CIVIL ENGINEERING CONSULTANTS
RWA
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SEQUENCE OF OPERATION

MOVEMENT		←6 2→			↑3			4↘					FLASH
PHASE		2 + 6			3			4					
INTERVAL		1	2A	2B	3	4A	4B	5	6A	6B	6C	6D	
CHANGE TO			3 4			2+5 4			2+6				
ILL. RTE. 134 ALL SIGNALS	E/B	G	Y	R	R	R	R	R	R	R	R	R	R
ILL. RTE. 134 ALL SIGNALS	W/B	G	Y	R	R	R	R	R	R	R	R	R	R
FAIRFIELD ROAD END MAST ARM AND FAR LEFT SIGNALS	N/B	R	R	R	G →G	Y	R	R	R	R	R	R	R
FAIRFIELD ROAD FAR RIGHT SIGNAL	N/B	R	R	R	G	Y	R	R	R	R	R	R	R
FAIRFIELD ROAD (NORTH OF TRACKS) ALL SIGNALS	S/B	R	R	R	R	R	R	G	Y	R	R	R	R
FAIRFIELD ROAD (SOUTH OF TRACKS) END MAST ARM AND FAR LEFT SIGNALS	S/B	R	R	R	R	R	R	G →G	G →G	G →G	Y	R	R
FAIRFIELD ROAD (SOUTH OF TRACKS) FAR RIGHT SIGNAL	S/B	R	R	R	R	R	R	G	G	G	Y	R	R

RAILROAD PREEMPTION SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1		3		5		PREEMPTOR NUMBER 2				
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	2	3	4	5	CLEAR TO NORMAL SEQUENCE
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2	1D	2	1F	2	3	4	5		
ILL. RTE. 134 ALL SIGNALS	E/B	Y	R	R	R	R	R	R	R	G	△
ILL. RTE. 134 ALL SIGNALS	W/B	Y	R	R	R	R	R	R	R	G	△
FAIRFIELD ROAD END MAST ARM AND FAR LEFT SIGNALS	N/B	R	R	Y	R	R	R	R	R	R	△
FAIRFIELD ROAD FAR RIGHT SIGNAL	N/B	R	R	Y	R	R	R	R	R	R	△
FAIRFIELD ROAD (NORTH OF TRACKS) ALL SIGNALS	S/B	R	R	R	R	Y	R	R	R	R	△
FAIRFIELD ROAD (SOUTH OF TRACKS) END MAST ARM AND FAR LEFT SIGNALS	S/B	R	R	R	R	G →G	G →G	G →G	Y	R	R	△
FAIRFIELD ROAD (SOUTH OF TRACKS) FAR RIGHT SIGNAL	S/B	R	R	R	R	G	G	G	Y	R	R	△
INTERNALLY ILLUMINATED NRT SIGNS		NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	△
INTERNALLY ILLUMINATED NLT SIGNS		NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	△
											HOLD	

PHASES 2 AND 6 SHALL BE PLACED ON RECALL.

1. REPLACE 14 FT. PAINTED POST. RE-USE EXISTING TYPE A CONCRETE FOUNDATION.
2. REPLACE 15 FT. PAINTED POST. RE-USE EXISTING TYPE A CONCRETE FOUNDATION.
3. REPLACE 16 FT. PAINTED POST. RE-USE EXISTING TYPE A CONCRETE FOUNDATION.
4. REPLACE 18 FT. PAINTED POST. RE-USE EXISTING TYPE A CONCRETE FOUNDATION.
5. REPLACE 10 FT. PAINTED POST. RE-USE EXISTING TYPE A CONCRETE FOUNDATION.

NRT = "NO RIGHT TURN" OR

NLT = "NO LEFT TURN" OR

△ 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.

I. D. O. T.
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. LAMPS	WATTAGE		% OPERATIONS	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	15	135	17	0.50	128
(YELLOW)	15	135	25	0.25	94
(GREEN)	19	135	15	0.25	71
ARROW	--	135	12	0.10	--
PED. SIGNAL	--	90	25	1.00	--
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN	4	252	25	0.05	5
VIDEO SYSTEM	--	150	-	1.00	--
FLASHER LED					
				TOTAL =	398

