

TEMPORARY SEQUENCE OF OPERATION (FOR STAGE 1, SUB STAGE 2 AND STAGE 2, SUB STAGE 2 WITH LEAD-LAG OPERATION FOR US RTE. 20 AND ILL. RTE. 53)

| MOVEMENT  |     |     |      |                          |    |     |    |    |      |     |     |    |    |                   |    |    |      |                          |     |     |     |     |    |                          |     |       |     |     |    |    |     |     |     |                   |     |     |    |                          |     |     |     |     |      |    |
|---|-----|-----|------|--------------------------|----|-----|----|----|------|-----|-----|----|----|-------------------|----|----|------|--------------------------|-----|-----|-----|-----|----|--------------------------|-----|-------|-----|-----|----|----|-----|-----|-----|-------------------|-----|-----|----|--------------------------|-----|-----|-----|-----|------|----|
| PHASE   |     | 2+5 |      |                          |    | 2+6 |    |    |      | 1+6 |     |    |    | 3+8               |    |    |      | 4+8                      |     |     |     | 4+7 |    |                          |     | FLASH |     |     |    |    |     |     |     |                   |     |     |    |                          |     |     |     |     |      |    |
| INTERVAL  |     | 1   | 2    | 3A                       | 3B | 4A  | 4B | 5  | 6    | 7A  | 7B  | 8A | 8B | 9A                | 9B | 10 | 11   | 12A                      | 12B | 13A | 13B | 14  | 15 | 16A                      | 16B |       | 17A | 17B | 18 | 19 | 20A | 20B | 21A | 21B               | 22A | 22B | 23 | 24                       | 25A | 25B | 26A | 26B |      |    |
| CHANGE TO   |     | ∅   | ∅    | 1+6<br>3+8<br>4+7<br>4+8 |    | 2+6 |    | /  | /    | 1+6 | 2+5 |    |    | 3+8<br>4+7<br>4+8 |    | /  | /    | 2+5<br>3+8<br>4+7<br>4+8 |     | 2+6 |     | ∅   | ∅  | 1+6<br>2+5<br>2+6<br>4+7 |     |       | 4+8 |     | /  | /  | 4+7 |     | 3+8 | 1+6<br>2+5<br>2+6 |     | /   | /  | 1+6<br>2+5<br>2+6<br>3+8 |     | 4+8 |     |     |      |    |
| US ROUTE 20 (LAKE STREET)<br>NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNAL                                  | E/B | G   | G    | Y                        | R  | G   | G  | G  | G    | Y   | R   | G  | 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   | R   | R   | R   |      |    |
| US ROUTE 20 (LAKE STREET)<br>TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS                           | E/B | ←G  | ←G   | ←Y                       | ←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  | ←R  | ←R | ←R                       | ←R  | ←R  | ←R  | ←R  | ←R   |    |
| US ROUTE 20 (LAKE STREET)<br>NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNAL                                  | W/B | R   | R    | R                        | R  | R   | R  | G  | G    | G   | G   | Y  | R  | Y                 | R  | G  | G    | Y                        | R   | G   | G   | R   | R  | R                        | R   | R     | R   | R   | R  | R  | R   | R   | R   | R                 | R   | R   | R  | R                        | R   | R   | R   | R   | R    |    |
| US ROUTE 20 (LAKE STREET)<br>TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS                           | W/B | R   | R    | R                        | R  | R   | R  | ←R | ←R   | ←R  | ←R  | ←R | ←R | ←R                | ←R | ←G | ←G   | ←Y                       | ←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 |
| ILLINOIS ROUTE 53 (ROHLWING ROAD)<br>NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNALS                         | N/B | R   | R    | R                        | R  | R   | R  | R  | R    | R   | R   | R  | R  | R                 | R  | R  | R    | R                        | R   | R   | R   | R   | G  | G                        | Y   | R     | G   | G   | G  | G  | Y   | R   | G   | G                 | Y   | R   | R  | R                        | R   | R   | R   | R   | R    |    |
