          |                          |                                     |
|                               | * 84200804                                 | REMOVAL OF POLE FOUNDATION   |                                     |                                       | EACH | 53             |                                     |  |                                     |  | 53                       |                          |                                     |
|                               | * 84500110                                 | REMOVAL OF LIGHTING CONTROLLER   |                                     |                                       | EACH | 1              |                                     |  |                                     |  | 1                        |                          | 1                                   |
|                               | * 84500130                                 | REMOVAL OF LIGHTING CONTROLLER FOUND                                   | ATION                               |                                       | EACH | 1              |                                     |  |                                     |  | 1                        |                          |                                     |
|                               | * 85000200                                 | MAINTENANCE OF EXISTING TRAFFIC SIGNAL                                 | LINSTALLATION                       |                                       | EACH | 5              |                                     |  | 5                                   |  |                          |                          |                                     |
| (                             | * 85100500<br>* 85100600                   | PAINT NEW TRAFFIC SIGNAL POST<br>PAINT NEW MAST ARM AND POLE, UNDER 40 | FOOT                                |                                       | EACH | 3              |                                     |  | (63                                 |  |                          |                          |                                     |
| }                             |  | PAINT NEW MAST ARM AND POLE, 40 FOOT A                                 |                                     |                                       | EACH | 0              | <b>(</b>                            |  |                                     |  | V                        |                          |                                     |
| {                             |  | PAINT NEW COMBINATION MAST ARM AND PO                                  |                                     |                                       |      | 0 .            |                                     |  | ~~~                                 |  |                          |                          |                                     |
|                               | * 85100901                                 | PAINT NEW COMBINATION MAST ARM AND PO                                  | DLE, 40 FOOT AND OVER               |                                       | EACH | (4)            |                                     |  | 8 4 3                               |  |                          |                          |                                     |
|                               | * 86400100                                 | TRANSCEIVER - FIBER OPTIC  |                                     |                                       | EACH | 6              |                                     |  | 6                                   |  | 20101010                 |                          |                                     |
|                               | * 87300925                                 | ELECTRIC CABLE IN CONDUIT, TRACER, NO.                                 | 14 1C                               |                                       | FOOT | 3,670          |                                     |  |                                     | 3,670                                    |                          |                          |                                     |
|                               | * 87301215                                 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 1                                | 4 2C                                |                                       | FOOT | 2,176          |                                     |  | 2,176                               |  |                          |                          |                                     |
|                               | * 87301225                                 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 1                                | 4 3C                                |                                       | FOOT | 5,322          |                                     |  | 5,322                               |  |                          |                          |                                     |
|                               | * 87301245                                 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 1                                | 4 5C                                |                                       | FOOT | 6,012          |                                     | 4  | 6,012                               |  |                          |                          |                                     |
|                               | * 87301255                                 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 1                                |                                     |                                       |      | 1,843.0        |                                     |  | 1,843.0                             |  |                          |                          |                                     |
|                               | * 87301305                                 | ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO.                                |                                     |                                       | FOOT | 5,064          |                                     |  | 5,064                               |  |                          |                          |                                     |
|                               | * 87301750                                 | ELECTRIC CABLE IN CONDUIT, RAILROAD, NO.                               |                                     |                                       |      |                |                                     |  | 80.0                                |  |                          |                          |                                     |
|                               |  |  |                                     |                                       | FOOT | 80             |                                     |  |                                     |  |                          |                          |                                     |
|                               | * 87301805                                 | ELECTRIC CABLE IN CONDUIT, SERVICE, NO.                                |                                     |                                       | FOOT | 74             |                                     |  | 74                                  |  |                          |                          |                                     |
|                               | * 87301900                                 | ELECTRIC CABLE IN CONDUIT, EQUIPMENT G                                 |                                     |                                       | FOOT | 2,325          |                                     |  | 2,325                               |  |                          |                          |                                     |
|                               | * 87502430                                 | TRAFFIC SIGNAL POST, GALVANIZED STEEL                                  | 9 FT.                               |                                       | EACH | 1              |                                     |  | 1                                   |  |                          |                          |                                     |
|                               | * 87502440                                 | TRAFFIC SIGNAL POST, GALVANIZED STEEL                                  | 10 FT.                              |                                       | EACH | 3              |                                     |  | 3                                   |  |                          |                          |                                     |
|                               | * 87502460                                 | TRAFFIC SIGNAL POST, GALVANIZED STEEL                                  | 12 FT.                              |                                       | EACH | 1              |                                     |  | 1                                   |  |                          |                          |                                     |
| * SPECIALTY ITEM              | * 87502520                                 | TRAFFIC SIGNAL POST, GALVANIZED STEEL                                  | 18 FT.                              |                                       | EACH | 1              |                                     |  | 1                                   |  |                          |                          |                                     |
| X CONSTRUCTION TYPE CODE 0042 | * 87700150                                 | STEEL MAST ARM ASSEMBLY AND POLE, 22                                   | FT.                                 |                                       | EACH | 1              |                                     |  | 1                                   |  |                          |                          |                                     |
| △ 100% LOCAL                  | * 87702930                                 | STEEL COMBINATION MAST ARM ASSEMBLY                                    | AND POLE 40 FT.                     |                                       | EACH | 1              |                                     |  | 1                                   |  |                          |                          |                                     |
| HRGreen.com                   | USER NAME = tyelton<br>FILE NAME = 023_sum |  | REVISED - 4/6/15 REVISED -          | STATE OF ILLINOIS                     |      |                |                                     | 01188555                                   | RY OF QUANTI                        | FIFO                                     | F                        | RTE. SECTION             | ON NO.                              |

\* SPECIALTY ITEM △ 100% LOCAL

HRGreen.com
Illinois Professional Design Firm
# 184-001322 HRGreen

DRAWN - JCH
CHECKED - DTH
DATE - 2/2/2015 FILE NAME = 023\_sum01.dgn REVISED -PLOT SCALE = N.T.S. REVISED PLOT DATE = 2/19/2015 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES SCALE: N.T.S. SHEET NO. 5 OF 8 SHEETS STA. TO STA.

COUNTY TOTAL SHEET NO.