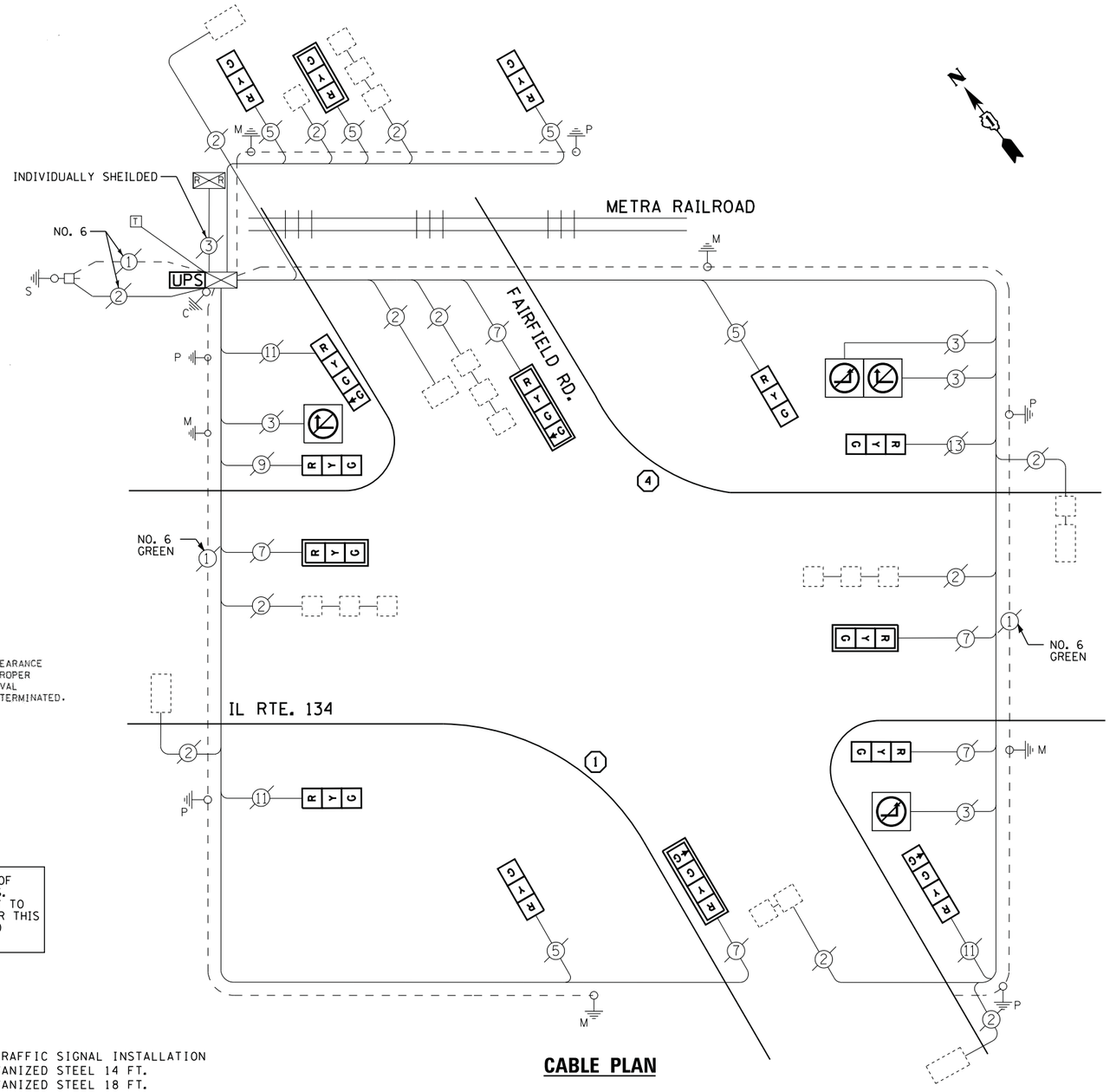
ENERGY COSTS- BILLED TO: IDOT DISTRICT 1
201 WEST CENTER COURT
SCHAUMBURG, IL 60196-1096

ENERGY SUPPLY - CONTACT TERRI BLECK
PHONE 847-816-5239
COMMONWEALTH EDISON

CONTRACTOR SHALL CONTACT METRA PRIOR TO START OF CONSTRUCTION AND REQUEST THEIR FLAGGING SERVICES. PAYMENT WILL BE MADE BY THE CONTRACTOR DIRECTLY TO METRA, AND THE CONTRACTOR WILL BE REIMBURSED FOR THIS COST ACCORDING TO SECTION 109.05 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
1	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.
1	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 18 FT.
3	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED
8	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED
2	EACH	SIGNAL HEAD, LED, 1-FACE, 4-SECTION, BRACKET MOUNTED
2	EACH	SIGNAL HEAD, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED
5	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM
4	EACH	ILLUMINATED SIGN, LED
1	EACH	MODIFY EXISTING CONTROLLER CABINET
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
1	EACH	UNINTERRUPTABLE POWER SUPPLY, SPECIAL



CABLE PLAN

REMOVAL OF EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

11	EACH	SIGNAL HEAD, 3 - SECTION
4	EACH	SIGNAL HEAD, 4 - SECTION
5	EACH	TRAFFIC SIGNAL BACKPLATE
2	EACH	SIGNAL POST
4	EACH	ILLUMINATED SIGN

TS# 7090
ROUND LAKE

FILE NAME = N:\Projects3\12004\DesignCAD\Sheet Files\12-004 Sheets NW Lake Co\07090_CAB_LAKE.dgn	USER NAME = $USER$	DESIGNED - DW	REVISED -
	PLOT SCALE = $SCALE$	DRAWN - JDH	REVISED -
	PLOT DATE = 12/10/2012	CHECKED - KMM	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILL ROUTE 134 AT FAIRFIELD ROAD
SEQUENCE OF OPERATIONS, EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATIONS AND RAILROAD PREEMPTION SEQUENCE OF OPERATIONS

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2012-040TS	LAKE	60	46
		CONTRACT NO. 60T85		
	ILLINOIS FED. AID PROJECT			