| ILLINOIS ROUTE 53 (ROHLWING ROAD)<br>TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS                   | N/B | ←R  | ←R   | ←R                       | ←R | ←R  | ←R | ←R | ←R   | ←R  | ←R  | ←R | ←R | ←R                | ←R | ←R | ←R   | ←R                       | ←R  | ←R  | ←R  | ←R  | ←G | ←G                       | ←Y  | ←R    | ←Y  | ←R  | ←R | ←R | ←R  | ←R  | ←R  | ←R                | ←R  | ←R  | ←R | ←R                       | ←R  | ←R  | ←R  | ←R  | ←R   |    |
| ILLINOIS ROUTE 53 (ROHLWING ROAD)<br>NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNALS                         | S/B | 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   | Y   | R  | G                        | G   | Y   | R   | G   | G    | R  |
| ILLINOIS ROUTE 53 (ROHLWING ROAD)<br>TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS                   | S/B | ←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 | ←R  | ←R  | ←R  | ←R                | ←R  | ←R  | ←R | ←R                       | ←R  | ←R  | ←R  | ←R  | ←R   |    |
| PEDESTRIAN SIGNALS - CROSSING ILLINOIS ROUTE 53 (ROHLWING RD)<br>ON NORTH SIDE OF US ROUTE 20 (LAKE STREET) |     | H   | H    | H                        | H  | H   | H  | *P | **FH | H   | H   | H  | H  | H                 | H  | *P | **FH | H                        | H   | H   | H   | H   | H  | H                        | H   | H     | H   | H   | H  | H  | H   | H   | H   | H                 | H   | H   | H  | H                        | H   | H   | H   | H   | DARK |    |
| PEDESTRIAN SIGNALS - CROSSING ILLINOIS ROUTE 53 (ROHLWING RD)<br>ON SOUTH SIDE OF US ROUTE 20 (LAKE STREET) |     | *P  | **FH | H                        | H  | H   | H  | *P | **FH | H   | H   | H  | H  | H                 | H  | *P | **FH | H                        | H   | H   | H   | H   | H  | H                        | H   | H     | H   | H   | H  | H  | H   | H   | H   | H                 | H   | H   | H  | H                        | H   | H   | H   | H   | DARK |    |
| PEDESTRIAN SIGNALS - CROSSING US ROUTE 20 (LAKE STREET)<br>ON EAST SIDE OF ILLINOIS ROUTE 53 (ROHLWING RD)  |     | H   | H    | H                        | H  | H   | H  | H  | H    | H   | H   | H  | H  | H                 | H  | H  | H    | H                        | H   | H   | H   | H   | H  | H                        | H   | H     | H   | H   | H  | H  | H   | H   | H   | H                 | H   | H   | H  | H                        | H   | H   | H   | H   | DARK |    |
| PEDESTRIAN SIGNALS - CROSSING US ROUTE 20 (LAKE STREET)<br>ON WEST SIDE OF ILLINOIS ROUTE 53 (ROHLWING RD)  |     | H   | H    | H                        | H  | H   | H  | H  | H    | H   | H   | H  | H  | H                 | H  | H  | H    | H                        | H   | H   | H   | H   | H  | H                        | H   | H     | H   | H   | H  | H  | H   | H   | H   | H                 | H   | H   | H  | H                        | H   | H   | H   | H   | DARK |    |

P = ILLUMINATED PERSON = WALK  
 FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK  
 H = ILLUMINATED SOLID HAND = DON'T WALK  
 PHASE 2 + 6 SHALL BE PLACED ON RECALL.  
 \* TO APPEAR ONLY UPON PUSHBUTTON ACTUATION.  
 \*\* FLASHING "Ⓛ" IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.  
 ∅ THIS "Ⓛ" OR FLASHING "Ⓛ" INTERVAL MAY FINISH TIMING IN THE BI-DIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE "Ⓛ" OR FLASHING "Ⓛ" INTERVALS. "Ⓛ" AND FLASHING "Ⓛ" TIMINGS TO BE SET ONLY ON THE PHASES WHERE "Ⓛ" AND FLASHING "Ⓛ" ARE INDICATED IN THE SEQUENCE OF OPERATION.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.