11-00048-00-SP DUPAGE 277 8

CONTRACT NO. 63872

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

|  |                                 |  |           |            |                          |  | C                                   | ONSTRUCTION CO | DE                     |   | Silver and                          |
|--|---------------------------------|--|-----------|------------|--------------------------|--|-------------------------------------|----------------|------------------------|---|-------------------------------------|
|  | PAY ITEM                        |  |           |            | 80% FEDERAL<br>20% STATE | RETAINING WALL<br>80% FEDERAL<br>20% STATE | SIGNALS<br>80% FEDERAL<br>20% STATE | INTERCONNECT   | process and the second | LANDSCAPING<br>80% FEDERAL<br>20% STATE | ROADWAY<br>80% FEDERAL<br>20% LOCAL |
|  | * 87702940                      | ITEM DESCRIPTION  STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 42 FT.  | EACH      | TOTAL<br>1 | 0004                     | 0040                                       | 0021                                | 0021           | 0021                   | 0031                                    | 0004                                |
|  | * 87703010                      | STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 56 FT.  | EACH      | 1          |                          |  | 1                                   |                |                        |   |                                     |
|  | * 87703040                      | STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 62 FT.  | EACH      | 1          |                          |  | 1                                   |                |                        |   |                                     |
|  | * 87800100                      | CONCRETE FOUNDATION, TYPE A  | FOOT      | 28         |                          |  | 28                                  |                |                        |   |                                     |
|  | * 87800150                      | CONCRETE FOUNDATION, TYPE C  | FOOT      | 4          |                          |  | 4                                   |                |                        |   |                                     |
|  | * 87800415                      | CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER   | FOOT      | 37         |                          |  | 37                                  |                |                        |   |                                     |
|  | * 87800420                      | CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER   | FOOT      | 42         |                          |  | 42                                  |                |                        |   |                                     |
|  | * 87900200                      | DRILL EXISTING HANDHOLE  | EACH      | 1          |                          |  | 76                                  | 1              |                        |   |                                     |
|  | * 88030020                      | SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED  | EACH      | 11         |                          |  | 11                                  |                |                        |   |                                     |
|  | * 88030050                      | SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ANN MODNTED  | EACH      | 7          |                          |  | 7                                   |                |                        |   |                                     |
|  | * 88030030                      |  |           |            |                          |  | 7                                   |                |                        |   |                                     |
|  |                                 | SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED  | EACH      | 3          |                          |  | 3                                   |                |                        |   |                                     |
|  | * 88030210                      | SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED   | EACH      | 1          |                          |  | 1                                   |                |                        |   |                                     |
|  | * 88030220                      | SIGNAL HEAD, LED, 2-FACE, 5 SECTION, BRACKET MOUNTED   | EACH      | 1          |                          |  | 1                                   |                |                        |   |                                     |
|  | * 88030240                      | SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED  | EACH      | 1          |                          |  | 1                                   |                |                        |   |                                     |
|  | * 88102710                      | PEDESTRIAN SIGNAL HEAD, LED, 1-FACE BRACKET MOUNTED  | EACH      | 3          |                          |  | 3                                   |                |                        |   |                                     |
|  | * 88102740                      | PEDESTRIAN SIGNAL HEAD, LED, 2-FACE BRACKET MOUNTED  | EACH      | 2          |                          |  | 2                                   |                |                        |   |                                     |
| /  | * 88102760                      | PEDESTRIAN SIGNAL HEAD, LED, 3-FACE BRACKET MOUNTED  | EACH      | 1          |                          |  | 1                                   |                |                        |   |                                     |
| >  | * -88200110<br>* 88200210       | TRAFFIC SIGNAL BACKPLATE, LOUVERED  IRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM,                                    | EACH EACH | 0 . 18     |                          |  | 18                                  |                |                        |   |                                     |
|  | * 88500100                      | IRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM INDUCTIVE LOOP DETECTOR   | EACH      | 18 58      |                          |  | 58                                  |                |                        |   |                                     |
|  | * 88600100                      | DETECTOR LOOP, TYPE I  | FOOT      | 525        |                          |  | 525                                 |                |                        |   |                                     |
|  | * 88600700                      | PREFORMED DETECTOR LOOP  | FOOT      | 1,377      |                          |  | 1,377                               |                |                        |   |                                     |
|  | * 88700200                      | LIGHT DETECTOR   | EACH      | 5          |                          |  | 5                                   |                |                        |   |                                     |
|  | * 88700300                      | LIGHT DETECTOR AMPLIFIER   | EACH      | 1          |                          |  | 1                                   |                |                        |   |                                     |
|  | * 88800100                      | PEDESTRIAN PUSH-BUTTON   | EACH      | 9          |                          |  | 9                                   |                |                        |   |                                     |
|  | * 89000100                      | TEMPORARY TRAFFIC SIGNAL INSTALLATION  | EACH      | 1          |                          |  | 1                                   |                |                        |   |                                     |
|  | * 89100400                      | ILLUMINATED SIGN, LED  | EACH      | 2          |                          |  | 2                                   |                |                        |   |                                     |
|  | * 89501410                      | RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT  | EACH      | 5          |                          |  | 5                                   |                |                        |   |                                     |
|  | * 89502300                      | REMOVE ELECTRIC CABLE FROM CONDUIT   | FOOT      | 6,118      |                          |  |                                     | 6,118          |                        |   |                                     |
|  | * 89502375                      | REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT   | EACH      | 6          |                          |  | 6                                   |                |                        |   |                                     |
|  | * 89502380                      | REMOVE EXISTING HANDHOLE   | EACH      | 15         |                          |  | 15                                  |                |                        |   |                                     |
|  | * 89502382                      | REMOVE EXISTING DOUBLE HANDHOLE  | EACH      | 2          |                          |  | 2                                   |                |                        |   |                                     |
|  | * 89502385                      | REMOVE EXISTING CONCRETE FOUNDATION  | EACH      | 14         |                          |  | 14                                  |                |                        |   |                                     |
|  | * 89502400                      | REMOVE EXISTING FLASHING BEACON INSTALLATION COMPLETE  | EACH      | 2          | 2                        |  |                                     |                |                        |   |                                     |
|  | * A2000224                      | TREE, ACER X FREEMANII MARMO (MARMO FREEMAN MAPLE), 3" CALIPER, BALLED AND BURLAPPED                                 | EACH      | 11         |                          |  |                                     |                |                        | 11                                      |                                     |
|  | * A2000324                      | TREE, ACER MIYABEI MORTON (STATE STREET MIYABE MAPLE), 3" CALIPER, BALLED AND BURLAPPED                              | EACH      | 15         |                          |  |                                     |                |                        | 15                                      |                                     |
|  | * A2002884                      | TREE, CELTIS OCCIDENTALIS CHICAGOLAND, (CHICAGOLAND HACKBERRY), 3" CALIPER, BALLED AND BURLAPPED                     | EACH      | 7          |                          |  |                                     |                |                        | 7                                       |                                     |
|  | * A2004824                      | TREE, GLEDITSIA TRIACANTHOS INERMIS SKYLINE (SKYLINE THORNLESS COMMON HONEYLOCUST), 3" CALIPER, BALLED AND BURLAPPED | EACH      | 12         |                          |  |                                     |                |                        | 12                                      |                                     |
|  | * A2005024                      | TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 3" CALIPER, BALLED AND BURLAPPED                                    | EACH      | 7          |                          |  |                                     |                |                        | 7                                       |                                     |
| 12 22 10 10 10 10 10 10 10 10 10 10 10 10 10   | * A2006520                      | TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2.5" CALIPER, BALLED AND BURLAPPED  | EACH      | 11         |                          |  |                                     |                |                        |   |                                     |
| * SPECIALTY ITEM   | * A2006320<br>* A2007924        | TREE, TILIA AMERICANA REDMOND (REDMOND AMERICAN LINDEN). 3" CALIPER, BALLED AND BURLAPPED                            |           |            |                          |  |                                     |                |                        | 11                                      |                                     |
| X CONSTRUCTION TYPE CODE 0042  \[ \text{\tint{\text{\tin}\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\texi{\text{\tex{\tex |                                 |  | EACH      | 10         |                          |  |                                     |                |                        | 10                                      |                                     |
|  | * A2008618  USER NAME = tyelton | TREE, ULMUS MORTON GLOSSY (TRIUMPH ELM), 3" CALIPER, BALLED AND BURLAPPED  DESIGNED - JRM REVISED - 4/6/15           | EACH      | 18         |                          |  |                                     |                | T F                    | .A.U. SECTIO                            | ON NO                               |
| HRGreen.com  | FILE NAME = 023_sum             |  |           |            |                          | SUMMAR                                     | Y OF QUANTIT                        | TES            | F                      | RTE. SECTION                            | AN INU.                             |

\* SPECIALTY ITEM

| USER NAME = tyelton       | DESIGNED - JRM  | REVISED - 4/6/15 |
|---------------------------|-----------------|------------------|
| FILE NAME = 023.sum01.dgn | DRAWN - JCH     | REVISED -        |
| PLOT SCALE = N.T.S.       | CHECKED - DTH   | REVISED -        |
| PLOT DATE = 2/19/2015     | DATE - 2/2/2015 | REVISED -        |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

|   |               | CURRENT DV OF OU        |          |         | F.A.U.<br>RTE. | SECTION NO.             | COUNTY        | SHEETS | SHEET<br>NO. |
|---|---------------|-------------------------|----------|---------|----------------|-------------------------|---------------|--------|--------------|
| Ú |               | SUMMARY OF QUA          | ANTITIES |         | 1321           | 11-00048-00-SP          | DUPAGE        | 277    | 9            |
| 1 |               |                         |          |         |                |                         | CONTRACT      | NO.    | 63872        |
|   | SCALE: N.T.S. | SHEET NO. 6 OF 8 SHEETS | STA.     | TO STA. | FED. ROAD      | DIST. NO. ILLINOIS FED. | . AID PROJECT |        | 5143         |

