## SEQUENCE OF OPERATION

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		1	1												\	74	·															,	1									
MOVEMENT	N.				-F											\T	14	4	m															1	<u></u>		_					
PHASE				1												2										9 10A 10B 10C 10D 11A 11B 11C 11D 12A 12B 12C 12D 13A 13B 14A 14B 14C 14D																
INTERVAL		1	2A	28	20	2D	3	44	4B 4	C 4	5	5	B 50	5D	64	<b>6</b> B	60	ED	7A	7B	7C	70	88 88	80	8D	9	10A 1	OB   10	C 10	D 11			11D	$\vdash$			-	$\rightarrow$				14D
CHANGE TO					2		4		5		_	3+7		3+8	4-	+7	4-	+8		6		_	-	1		4		1		-	_	2		3+	1	3+8	+	4+7	-		6	
ILL. RTE, 83 (ELMHURST RD.) AT FOUNDRY RD. NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	RF	R	R	F	R	R	R	R	R	R	R	R	R		R R	+	R	R		-	R	-	+	+	-	R	-	-	+	-		RR	+	-
ILL. RTE. 83 (ELMHURST RD.) AT FOUNDRY RD. MAST ARM AND FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	RF	R	R	F	R	R	R	R	R	R	R	R	R	-	RR	+	R	R		R F	-	+	+	+	-	R	R	-	+	-	R	RR	+-	R
ILL. RTE. 83 (ELMHURST RD.) AT U.S. RTE, 12 (RAND RD.) NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	R F	R	R	F	R	R	R	R	R	R	R	R	R	R	RR	+	R	R		-	R	+	+	+	-	R	R	-	+	-		RR	+	
ILL. RTE. 83 (ELMHURST RD.) AT U.S. RTE. 12 (RAND RD.) MAST ARM AND FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R F	R	R	F	R	R	R	R	R	R	R	R	R	R	RR	+	R	R	-+	-	R	+	-	+	-	R	R	-	+	-	-	RR	-	-
ILL. RTE. 83 (ELMHURST RD.) AT U.S. RTE. 12 (RAND RD.) NEAR AND FAR RIGHT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	F	R	R	R	R	R	R	R	R	R	R	RR	-	R	R	-	+	R		+	+	-	R	R	-	+		-+	RR	+	R
ILL. RTE. 83 (ELMHURST RD.) AT U.S. RTE. 12 (RAND RD.) MAST ARM AND FAR LEFT SIGNALS	5/8	R	R	R	R	R	R	R	R F	R	R	F	R	R	R	R	R	R	R	R	R	-	RR	+	R	R	-	-	R	+-	+	+	-	R	R	-	-	-+	-	RR	+	-
ILL. RTE, 83 (ELMHURST RD.) AT FOUNDRY RD. ALL SIGNALS	S/B	R	R	R	R	R	G	G	G (	G	G	-	3 Y	R	G	G	G	G	G	G	Y	-	G G	+	R	G		-	R	+	-	+	+	G	G	-	-	+	-	G G	+	-
FOUNDRY RD. AT ILL. RTE. 83 (ELMHURST RD.) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	F	R	R	R	R	R	R	R	R	R	-	RR	-	R	R	-	-	R	-	R	+	-	R	R	-	+	-		RR		+
FOUNDRY RD. AT U.S. RTE. 12 (RAND RD.) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R I	R F	R	F	R	R	R	R	-	R	R	R	-	-	RR	+-	R	R	-	-	R	+	R	+	+-	R	R		-+		-	RRR	+	R
FOUNDRY RD. AT U.S. RTE. 12 (RAND RD.) ALL SIGNALS	W/B	R	R	R	R	R	R	R	R I	R	+	+	R	+-	-	R	-	R	R	R	R	-	RR	+	R	R		-	R	-	+	+	+	R	R	-		-+	-	RRR	-	R
FOUNDRY RD. AT ILL. RTE. 83 (ELMHURST RD.) ALL SIGNALS	W/B	G	G	G	Y	R	R	-	-	R F	+	+	RR	-	R	R	-	R	R	R	R	-+	RR	-	R	R	-	-	R	-	+	+-	+	R		-	+	-	-	RR	+	+
U.S. RTE. 12 (RAND RD.) AT FOUNDRY RD. NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	NW/B	-	G	G	G	G	G		-	F	+	+	RR	-	Y	R	-	R	Y	R	R	-	YR	+	R	R	-	-	R	+	-	-	+	R		-	-			RR	-	R
U.S. RTE. 12 (RAND RD.) AT FOUNDRY RD. LEFT TURN SIGNALS U.S. RTE. 12 (RAND RD.) AT ILL. RTE. 83 (ELMHURST RD.)	NW/B	-	+	+	R	R	R	-+	-	-	R F	-	RR	-	+	R	R	R	R	R	R		R R	+	G	R		-	RF	-	R	+	-	R	-	-		-	-	R R	-	-
ALL SIGNALS  U.S. RTE. 12 (RAND RD.) AT ILL. RTE. 83 (ELMHURST RD.)	NW/B	+	G	-	G	G	G	-	-	-	2 0	+	G Y	-	G	G	-	R	G	G R	G R	-	YR	+	R	G		-	R	+	+	+	+	Y	R	-	+	-	R	YR	+	R
NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS U.S. RTE. 12 (RAND RD.) AT ILL. RTE. 83 (ELMHURST RD.)	SE/B SE/B	+-	R	+	R	R	G R	-+	-	G G	) Y	+	R R		+-	R	R	R	R	R	R	-+	RR	-	R		-	-	₹ F	-	-	+	+	Y	R	R	R -	-Y	R -	←Y R	R	R
LEFT TURN SIGNALS U.S. RTE. 12 (RAND RD.) AT FOUNDRY RD.	SE/B	<del> </del>	R	-	R	R	G	-	-	3 0	+	+	G G	-	6	G	G	G	G	G	Υ	-	GG	+-	R	G	-+	G	/ F	+	+	G	+-	G	G	G	G	G	G	G G	Y	R
NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS U.S. RTE. 12 (RAND RD.) AT FOUNDRY RD.	SE/B	-	R	-	R	-	R	-	-	-	? F	-	RR	+	-	-	-	R	-	R	R	-	R R	+	-			_	-Y F	-	-	; <del>-</del> Y	R	→ G	<b>−</b> G	-G -	-G -	-G -	-G -	-G -G	; -Y	R
LEFT TURN SIGNALS		K	Ι κ	\ \ \	Α.	"	п	'n	"	,   ,	,				1,	1																										