| <u>TEMPORARY SEQUENCE OF OPERATIONS</u>  |         |               |              |              |            |            |            |            |            |            |                |            |            |            |             |            |                |            |            |            |            |                      |            |             |            |            |            |            |            |              |            |                |            |            |            |             |             |                        |                 |                 |                   |              |
|--|---------|---------------|--------------|--------------|------------|------------|------------|------------|------------|------------|----------------|------------|------------|------------|-------------|------------|----------------|------------|------------|------------|------------|----------------------|------------|-------------|------------|------------|------------|------------|------------|--------------|------------|----------------|------------|------------|------------|-------------|-------------|------------------------|-----------------|-----------------|-------------------|--------------|
| MOVEMENT   |         | 5<br>2        | <u>•</u>     | <b>-</b> +   |            |            | 4          | 2-         | <b>←</b> 6 |            |                |            |            | +          | =           | <br>6<br>1 | <b>→</b>       |            |            |            |            | 1                    | 4          | 7           |            |            |            |            |            |              |            |                | 1 4<br>1 1 | ↑ Î<br>8 ↓ |            |             |             |                        | +               | <b>1</b> 3 8    | <b>↑</b>          | F            |
| PHASE  |         |               | 2+5          | _            |            |            | $\sim$     | 2+         | 6          |            | ~~             | _          | <u>~</u>   | ~          | 2           | -6         | 200            |            |            |            |            | 999                  | 4          |             | <b>~</b>   | ~~         | $\sim$     | ~          | $\sim$     | ~            | <b>~</b>   | ~              | 4+         |            | 200        | <del></del> | $\sim$      | -                      | ~               | 3+8             | <del></del>       | ]            |
| INTERVAL   | 1       | 2             | § 3A         | 3B )         | 4          | 5          | 6A         | 6B         | 7A         | 7B         | 8A             | 8B         | 9          | 10         | 11A         | 11B        | 12A            | 12B        | 13         | 14         | 15A        | 15B                  | 15C        | 15D         | 16A        | 16B        | 16C        | 16D        | 17         | 18           | 19A        | 19B            | 19C        | 19D        | 20A        | 20B         | 20C         | 20D                    | 21 2            | 22 23           | 3A 23E            | A E          |
| CHANGE TO  | θ       | $\theta$      | ζ            | :+6<br>:+6   | θ          | Θ          | 2+         | -5         | 1+         | +6         | 4+<br>4+<br>3+ | 8          | θ          | θ/         | 2-          | +6         | 4+<br>4+<br>3+ | -8         | θ          | θ          |            | 2+<br>2+<br>1+<br>3+ | -6<br>-6   |             |            | 4+         | 8          |            | Θ/         | θ            |            | 2-<br>2-<br>1- | +6         |            |            | 3+8         | 3           | /                      | $\Theta/\Theta$ |                 | 2+5<br>2+6<br>1+6 | s<br>H       |
| ILLINOIS ROUTE 19 (IRVING PARK ROAD)  NEAR SIGNAL AND FAR RIGHT 2 SIGNALS      | G       | G             | G            | G            | G          | G          | G          | G          | Υ          | R          | Y              | R          | R          | R          | R           | R          | R              | R          | R          | R          | R          | R                    | R          | R           | R          | R          | R          | R          | R          | R            | R          | R              | R          | R          | R          | R           | R           | R                      | R               | R F             | RR                | R            |
| ILLINOIS ROUTE 19 (IRVING PARK ROAD) E/B<br>FAR LEFT 2 SIGNALS                 | -       | G 🛶 (         | 3 <b>-</b>   | <b>∕ ←</b> R | <b>←</b> R     | R          | <b>←</b> R | <b>←</b> R | <b>←</b> R  | <b>←</b> R | <b>←</b> R     | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>←</b> R           | <b>←</b> R | <b>←</b> R  | <b>←</b> R | <b>—</b> R | ⊷R-        | ⊷ R        | R          | <b>-</b> - R | <b>←</b> R | <b>←</b> R     | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>←</b> R- | <b>—</b> R- | ⊷R•                    | _R <b></b> -    | -R <b></b> -    | R                 | R <b></b> ←R |
| ILLINOIS ROUTE 19 (IRVING PARK ROAD) W/B NEAR SIGNAL AND FAR RIGHT 2 SIGNALS   | R       | R             | R            | R            | G          | G          | Υ          | R          | G          | G          | Υ              | R          | G          | G          | G           | G          | Υ              | R          | R          | R          | R          | R                    | R          | R           | R          | R          | R          | R          | R          | R            | R          | R              | R          | R          | R          | R           | R           | R                      | R               | R F             | RR                | R            |
| ILLINOIS ROUTE 19 (IRVING PARK ROAD) W/B<br>FAR LEFT 2 SIGNALS                 | -       | R <b>←</b> I  | R <b></b> ←F | R = R        | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>—</b> R | <b>←</b> R | <b></b> —R | <b>—</b> R     | <b>—</b> R | <b>←</b> G | <b>←</b> G | <b>4</b> —Y | <b>←</b> R | <b>—</b> Y     | <b>←</b> R | R R        | <b>←</b> R | <b>—</b> R | <b>←</b> R           | <b>←</b> R | <b>—</b> R  | <b>←</b> R | —R         | <b>←</b> R | ← R        | R          | <b>—</b> R   | <b>←</b> R | <b>←</b> R     | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>←</b> R- | <b>-</b> R- | ⊷R◀                    | _R <b></b>      | _R <b></b> _    | R                 | R <b></b> ←R |
| WOOD DALE ROAD (NORTH OF TRACKS)  LEFT BARREL AND SPAN WIRE SIGNALS            | -       | R <b>←</b> 1  | R 🕶 F        | R - R        | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>←</b> R     | <b>←</b> R | <b>←</b> R | <b>←</b> R | ← R         | <b>←</b> R | <b>←</b> R     | <b>←</b> R | <b>←</b> G | <b>←</b> G | <b>←</b> Y | <b>←</b> R           | <b>←</b> R | <b>←</b> R  | <b>←</b> Y | <b>←</b> R | - R        | ← R        | ← R        | <b>←</b> R   | <b>←</b> R | <b>←</b> R     | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>←</b> R- | <b>←</b> R  | <b>←</b> R <b>&lt;</b> | -R <b>-</b>     | -R <b>←</b>     | R                 | R <b>←</b> R |
| WOOD DALE ROAD (NORTH OF TRACKS) RIGHT BARREL AND SPAN WIRE SIGNALS            | R       | R             | R            | R            | R          | R          | R          | R          | R          | R          | R              | R          | R          | R          | R           | R          | R              | R          | G          | G          | Υ          | R                    | R          | R           | G          | G          | G          | G          | G          | G            | Y          | R              | R          | R          | Y          | R           | R           | R                      | R               | R F             | RR                | R            |
| WOOD DALE ROAD (SOUTH OF TRACKS)  FAR SPAN WIRE LEFT 2 SIGNALS                 | -       | R <b></b> ← I | R <b>←</b> F | R ← R        | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>-</b> R     | <b>←</b> R | <b>—</b> R | <b>←</b> R | <b>←</b> R  | <b>←</b> R | <b>←</b> R     | <b>←</b> R | - G        | <b>←</b> G | <b>←</b> G | <b>←</b> G           | <b>←</b> Y | <b>←</b> _R | <b>←</b> G | <b>←</b> G | Y          | ⊷R•        | <b>⊢</b> R | R            | <b>←</b> R | <b>←</b> R     | <b></b> ■R | <b>←</b> R | <b>←</b> R | <b>←</b> R  | <b>■</b> R  | •R•                    | -R <b>-</b>     | R               | -R                | R <b>←</b> R |
| WOOD DALE ROAD (SOUTH OF TRACKS) S/B<br>FAR SPAN WIRE RIGHT 2 SIGNALS          | R       | R             | R            | R            | R          | R          | R          | R          | R          | R          | R              | R          | R          | R          | R           | R          | R              | R          | G          | G          | G          | G                    | Υ          | R           | G          | G          | G          | G          | G          | G            | G          | G              | Υ          | R          | G          | G           | Y           | R                      | R               | R F             | RR                | R            |
| WOOD DALE ROAD N/B<br>FAR SPAN WIRE LEFT 2 SIGNALS                             | -       | R <b>←</b> 1  | R 🕳 F        | R ← R        | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>←</b> R     | <b>←</b> R | <b>—</b> R | <b>←</b> R | <b>←</b> R  | <b>←</b> R | <b>←</b> R     | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>←</b> R           | <b>←</b> R | <b>←</b> R  | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>←</b> R   | <b>←</b> R | <b>←</b> R     | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>←</b> R- | <b>—</b> R- | ⊷R •                   | _G_             | _G <del>-</del> | _Y -              | R <b>←</b> R |
| WOOD DALE ROAD N/B<br>FAR SPAN WIRE RIGHT 2 SIGNALS AND NEAR RIGHT<br>SIGNAL   | R       | R             | R            | R            | R          | R          | R          | R          | R          | R          | R              | R          | R          | R          | R           | R          | R              | R          | R          | R          | R          | R                    | R          | R           | R          | R          | R          | R          | G          | G            | G          | G              | Y          | R          | G          | G           | G           | G                      | G               | G Y             | Y R               | R            |
| PEDESTRIAN SIGNALS CROSSING WOOD DALE ROAD<br>ON NORTHSIDE OF IL ROUTE 19      | Н       | Н             | Н            | Н            | *P         | **FH       | Н          | Н          | Н          | Н          | Н              | Н          | *P         | **FH       | Н           | Н          | Н              | Н          | Н          | Н          | Н          | Н                    | Н          | Н           | Н          | Н          | Н          | Н          | Н          | Н            | Н          | Н              | Н          | Н          | Н          | н           | Н           | н                      | Н               | н               | н                 | DARK         |
| PEDESTRIAN SIGNALS CROSSING WOOD DALE ROAD<br>ON SOUTHSIDE OF IL ROUTE 19      | *P      | **FH          | н            | Н            | *P         | **FH       | Н          | Н          | Н          | Н          | Н              | Н          | Н          | Н          | Н           | Н          | Н              | Н          | Н          | Н          | Н          | Н                    | Н          | н           | Н          | н          | н          | Н          | Н          | Н            | Н          | н              | Н          | Н          | Н          | Н           | н           | н                      | Н               | н               | н н               | DARK         |
| PEDESTRIAN SIGNALS CROSSING ILLINOIS ROUTE 19<br>ON EASTSIDE OF WOOD DALE ROAD | Н       | Н             | н            | Н            | Н          | Н          | Н          | Н          | Н          | Н          | Н              | Н          | Н          | Н          | Н           | Н          | н              | Н          | Н          | Н          | н          | Н                    | Н          | Н           | Н          | н          | Н          | Н          | *P         | **FH         | Н          | Н              | Н          | Н          | Н          | Н           | Н           | н                      | *P **           | *FH H           | н н               | DARK         |
| PEDESTRIAN SIGNALS CROSSING ILLINOIS ROUTE 19<br>ON WESTSIDE OF WOOD DALE ROAD | Н       | Н             | н            | Н            | Н          | Н          | H          | H          | Н          | Н          | Н              | Н          | Н          | Н          | Н           | Н          | Н              | Н          | *P         | **FH       | Н          | н                    | Н          | Н           | Н          | Н          | Н          | н          | *P         | **FH         | Н          | Н              | Н          | Н          | Н          | н           | н           |                        | Н               | 530 5           | н н               |              |
| ILLINOIS ROUTE 19 (IRVING PARK ROAD) W/B<br>FLASHING BEACONS                   | FL<br>Y | FL<br>Y       | FL<br>Y      | FL<br>Y      | DARK       | DARK       | FL<br>Y    | FL Y       | DARK       | DARK       | FL<br>Y        | FL<br>Y    | DARK       | DARK       | FL<br>Y     | FL<br>Y    | FL<br>Y        | FL<br>Y    | FL<br>Y    | FL<br>Y    | FL<br>Y    | FL<br>Y              | FL<br>Y    | FL<br>Y     | FL<br>Y    | FL<br>Y    | FL<br>Y    | FL<br>Y    | FL<br>Y    | FL<br>Y      | FL<br>Y    | FL<br>Y        | FL<br>Y    | FL<br>Y    | FL<br>Y    | FL<br>Y     | FL<br>Y     | FL F                   |                 | FL F            | L FL<br>Y Y       | 27.00        |

PHASE 2 + 6 SHALL BE PLACED ON RECALL

- TO APPEAR ONLY UPON PUSHBUTTON ACTIVATION
- \*\* FLASHING F IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.
- THIS A OR FLASHING INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE A OR FLASHING INTERVALS.
- P = ILLUMINATED PERSON = WALK
- FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK
- H = ILLUMINATED SOLID HAND = DON'T WALK

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|   | FILE NAME = 023_tempsigseqofoperation01.d | PORAWN   | - | DS       | REVISED | -        |
|   | PLOT SCALE = N.T.S.                       | CHECKED  | 4 | CP       | REVISED | -        |
|   | PLOT DATE = 2/19/2015                     | DATE     | * | 2/2/2015 | REVISED | -        |
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| STATE      | OF | ILLINOIS       |  |
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| TEMPORARY SEQUENCE OF OPERATION                  | F.A.U.<br>RTE. | SECTION NO.          | COUNTY      | TOTAL | SHEET<br>NO. |
|--|----------------|----------------------|-------------|-------|--------------|
| IL ROUTE 19 (IRVING PARK ROAD) AT WOOD DALE ROAD | 1321           | 11-00048-00-SP       | DUPAGE      | 277   | 175          |
| IL NOUTE 19 (INVING PARK NOAD) AT WOOD DALE NOAD |                |                      | CONTRACT    | NO. 6 | 3872         |
| N.T.S. SHEET NO. 1 OF 3 SHEETS STA NA TO STA NA  | EED DOA        | DIST NO THE INDISTRE | AID PROJECT |       |              |

|   |            |            |            |            |            |            |            |            |            |            |            |            | PREEN<br>NUME |            | PREEN       |            | PREEN<br>NUME |            |            | MPTOR<br>BER 6 | PREEMPTOR<br>NUMBER 2 |            |            |            |      |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---------------|------------|-------------|------------|---------------|------------|------------|----------------|-----------------------|------------|------------|------------|------|
| CHAINGE FROM NORMAL SEQUENCE OF OPERATION NOTERVAL NUMBER                         |            | 1          | (          | 1          |            | )          | 1          | 3          | 1          | 7          | 2          | 1)         |               |            |             |            |               |            |            |                |                       |            |            |            |      |
| CHANGE FROM EMERGENCY VEHICLE PREEMPTION<br>SEQUENCE OF OPERATION INTERVAL NUMBER |            |            |            | ~~         | ~~         | ~          |            |            | ~~~        | ~~         |            |            | 2             | 2          | :           | 3          | 4             | ı          |            | 5              |                       |            |            |            |      |
| RAILROAD PREEMPTION SEQUENCE OF OPERATION<br>NTERVAL NUMBER                       | 1A         | 1B         | 1C         | 1D         | 1E         | 1F         | 1G         | 1H         | 1J         | 1K         | 1L         | 1M         | 1N            | 1P         | 1Q          | 1R         | 18            | 1T         | 1U         | 1V             | 2                     | 3          | 4          | 5          | CLEA |
| HANGE TO RAILROAD PREEMPTION SEQUENCE OF<br>PERATION INTERVAL NUMBER              | 1B         | 2          | 1D         | 2          | 1F         | 2          | 1H         | 2          | 1K         | 2          | 1M         | 2          | 1P            | 2          | 1R          | 2          | 1T            | 2          | 1U         | 2              | 3                     | 4          | 5          |            | SEQU |
| LINOIS ROUTE 19 (IRVING PARK ROAD) E/B<br>EAR SIGNAL AND FAR RIGHT 2 SIGNALS      | Y          | R          | Υ          | R          | R          | R          | R          | R          | R          | R          | R          | R          | Υ             | R          | R           | R          | R             | R          | R          | R              | R                     | R          | R          | R          | _    |
| LINOIS ROUTE 19 (IRVING PARK ROAD) E/B<br>AR LEFT 2 SIGNALS                       | <b>←</b> Y | <b>←</b> R | <b>←</b> Y    | <b>←</b> R | <b>←</b> R  | <b>←</b> R | <b>←</b> R    | <b>←</b> R | <b>←</b> R | <b>←</b> R     | <b>←</b> R            | <b>←</b> R | <b>←</b> R | <b>←</b> R | _    |
| LINOIS ROUTE 19 (IRVING PARK ROAD) W/B IEAR SIGNAL AND FAR RIGHT 2 SIGNALS        | R          | R          | Υ          | R          | Υ          | R          | R          | R          | R          | R          | R          | R          | R             | R          | R           | R          | Υ             | R          | R          | R              | R                     | R          | R          | G          | _    |
| LINOIS ROUTE 19 (IRVING PARK ROAD) W/B AR LEFT 2 SIGNALS                          | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>←</b> Y | <b>←</b> R    | <b>←</b> R | <b>←</b> R  | <b>←</b> R | <b>←</b> Y    | <b>←</b> R | <b>←</b> R | <b>←</b> R     | <b>←</b> R            | <b>←</b> R | <b>←</b> R | <b>←</b> G | _    |
| VOOD DALE ROAD (NORTH OF TRACKS) S/B<br>EFT BARREL AND SPAN WIRE SIGNALS          | <b>←</b> R | <b>←</b> Y | <b>←</b> R    | <b>←</b> R | <b>←</b> -Y | <b>←</b> R | <b>←</b> R    | <b>←</b> R | <b>←</b> R | <b>←</b> R     | <b>←</b> R            | <b>←</b> R | <b>←</b> R | <b>←</b> R |      |
| VOOD DALE ROAD (NORTH OF TRACKS)  RIGHT BARREL AND SPAN WIRE SIGNALS              | R          | R          | R          | R          | R          | R          | Υ          | R          | Y          | R          | R          | R          | R             | R          | Υ           | R          | R             | R          | R          | R              | R                     | R          | R          | R          | _    |
| VOOD DALE ROAD (SOUTH OF TRACKS)  AR SPAN WIRE LEFT 2 SIGNALS                     | <b>←</b> R | ← R        | <b>←</b> G | <b>←</b> G | ← R        | <b>←</b> R | ← R        | <b>←</b> R | <b>←</b> R    | <b>←</b> R | <b>←</b> G  | <b>←</b> G | <b>←</b> R    | <b>←</b> R | ← R        | <b>←</b> R     | <b>←</b> G            | <b>←</b> Y | ← R        | <b>←</b> R | _    |
| VOOD DALE ROAD (SOUTH OF TRACKS) S/B<br>FAR SPAN WIRE RIGHT 2 SIGNALS             | R          | R          | R          | R          | R          | R          | G          | G          | G          | G          | R          | R          | R             | R          | G           | G          | R             | R          | R          | R              | G                     | Υ          | R          | R          |      |
| VOOD DALE ROAD N/B<br>FAR SPAN WIRE LEFT 2 SIGNALS                                | <b>←</b> R | <b>4</b> Y | <b>←</b> R | <b>←</b> R    | <b>←</b> R | <b>←</b> R  | <b>←</b> R | <b>←</b> R    | <b>←</b> R | <b>←</b> Y | <b>←</b> R     | <b>←</b> R            | <b>←</b> R | <b>←</b> R | <b>←</b> R | _    |
| VOOD DALE ROAD N/B<br>AR SPAN WIRE RIGHT 2 SIGNALS AND NEAR RIGHT<br>BIGNAL       | R          | R          | R          | R          | R          | R          | R          | R          | Y          | R          | Y          | R          | R             | R          | R           | R          | R             | R          | Y          | R              | R                     | R          | R          | R          | _    |
| EDESTRIAN SIGNALS CROSSING WOOD DALE ROAD<br>ON NORTHSIDE OF IL ROUTE 19          | Н          | Н          | FH         | Н          | FH         | Н          | Н          | Н          | Н          | Н          | Н          | Н          | Н             | Н          | Н           | Н          | Н             | Н          | Н          | Н              | Н                     | Н          | Н          | Н          |      |
| EDESTRIAN SIGNALS CROSSING WOOD DALE ROAD<br>ON SOUTHSIDE OF IL ROUTE 19          | FH         | Н          | FH         | Н          | н          | Н          | Н          | н          | н          | н          | н          | н          | Н             | Н          | н           | Н          | н             | Н          | н          | Н              | Н                     | Н          | н          | Н          | _    |
| PEDESTRIAN SIGNALS CROSSING ILLINOIS ROUTE 19<br>ON EASTSIDE OF WOOD DALE ROAD    | н          | Н          | н          | Н          | Н          | Н          | Н          | Н          | FH         | н          | FH         | н          | Н             | Н          | Н           | Н          | Н             | Н          | Н          | н              | Н                     | н          | Н          | Н          | _    |
| EDESTRIAN SIGNALS CROSSING ILLINOIS ROUTE 19<br>IN WESTSIDE OF WOOD DALE ROAD     | Н          | Н          | Н          | Н          | Н          | Н          | FH         | Н          | FH         | н          | Н          | Н          | Н             | Н          | Н           | Н          | Н             | Н          | Н          | Н              | Н                     | н          | Н          | Н          |      |
| ITERNALLY ILLUMINATED 'NO LEFT TURN' SIGNS  | NLT           | NLT        | NLT         | NLT        | NLT           | NLT        | NLT        | NLT            | NLT                   | NLT        | NLT        | NLT        |      |
| LINOIS ROUTE 19 (IRVING PARK ROAD) W/B LASHING BEACONS                            | FL         | FL         | FL<br>Y    | FL         | FL<br>Y    | FL<br>Y       | FL<br>Y    | FL          | FL<br>Y    | FL<br>Y       | FL<br>Y    | FL<br>Y    | FL             | FL<br>Y               | FL<br>Y    | FL<br>Y    | FL<br>Y    |      |

A RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY AN EMERGENCY VEHICLE INTERVAL (IF APPLICABLE) AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

- TO APPEAR ONLY UPON PUSHBUTTON ACTIVATION
- FLASHING  $\fbox{$\Psi$}$  IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.
- THIS  $\bigstar$  OR FLASHING PINTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE  $\bigstar$  OR FLASHING INTERVALS.
- = ILLUMINATED PERSON = WALK
- ILLUMINATED FLASHING HAND = FLASHING DON'T WALK
- H = ILLUMINATED SOLID HAND = DON'T WALK

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|     | FILE NAME = 023_tempsigseqofoperation02.c | 9DRAWN   | - | DS       | REVISED -        |        |
|     | PLOT SCALE = N.T.S.                       | CHECKED  | - | CP       | REVISED -        |        |
| Ī   | PLOT DATE = 2/19/2015                     | DATE     | - | 2/2/2015 | REVISED -        | $\neg$ |