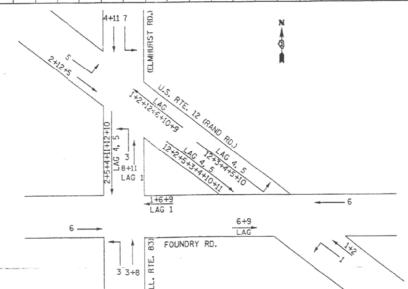
## NOTES:

- 1. PHASE 3 VEHICLE DETECTOR SHALL PLACE ONE VEHICLE CALL INTO PHASE 8
- 2. PHASE 8 MUST BE ON LOCKING DETECTION
- 3. PHASE 2 MUST BE ON RECALL
- 4. ANTIBACKUP & DUAL ENTRY SHALL BE TURNED ON FOR PHASES 3, 4, 7, & 8
- 5. TIMED OVERLAP PHASES Ø 9 EB WB Ø 6 (FOUNDRY) Ø 10 NB SB Ø 2, Ø 5 (US 12) Ø 11 NB SB Ø 4, Ø 8 (IL 83)

6. RING STRUCTURE AND PHASE ASSIGNMENT DIAGRAM

1 2 12 10 5 3 4 11 6 9 7 8

> EVP 1 =  $\emptyset$  1 EVP 2 =  $\emptyset$  5 EVP 3 =  $\emptyset$  3+8 EVP 4 =  $\emptyset$  4+7 EVP 5 = Ø 6



9 CALL = Ø 8 ON 10 CALL = 1, 3, 4, 7, 8, 6 CHECK 11 CALL = Ø 8 ON 12 CALL = Ø 5 CHECK Ø 12 ON OMITS Ø 10 Ø 10 ON OMITS Ø 5 Ø 3 V.D. CALL Ø 8 Ø 4 Ø 4, Ø 8 ON LOCKING DETECTOR Ø 8, 9, 10, 11, 12 MUST BE "NON LOCKING" Ø 4, Ø 8 "DUAL ENTRY" Ø 2 ON RECALL

INFORMATION ONLY

FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -
\$F!LEL\$		DRAWN -	REVISED -
	PLOT SCALE = \$SCALE\$	CHECKED -	REVISED -
\$MODELNAME\$	PLOT DATE = \$DATE\$	DATE -	REVISED -

STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	

IL83 (ELMI	IURST		E OF OPE		ON, ROAD⁄FOUNDRY ROAD
SCALE: NONE	SHEET	OF	SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2013-005-I	COOK	85	71
		CONTRACT	NO. 6	OW23
	ILLINOIS FED. A	ID PROJECT		