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| Т    | EMPORARY  | RAILROAD      | PREE | MPTION  | SEQUENC | E OF O | PERATION | F.A.U.<br>RTE. | SECTI     | ON NO.          | COUNTY     | TOTAL | SHEET<br>NO. |
|------|-----------|---------------|------|---------|---------|--------|----------|----------------|-----------|-----------------|------------|-------|--------------|
|      | II POLITE | 19 (IRVINO    | DAD  | V DOAD  | AT WOOD | DALE   | DOAD     | 1321           | 11-0004   | 8-00-SP         | DUPAGE     | 277   | 176          |
|      | IL HOUTE  | . 15 (INVIIVE | FAR  | IK NUAD | AI WOOL | DALL   | NUAD     |                |           |                 | CONTRACT   | NO.   | 63872        |
| ALE: | N.T.S.    | SHEET NO. 2   | OF 3 | SHEETS  | STA. NA | TO     | STA. NA  | FED. ROAL      | DIST. NO. | ILLINOIS FED. A | ID PROJECT |       |              |

| TEMPORA   | RYE          | EME          | RGE     | NCY           | / VEI          | HICL         | E PF         | REE | MPT   | ON S    | EQL       | JENO       | CE O       | F OF       | PERA       | ATIO         | NS         |              |              | -          |            | *******      |            |            |              |            |            |             | i          |            |                 |            |                     |         |              |             |       |       |        | şii                   | 10.                   |                       |                       |                    |
|---|--------------|--------------|---------|---------------|----------------|--------------|--------------|-----|-------|---------|-----------|------------|------------|------------|------------|--------------|------------|--------------|--------------|------------|------------|--------------|------------|------------|--------------|------------|------------|-------------|------------|------------|-----------------|------------|---------------------|---------|--------------|-------------|-------|-------|--------|-----------------------|-----------------------|-----------------------|-----------------------|--------------------|
|   |              |              |         |               |                |              |              |     |       |         |           |            |            |            |            |              |            |              |              |            |            |              |            |            |              |            |            |             |            |            |                 |            |                     |         |              |             |       |       | 3.5    | PREEMPTOR<br>NUMBER 3 | PREEMPTOR<br>NUMBER 4 | PREEMPTOR<br>NUMBER 5 | PREEMPTOR<br>NUMBER 6 |                    |
| CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER                        | 1            |              | 1       |               | T              | 4            | ~~           |     | 4     | ~~      | $\bigcap$ | 4          | ~~         |            | 9          | ~~           | 9          |              | ~            | 13         | <u>~</u>   | $\sim$       | 13         |            | ~~           | 17         | ~~         |             |            | 17         | $     \bigcap $ | ~~         |                     | 17      | •            | $\gamma$    | 2     |       | 21     |                       |                       |                       | 11-                   | CLEAR TO<br>NORMAL |
| BMERGENCY VEHICLE PRESMPTION SEQUENCE OF<br>OPERATION INTERVAL NUMBER           | 1A           | 1B           | 1C      | 1D            | 1E             | 1F           | 1G           | 1H  | 1J    | 1K      | 1L        | 1M         | 1N         | 1P         | 1Q         | 1R           | 15         | 1T           | 10           | 1۷         | 1W         | 1X           | 1Y         | 1Z         | 1AA          | 1BB        | 1CC        | 1DD         | 1EE        | 1FF        | 1GG             | 1HH        | 1JJ                 | 1KK     | 1LL 1        | MM 1        | NN 1F | P 10  | QQ 1RR | 2                     | 3                     | 4                     | 5                     | SEQUENCE           |
| CHANGE TO BMERGBNCY VEHICLE PREEMPTION<br>SEQUENCE OF OPERATION INTERVAL NUMBER | 2            | 1C           | 1D      | 3, 4,<br>OR 5 |                | 1G           | 2            | 1J  | 1K    | 3 OR 5  | 1M        | 1N         | 4          | 1Q         | 1R         | 2,3,<br>OR 5 | 4          | 10           | 1V           | 1W         | 1X         | 2,4,<br>OR 5 | 3          | 1AA        | 1BB          | 1CC        | 1DD        | 2 OR<br>4   | 1FF        | 1GG        | 3               | 1JJ        | 1KK                 | 1LL     | MM           | 5 1         | PP 1G | QQ 2, | 3, 5   |                       |                       |                       |                       | <b>♦</b>           |
| ILLNOIS ROUTE 19 (IRVING PARK ROAD) E/B<br>NEAR SIGNAL AND FAR RIGHT 2 SIGNALS  | G            | G            | Y       | R             | G              | G            | G            | G   | Y     | R       | G         | Y          | R          | R          | R          | R            | R          | R            | R            | R          | R          | R            | R          | R          | R            | R          | R          | R           | R          | R          | R               | R          | R                   | R       | R            | R           | R F   | R     | R      | G                     | R                     | R                     | R                     | <b>♦</b>           |
| ILLNOIS ROUTE 19 (IRVING PARK ROAD) E/B<br>FAR LEFT 2 SIGNALS                   | <b>4</b> — G | <b>4</b> — G | 4- Y    | -             | R 🕳 F          | R — F        | R 🛶 F        | 2   | R 🕳 1 | R 🕳 F   | R         | <b>→</b> R | <b>→</b> R | <b>←</b> R | <b>←</b> R | <b>←</b> R   | <b>←</b> F | R            | <b>←</b> R   | <b>←</b> R | - R        | <b>—</b> R   | <b>←</b> R | <b>←</b> R | <b>←</b> R   | - R        | <b>←</b> R | <b>←</b> R. | <b>←</b> R | <b>⊢</b> R | <b>-</b> R      | - R        | <b>—</b> R <b>→</b> | _ R     | _ R <b>-</b> | _R          | _R _  | R     | R -R   | <b>←</b> G            | <b>←</b> R            | <b>←</b> R            | <b>←</b> R            | <b>♦</b>           |
| ILLINOIS ROUTE 19 (IRVING PARK ROAD) W/B<br>NEAR SIGNAL AND FAR RIGHT 2 SIGNALS | R            | R            | R       | R             | G              | Y            | R            | G   | Y     | R       | G         | G          | G          | G          | Υ          | R            | G          | R            | R            | R          | R          | R            | R          | R          | R            | R          | R          | R           | R          | R          | R               | R          | R                   | R       | R            | R           | R F   | R F   | R      | R                     | R                     | G                     | R                     | <b>♦</b>           |
| ILLINOIS ROUTE 19 (IRVING PARK ROAD) W/B<br>FAR LEFT 2 SIGNALS                  | <b>←</b> R   | <b>←</b> R   | R F     | R I           | R F            | R 🚤 F        | R 🚣 F        | 2   | R 🛶   | R 🕳 F   | - R       | - R        | → R        | - G        | - Y        | <b>←</b> R   | - 0        | - R          | - R          | <b>←</b> R | <b>←</b> R | <b>←</b> R   | - R        | - R        | - R          | - R        | <b>←</b> R | <b>←</b> R  | - R        | <b>—</b> R | <b>—</b> R      | - R        | <b>—</b> R <b>→</b> | _ R     | _ R <b>-</b> | _R          | _R _  | R     | R R    | <b>←</b> R            | <b>←</b> R            | <b>←</b> G            | <b>←</b> R            | <b>♦</b>           |
| WOOD DALE ROAD (NORTH OF TRACKS) S/B<br>LEFT BARREL AND SPAN WIRE SIGNALS       | <b>←</b> R   | <b>←</b> R   | R F     | <b>-</b> I    | R <b>4</b> — F | ₹ <b>-</b> F | R F          | ٧-  | R 🖛 1 | R 🗕 F   | 4- R      | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>→</b> R | <b>←</b> R   | <b>←</b> F | ₹— G         | <b>4</b> − Y | <b>←</b> R | <b>←</b> R | <b>←</b> R   | <b>←</b> G | <b>←</b> R | <b>4</b> — R | <b>←</b> R | <b>←</b> R | <b>←</b> R  | <b>←</b> R | ← R        | ⊷ R             | <b>←</b> R | — R <b>◄</b>        | - R     | ⊢ R ◀        | −R◀         | −R◀   | R     | R - R  | <b>←</b> R            | <b>←</b> G            | <b>←</b> R            | <b>←</b> R            | <b>♦</b>           |
| WOOD DALE ROAD (NORTH OF TRACKS) S/B<br>RIGHT BARREL AND SPAN WRE SIGNALS       | R            | R            | R       | R             | R              | R            | R            | R   | R     | R       | R         | R          | R          | R          | R          | R            | R          | G            | Y            | R          | R          | R            | G          | G          | Υ            | R          | R          | R           | G          | G          | G               | G          | Υ                   | R       | R            | R           | R F   | R     | R      | R                     | G                     | R                     | R                     | <b>♦</b>           |
| WOOD DALE ROAD (SOUTH OF TRACKS) S/B<br>FAR SPAN WIRE LEFT 2 SIGNALS            | <b>←</b> R   | <b>←</b> R   | R F     | R 1           | R F            | R F          | R <b>←</b> F | ٧-  | R-    | R 🚛 F   | - R       | → R        | <b>←</b> R | <b>←</b> R | <b>←</b> R | <b>—</b> R   | <b>←</b> F | ₹ <b>—</b> G | <b>←</b> G   | <b>←</b> G | - Y        | <b>←</b> R   | <b>←</b> G | <b>←</b> R | <b>←</b> R   | <b>←</b> R | <b>←</b> R | <b>←</b> R  | <b>←</b> R | — R        | <b>—</b> R      | - R        | - R-                | _ R     | _ R <b>→</b> | -R          | _R -  | R     | -RR    | <b>←</b> R            | <b>←</b> G            | <b>←</b> R            | <b>←</b> R            | $\Diamond$         |
| WOOD DALE ROAD (SOUTH OF TRACKS) S/B<br>FAR SPAN WIRE RIGHT 2 SIGNALS           | R            | R            | R       | R             | R              | R            | R            | R   | R     | R       | R         | R          | R          | R          | R          | R            | R          | G            | G            | G          | Y          | R            | G          | G          | G            | G          | Y          | R           | G          | G          | G               | G          | G                   | G       | Y            | R           | R F   | R F   | R      | R                     | G                     | R                     | R                     | <b>♦</b>           |
| WOOD DALE ROAD N/B<br>FAR SPAN WIRE LEFT 2 SIGNALS                              | <b>←</b> R   | <b></b> ■ R  | R F     |               | ₹ <b>-</b> F   | R F          | ₹ <b>-</b> F | 2   | R 🕕   | R 🛶 F   | - R       | - R        | <b>←</b> R | <b>←</b> R | -R         | <b></b> ■R   | <b>←</b> F | R - R        | <b>←</b> R   | <b>←</b> R | <b>←</b> R | <b>←</b> R   | <b>←</b> R | <b>←</b> R | <b>←</b> R   | ← R        | <b>←</b> R | <b>←</b> R  | <b>←</b> R | <b>—</b> R | <b>—</b> R      | <b>—</b> R | <b>—</b> R <b>→</b> | _ R     | _ R <b>-</b> | _R <b>⊸</b> | -G -  | -Y -  | R -G   | <b>←</b> R            | <b>←</b> R            | <b>←</b> R            | <b>←</b> G            | <b>♦</b>           |
| WOOD DALE ROAD  FAR SPAN WIRE RIGHT 2 SIGNALS AND NEAR RIGHT SIGNAL             | R            | R            | R       | R             | R              | R            | R            | R   | R     | R       | R         | R          | R          | R          | R          | R            | R          | R            | R            | R          | R          | R            | R          | G          | G            | G          | Υ          | R           | G          | Υ          | R               | G          | G                   | G       | G            | G           | G Y   | / F   | R G    | R                     | R                     | R                     | G                     | <b>♦</b>           |
| PEDESTRIAN SIGNALS CROSSING WOOD DALE ROAD<br>ON NORTHSIDE OF IL ROUTE 19       | н            | н            | н       | н             | FH             | н            | н            | FH  | Н     | Н       | FH        | Н          | Н          | FH         | Н          | н            | FH         | Н            | Н            | н          | н          | н            | н          | Н          | н            | Н          | Н          | н           | н          | н          | Н               | Н          | Н                   | н       | н            | н           | н     | 1 1   | н н    | н                     | Н                     | н                     | Н                     | <b>♦</b>           |
| PEDESTRIAN SIGNALS CROSSING WOOD DALE ROAD<br>ON SOUTHSIDE OF IL ROUTE 19       | FH           | FH           | Н       | Н             | FH             | н            | Н            | FH  | н     | Н       | FH        | Н          | Н          | Н          | Н          | Н            | Н          | Н            | Н            | Н          | Н          | Н            | Н          | Н          | Н            | Н          | Н          | Н           | н          | н          | Н               | Н          | Н                   | н       | н            | н           | н     | 1 1   | н н    | н                     | Н                     | Н                     | н                     | <b>\Q</b>          |
| PEDESTRIAN SIGNALS CROSSING ILLINOIS ROUTE 19<br>ON EASTSIDE OF WOOD DALE ROAD  | н            | н            | н       | н             | н              | н            | н            | Н   | н     | н       | н         | н          | Н          | н          | Н          | н            | Н          | н            | н            | н          | н          | н            | н          | FH         | н            | н          | н          | н           | FH         | н          | Н               | FH         | н                   | н       | н            | н           | =H F  | 1 1   | + FH   | н                     | Н                     | Н                     | Н                     | <b>♦</b>           |
| PEDESTRIAN SIGNALS CROSSING ILLINOIS ROUTE 19<br>ON WESTSIDE OF WOOD DALE ROAD  | н            | н            | н       | н             | н              | н            | н            | Н   | Н     | Н       | Н         | н          | Н          | Н          | Н          | н            | Н          | FH           | н            | Н          | Н          | Н            | FH         | FH         | Н            | Н          | н          | н           | FH         | н          | Н               | FH         | Н                   | Н       | н            | Н           | н     | 1 1   | н      | н                     | н                     | н                     | н                     | <b>♦</b>           |
| ILLNOIS ROUTE 19 (IRVING PARK ROAD) W/B<br>FLASHING BEACONS                     | FL<br>Y      | FL<br>Y      | FL<br>Y | FL<br>Y       | DAR            | FL           | FL           | DAR | K FL  | FL<br>Y | DARK      | DARK       | DARK       | DARK       | FL<br>Y    | FL<br>Y      | DARK       | FL           | FL           | FL<br>Y    | FL<br>Y    | FL<br>Y      | FL<br>Y    | FL<br>Y    | FL<br>Y      | FL<br>Y    | FL<br>Y    | FL<br>Y     | FL         | FL<br>Y    | FL<br>Y         | FL<br>Y    | FL<br>Y             | FL<br>Y | FL<br>Y      | FL F        | FL FI | L F   | L FL   | FL<br>Y               | FL<br>Y               | DARK                  | FL<br>Y               | <b>\Q</b>          |



EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE PROPER CLEARANCE TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY VEHICLE INTERVAL AFTER EMERGENCY VEHICLE INTERVAL 2, 3, 4, OR 5 IS TERMINATED.

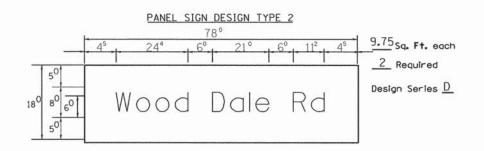
- TO APPEAR ONLY UPON PUSHBUTTON ACTIVATION
- •• FLASHING F IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.
- THIS A OR FLASHING INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE A OR FLASHING INTERVALS.
- P = ILLUMINATED PERSON = WALK
- FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK
- H = ILLUMINATED SOLID HAND = DON'T WALK

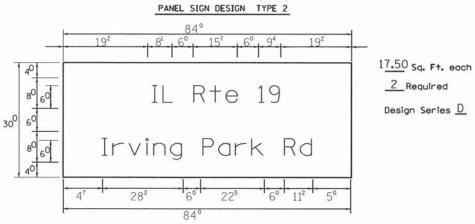
|          | rotlon03.dgn |       |        |  |
|----------|--------------|-------|--------|--|
| PW       | edo          |       | N      |  |
| 12:31:37 | gsagof       |       | rans.t |  |
| 15       | hoon         |       | 1-0-1  |  |
| 120      | 1. 10        | flot. | mda    |  |
| 4/6      | 023          | pd    | 570    |  |
|          |              |       |        |  |

|            |                                 |         |   | JJS      | REVISED | - 4/6/15 |  |
|------------|---------------------------------|---------|---|----------|---------|----------|--|
| FILE NAME  | = 023_tempsigseqofoperation03.c | ⊝®RAWN  | - | DS       | REVISED | -        |  |
| PLOT SCALE | = N.T.S.                        | CHECKED | - | CP       | REVISED |          |  |
| PLOT DATE  | = 2/19/2015                     | DATE    | - | 2/2/2015 | REVISED | -        |  |

| STATE      | OF | ILLINOIS       |  |
|------------|----|----------------|--|
| DEPARTMENT | 0F | TRANSPORTATION |  |

| TEMPOR | RARY EN | MERGENCY VEHICLE PREEM  | PTION SEQU | ENCE OF OPERATION | F.A.U.<br>RTE. | SECTION NO.             | COUNTY      | TOTAL | SHEET<br>NO. |
|--------|---------|-------------------------|------------|-------------------|----------------|-------------------------|-------------|-------|--------------|
|        |         | TE 19 (IRVING PARK ROAI |            |                   | 1321           | 11-00048-00-SP          | DUPAGE      | 277   | 177          |
|        | IL NOU  | TE 19 (INVINU PARK RUAL | I AI WOOD  | DALE NUAD         |                |                         | CONTRACT    | NO. 6 | 3872         |
| SCALE: | N.T.S.  | SHEET NO. 2 OF 3 SHEETS | STA. NA    | TO STA. NA        | FED. ROAD      | DIST. NO. ILLINOIS FED. | AID PROJECT |       |              |





NOTE: FOR ADDITIONAL DESIGN AND INSTALLATION INFORMATION PLEASE SEE DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGN DETAIL

476/2015 12:31:47 PM 023\_det11-1.4gn pdf.plt standard-trans.tbl

PLOT DRIVER:

HRGreen.com
Illinois Professional Desig

 USER NAME = tyelton
 DESIGNED REVISED 4/6/15

 FILE NAME = 823\_detl1-l.dgn
 DRAWN REVISED 

 PLOT SCALE =
 CHECKED REVISED 

 PLOT DATE = 2/19/2015
 DATE - 2/2/2015
 REVISED

## STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

## MAST ARM MOUNTED STREET NAME SIGNS AND SCHEDULE OF QUANTITIES IL ROUTE 19 (IRVING PARK ROAD) AT WOOD DALE ROAD SHEET NO. OF SHEETS STA. TO STA.

EACH

EACH

## SCHEDULE OF QUANTITIES

| SIGN PANEL - TYPE 1  | SQ FT        | 120 50          |
|--|--------------|-----------------|
| SIGN PANEL - TYPE 2  | SQFT         | 136.50<br>54.50 |
| SERVICE INSTALLATION - GROUND MOUNTED  | EACH         | 1               |
| UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.   | FOOT         | 627             |
| UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 DX.   | FOOT         | 678             |
| UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.   | FOOT         | 105             |
| UNDERGROUND CONDUIT, GALVANIZED STEEL, 3 1/2" DIA.   | FOOT         | 212             |
| UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.   | FOOT         | 888             |
| UNDERGROUND CONDUIT, GALVANIZED STEEL, 5" DIA.   | FOOT         | 50              |
| HANDHOLE   | EACH         | 6               |
| HEAVY-DUTY HANDHOLE  | EACH         | 2               |
| DOUBLE HANDHOLE CONTROL OF THE PROPERTY OF THE | EACH .       | - A -           |
| PAINT NEW TRAFFIC SIGNAL POST  | EACH         | 6               |
| PAINT NEW MAST ARM AND POLE, UNDER 40 FOOT   | EACH         | 1               |
| PAINT NEW COMBINATION MAST ARM AND POLE, 40 FOOT AND OVER  | EACH         | 4               |
| TRAINSOEVER - FIBER OPTIC  | WAA!         | y               |
| ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C  | FOOT         | 2,176           |
| ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C   | FOOT         | 5,322           |
| ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C  | FOOT         | 6,012           |
| ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C  | FOOT         | 1,843           |
| ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR  | FOOT         | 5,064           |
| ELECTRIC CABLE IN CONDUIT, RAILROAD, NO. 143C  | FOOT         | 80              |
| ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C   | FOOT         | 74              |
| ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C   | FOOT         | 2,325           |
| TRAFFIC SIGNAL POST, GALVANIZED STEEL 9 FT.  | EACH         | 1               |
| TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.   | EACH         | 3               |
| TRAFFIC SIGNAL POST, GALVANIZED STEEL 12 FT.   | EACH         | 1               |
| TRAFFIC SIGNAL POST, GALVANIZED STEEL 18 FT.   | EACH         | 1               |
| STEEL MAST ARM ASSEMBLY AND POLE, 22 FT.   | EACH         | 1               |
| STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 40 FT.   | EACH         | 1               |
| STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 42 FT.   | EACH         | 1               |
| STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 56 FT.   | EACH         | 1               |
| STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 62 FT.   | EACH         | 1               |
| CONCRETE FOUNDATION, TYPE A  | FOOT         | 28              |
| CONCRETE FOUNDATION, TYPE C  | FOOT         | 4               |
| CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER   | FOOT         | 37              |
| CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER   | FOOT         | 42              |
| SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED  | EACH         | 11              |
| SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED   | EACH         | 7               |
| SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED  | EACH         | 3               |
| SIGNAL HEAD, LED, 2-FACE, 3 SECTION, BRACKET MOUNTED   | EACH         | 1               |
| SIGNAL HEAD, LED, 2-FACE, 5 SECTION, BRACKET MOUNTED   | EACH         | 1               |
| SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED  | EACH         | 1               |
| PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED   | EACH         | 3               |
| PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED   | EACH         | 2               |
| PEDESTRIAN SIGNAL HEAD, LED-3, FACE, BRACKET, MOUNTED  | EACH         | 1               |
| TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM  NDUCTO/ELCOOP DETECTOR   | EACH         | 18              |
|  | EACH         | 19              |
| DETECTOR LOOP, TYPE 1  | FOOT         | 525             |
| PREFORMED DETECTOR LOOP  * LIGHT DETECTOR  | FOOT         | 1,377<br>5      |
| * LIGHT DETECTOR AMPLIFIER   | EACH<br>EACH |                 |
| PEDESTRIAN PUSH-BUTTON   | EACH         | 1 9             |
| TEMPORARY TRAFFIC SIGNAL INSTALLATION  | EACH         | 1               |
| LLUMINATED SIGN. LED   | EACH         | 2               |
| REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT   | EACH         | 1               |
| REMOVE EXISTING HANDHOLE   | EACH         | 15              |
| RBMOVE EXISTING DOUBLE HANDHOLE  | EACH         | 2               |
| REMOVE EXISTING CONCRETE FOUNDATION  | EACH         | 14              |
| TEMPORARY TRAFFIC SIGNAL TIMING  | EACH         | 1               |
| * EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C  | FOOT         | 1,122           |
| POST MOUNTED FLASHING BEACON INSTALLATION  | EACH         | 2               |
| RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE V CABINET, SPECIAL   | EACH         | 1               |
| MASTER CONTROLLER (SECON)  | EACH         | 1               |

\*NOTE: 20% OF THE COST SHALL BE PAID FOR BY THE CITY OF WOOD DALE.

MASTER CONTROLLER (SPECIAL)

UNINTERRUPTABLE POWER SUPPLY, SPECIAL

## EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATIONS

| EMERGENCY VEHICLE PRE  |     | ON           | LGO    | LIVO           | _ 0,     | Or t | =1\(\cappa_1\)   | TOTAL | 2  |              |            |        |       |             |         |              |         |         |                |           |         |         |              |               |            |        |                  |       |        |             |       |        |        |       |             |       |            |                     |              |             |         | PREEMPTOR<br>NUMBER 3 | PREEMPTOR<br>NUMBER 4 | PREEMPTOR<br>NUMBER 5 |            |
|--|-----|--------------|--------|----------------|----------|------|------------------|-------|--|--------------|------------|--------|-------|-------------|---------|--------------|---------|---------|----------------|-----------|---------|---------|--------------|---------------|------------|--------|------------------|-------|--------|-------------|-------|--------|--------|-------|-------------|-------|------------|---------------------|--------------|-------------|---------|-----------------------|-----------------------|-----------------------|------------|
| CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER                                 |     | (1)          | 5      |                |          | 5    |                  | 8     |  | 8            |            | 11     | 1     | 1           |         | 1/           | 4       |         | 14             |           | 14      | 1       |              | 18            | 200        | 18     | T                | 200   | 22     |             | 22    |        | 26     | 200   |             | 26    |            |                     | 26           | 6           | ~       |                       | 10                    |                       | CLEAR TO   |
| EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION<br>INTERVAL NUMBER                    | (   | 1A           | 1B     | 1C             | 1D       | 1E 1 | 1F 10            | 1G 1H | H 1J   | 1K           | 1L         | 1M     | 1N 1F | P 1Q        | 2 1R    | 15           | 1T      | 10      | 1V 1W          | N 1X      | 1Y      | 1Z      |              |               |            | 1EE 1F | FF 1G0           | G 1HH | 1JJ 1K | KK 1LL      | _ 1MM | 1NN 1P | PP 1QQ | 1RR 1 | SS 1TT      | 100   | 1VV        | 1WW 1               | IXX 1Y       | YY 1ZZ      | ZZ 1AAA | 2                     | 3                     | 4                     | SEQUENCE   |
| CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF<br>OPERATION INTERVAL NUMBER          | ì   | 2,3,<br>OR 4 | 1C     | 2              | 1E       | 1F 3 | OR 11            | 1H 2  | 1K   | 1L           | 3 OR       | 2      | 1P 10 | Q 3 OF      | R 1S    | 1T           | 10      | 2       | 1W 3           | 1Y        | 1Z      | 1AA     | 4 1          | ICC IDD       | 2 OR       | 1FF    | 4 1H             | H 1JJ | 1KK 1L | LL 2 OF     | 3     | 1PP 10 | QQ 1RR | 155   | 2 101       | J 1VV | 3          | 1XX 1               | 1YY 1Z       | ZZ 1AA      | M 4     |                       |                       |                       |            |
| LLINOIS ROUTE 19 (RVING PARK ROAD)<br>FAR LEFT MAST ARM AND FAR LEFT SIGNALS             | E/B | R            | R      | R              | R        | R    | 11               | G G   | District Control of the Control of t | G Y          | R          | G      | G Y   | Y R         | R       | R            | R       | R       | RR             | R         | R       | R       | R            | RR            | R          | R      | RR               | R     | R F    | R R         | R     | RR     | R      | R     | R R         | R     | R          | R                   | RR           | R R         | R       | G                     | R                     | R                     | <b>♦</b>   |
| LLINOIS ROUTE 19 (IRVING PARK ROAD)<br>NEAR RIGHT AND FAR RIGHT MAST ARM SIGNALS         | E/B | R            | R      | R              | R        | R    | R                | G G   | 3 G  | Y            | R          | G      | G Y   | R           | R<br>G→ | R<br>G       | R<br>Y- | K       | RR             | R<br>G→   | R<br>G- | R<br>Y- | LC.          | R R           | 1 1        | R F    | R R              | R     | R F    | RR          | R     | R R    | ₹R     | R     | RR          | R     | R          | R                   | RR           | R R         | R       | G                     | R                     | R                     | $\Diamond$ |
| LLINOIS ROUTE 19 (RVING PARK ROAD)<br>CENTER MAST ARM SIGNAL                             | E/B | R            | R      | R              | R        | R    | R C              | G G   | 3 G  | Υ            | R          | G      | G Y   | / R         | R       | R            | R       | R       | R R            | R         | R       | R       | R            | R R           | R          | R      | R R              | R     | R F    | R R         | R     | R F    | ₹ R    | R     | R R         | R     | R          | R                   | RR           | R R         | R       | G                     | R                     | R                     | $\Diamond$ |
| LLNOIS ROUTE 19 (RVING PARK ROAD)<br>FAR LEFT MAST ARM AND FAR LEFT SIGNALS              | W/B | R<br>T Y     | G<br>G | All the second | G<br>- G | Y    | R F              | R R   | R  | R            | R          | G      | G Y   | Y R         | R       | R            | R       | R       | R R            | R         | R       | R       | R            | RR            | R          | R      | R R              | R     | R F    | R R         | R     | R R    | ₹ R    | R     | RR          | R     | R          | R                   | RR           | R R         | t R     | G                     | R                     | R                     | $\Diamond$ |
| ILLINOIS ROUTE 19 (IRVING PARK ROAD)<br>CENTER AND RIGHT MAST ARM AND NEAR RIGHT SIGNALS | W/B | R            | G      | G              | G        | Υ    | R F              | R R   | R  | R            | R          | G      | G Y   | Y R         | R       | R            | R       | R       | R R            | R         | R       | R       | R            | R R           | R          | R      | RR               | R     | R F    | R R         | R     | R R    | ₹ R    | R     | R R         | R     | R          | R                   | RR           | R R         | t R     | G                     | R                     | R                     | $\Diamond$ |
| WOOD DALE ROAD (NORTH OF TRACKS)<br>LEFT RR TRUSS AND NEAR LEFT SIGNALS                  | S/B | <b>←</b> R   | ← R ←  | - R            | - R      | - R- | - R              | R     | R- 1   | R - R        | <b>←</b> R | - R    | - R ← | R I         | R - 1   | Y R          | - R     | - R-    | - G            | G '       | Y R     | ← R     | ← R ←        | R <b></b> - R | - R        | - R-   | - R <b>-</b> - C | G - Y | - R    | R-F         | R - G | R      | R - R  | - R   | - R I       | R ← R | ← R        | - R                 | - R-         | R 1         | R - R   | <b>←</b> R            | <b>→</b> G            | <b>≠</b> -R           | $\Diamond$ |
| WOOD DALE ROAD (NORTH OF TRACKS) CENTER AND RIGHT RR TRUSS AND NEAR RIGHT SIGNALS        | S/B | R            | R      | R              | R        | R    | R F              | R R   | R  | R            | R          | R      | R F   | R           | R       | R            | R       | R       | R R            | R         | R       | R       | R            | R R           | R          | R      | R G              | Y     | RR     | R R         | G     | G Y    | Y R    | R     | R G         | G     | G          | G                   | Y R          | R R         | R       | R                     | G                     | R                     | $\Diamond$ |
| WOOD DALE ROAD (SOUTH OF TRACKS)<br>FAR LEFT MAST ARM AND FAR LEFT SIGNALS               | S/B | <b>←</b> R   | - R -  | ⊢ R•           | - R      | - R- | - R              | R-    | R 1  | R <b>←</b> R | 4- R       | 4- R4  | - R-  | R -         | R - (   | G - G        | - Y     | ⊢ R∢    | - G <b>-</b> - | G - (     | G - G   | - Y     | - R -        | R <b></b> - R | R          | 4- R4- | R - (            | G - G | - G -  | Y F         | R - G | - R    | R - R  | - R   | - R I       | R - R | <b>←</b> R | <b>-</b> R <b>-</b> | - R-         | R-          | R - R   | <b>→</b> R            | <b>→</b> G            | <b>←</b> R            | $\Diamond$ |
| WOOD DALE ROAD (SOUTH OF TRACKS) CENTER AND FAR RIGHT MAST ARM SIGNALS                   | S/B | R            | R      | R              | R        | R    | R F              | R R   | RR   | R            | R          | R      | R F   | R           | R       | R            | R       | R       | R R            | R         | R       | R       | R            | R R           | R          | R      | R G              | G     | G Y    | YR          | G     | G G    | 3 G    | Υ     | R G         | G     | G          | G                   | G G          | 3 Y         | / R     | R                     | G                     | R                     | $\Diamond$ |
| WOOD DALE ROAD (SOUTH OF TRACKS)<br>FAR RIGHT DUAL RIGHT TURN LANEMAST ARM SIGNALS       | S/B | R            | R      | R              | R        | R    | R F              | R R   | RR   | R            | R          | R      | R F   | RR          | R       | R            | R       | R       | RR             | R         | R       | R       | R            | R R           | R          | R      | R G              | G     | G Y    | Y R         | G     | G G    | 3 G    | Υ     | R G         | G     | G          | G                   | G G          | 3 Y         | R       | R                     | G                     | R                     | $\Diamond$ |
| WOOD DALE ROAD<br>LEFT MAST ARM AND FAR LEFT SIGNALS                                     | N/B | <b>→</b> R   | ← R ←  | - R•           | - R      | - R- | - R <del>←</del> | R -   | R - I  | R <b>←</b> R | ← R        | - R    | - R   | R -         | R - (   | G <b>≁</b> G | - Y     | ← R ←   | - Y            | R - (     | G - G   | ← G     | <b>-</b> G • | - G - Y       | <b>←</b> R | ← G    | - G 1            | R - R | ← R ←  | R - F       | R - R | ← R ←  | R - R  | - R   | - R - I     | R - R | ← R        | ← R ←               | - R -        | R-          | R - R   | <b>←</b> R            | <b>→</b> R            | <b>←</b> G            | $\Diamond$ |
| WOOD DALE ROAD<br>CENTER AND RIGHT MAST ARM AND NEAR RIGHT SIGNALS                       | N/B | R            | R      | R              | R        | R    | R F              | R R   | R  | R            | R          | R      | R F   | R R         | R       | R            | R       | R       | R R            | R         | R       | R       | R            | G Y           | R          | G      | G R              | R     | RF     | R R         | R     | G G    | 3 G    | Υ     | R G         | Υ     | R          | G                   | G G          | G G         | G G     | R                     | R                     | G                     | $\Diamond$ |
| PEDESTRIAN SIGNALS CROSSING WOOD DALE ROAD<br>ON NORTHSIDE OF IL ROUTE 19                |     | н            | FH     | н              | FH       | н    | н                | н н   | Н  | н            | н          | FH     | FH H  | Н           | Н       | н            | Н       | н       | н н            | н         | н       | н       | Н            | н             | н          | н      | н н              | н     | н      | н           | н     | н      | н      | н     | н н         | н     | н          | Н                   | н н          | н н         | 1 н     | Н                     | Н                     | н                     | $\Diamond$ |
| PEDESTRIAN SIGNALS CROSSING WOOD DALE ROAD<br>ON SOUTHSIDE OF IL ROUTE 19                |     | н            | н      | н              | н        | Н    | H F              | FH H  | H FH   | Н            | н          | FH     | FH H  | н           | Н       | н            | Н       | Н       | н н            | Н         | н       | н       | н            | н             | Н          | н      | н н              | н     | н      | н           | н     | н      | н      | н     | н           | н     | н          | Н                   | н            | н н         | і н     | н                     | Н                     | н                     | $\Diamond$ |
| PEDESTRIAN SIGNALS CROSSING ILL NOIS ROUTE 19<br>ON EASTSIDE OF WOOD DALE ROAD           |     | н            | н      | н              | Н        | н    | н                | н н   | Н  | н            | Н          | Н      | н     | Н           | Н       | Н            | Н       | Н       | н н            | н         | н       | н       | H F          | FH H          | Н          | FH I   | н н              | н     | н      | н           | н     | FH H   | 1 H    | н     | H FH        | Н     | н          | FH                  | н н          | н           | н н     | н                     | Н                     | н                     | $\Diamond$ |
| PEDESTRIAN SIGNALS CROSSING ILLINOIS ROUTE 19<br>ON WESTSIDE OF WOOD DALE ROAD           |     | Н            | н      | н              | н        | н    | н                | н н   | н  | Н            | н          | н      | н     | Н           | Н       | н            | Н       | Н       | н н            | Н         | н       | Н       | н            | н             | Н          | н      | H FH             | н     | н      | н           | FH    | FH F   | н      | н     | H FH        | Н     | н          | FH                  | н н          | 4 H         | 1 Н     | н                     | Н                     | н                     | $\Diamond$ |
| ILLNOIS ROUTE 19 (RVING PARK ROAD)<br>FLASHING BEACONS                                   | W/B | FL           | DARK D | DARK [         | DARK     | FL F | FL F             | L FI  | L FL   | FL           | FL Y       | DARK E | ARK F | L FL<br>Y Y | FL      | FL<br>Y      | FL<br>Y | FL<br>Y | FL FL<br>Y Y   | - FL<br>Y | FL<br>Y | FL<br>Y | FL F         | FL FL<br>Y Y  | FL         | FL F   | L FL<br>Y Y      | FL    | FL F   | L FL<br>Y Y | FL    | FL FI  | L FL Y | FL F  | L FL<br>Y Y | FL    | FL<br>Y    | FL F                | FL FL<br>Y Y | L FL<br>Y Y | L FL    | DARK                  | FL<br>Y               | FL<br>Y               | $\Diamond$ |

 $\Diamond$ 

EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE PROPER CLEARANCE TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY VEHICLE INTERVAL AFTER EMERGENCY VEHICLE INTERVAL 2, 3, OR 4 IS TERMINATED.

- TO APPEAR ONLY UPON PUSHBUTTON ACTIVATION
- FLASHING  ${
  lambdarrow}$  IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.
- THIS A OR FLASHING INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE A OR FLASHING INTERVALS.
- P = ILLUMINATED PERSON = WALK
- FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK
- H = ILLUMINATED SOLID HAND = DON'T WALK

4/6/2015 12:33:17 PM
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LOT DRIVER: pdf.p

HRGreen.com
Illinois Professional Design Fire
#184-001322

| П | USER NAME = tyelton                     | DESIGNED | - | JJS      | REVISED - 4/6/15 |  |
|---|---|----------|---|----------|------------------|--|
|   | FILE NAME = 023_sigseqofoperation03.dgn | DRAWN    | - | DS       | REVISED -        |  |
|   | PLOT SCALE = N.T.S.                     | CHECKED  | 1 | CP       | REVISED -        |  |
|   | PLOT DATE = 2/19/2015                   | DATE     | - | 2/2/2015 | REVISED -        |  |

| STATE      | OF | ILLINOIS       |
|------------|----|----------------|
| DEPARTMENT | 0F | TRANSPORTATION |

|  | EMERGEN | ICY VEHICLE PREEMPTION  | SEQUENCE | OF OPERATION | F.A.U.<br>RTE.                        | SECT     | ION NO.     | COUNTY | TOTAL | S SHEE |
|--|---------|-------------------------|----------|--------------|---------------------------------------|----------|-------------|--------|-------|--------|
| IL ROUTE 19 (IRVING PARK ROAD) AT WOOD DALE ROAD |         |                         | 1321     | 11-0004      | 048-00-SP                             | DUPAGE   | 277         | 184    |       |        |
|  |         |                         |          |              |                                       | CONTRACT | NO.         | 63872  |       |        |
| SCALE:   | N.T.S.  | SHEET NO. 3 OF 3 SHEETS | STA. NA  | TO STA. NA   | FED. ROAD DIST. NO.   ILLINOIS FED. A |          | AID PROJECT |        |       |        |