PLAN
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NOTE BOOK R/T. OF WAY CHECKED
NO. _____ CADD FILE NAME
BY
DATE

PROFILE
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PLANS CHECKED
NOTE BOOK BLM. NOTED
NO. _____ STRUCTURE NO. ATTNS. SHEET
BY
DATE

SUMMARY OF QUANTITIES

CODE NUMBER	PAY ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	Y031-F					
				EDGELAWN DRIVE	RANDALL ROAD	ELMWOOD DRIVE	NANTUCKET ROAD	HIGHLAND AVENUE	INTERCONNECT
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	1						
67100100	MOBILIZATION	L SUM	1						
70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1						
81000700	CONDUIT IN TRENCH, 2 1/2" DIA.,GALVANIZED STEEL	FOOT	133	79	47		7		
81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	70						70
81018600	CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	71	37	10			24	
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	151	79	65		7		
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	5	1	1	1	1	1	
85700500	FULL-ACTUATED CONTROLLER IN EXISTING CABINET	EACH	1					1	
86400100	TRANSCEIVER - FIBER OPTIC	EACH	5						5
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	2887	697	734	613	410	433	
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	5913	1450	1524	1282	577.5	1079.5	
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1870.5	351	1090.5			429	
87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1727	725	694		146.5	161.5	
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	4613	854	1137	815.5	1077	729.5	
87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	9	4	4			1	
87502520	TRAFFIC SIGNAL POST, GALVANIZED STEEL 18 FT.	EACH	1				1		
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	40	16	16		4	4	
87900200	DRILL EXISTING HANDHOLE	EACH	16	4	10		1	1	
88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	3		2			1	
88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	3	2			1		
88030240	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	7	2	4			1	
88102710	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	EACH	2					2	
88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2				2		
88102740	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED	EACH	1					1	
88102747	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	13	4	4	4	1		
88200110	TRAFFIC SIGNAL BACKPLATE, LOUVERED	EACH	3		2			1	
88500100	INDUCTIVE LOOP DETECTOR	EACH	12	2	4	2	2	2	
88600100	DETECTOR LOOP, TYPE 1	FOOT	256		256				
88700200	LIGHT DETECTOR	EACH	2					2	
88700300	LIGHT DETECTOR AMPLIFIER	EACH	1					1	
88800100	PEDESTRIAN PUSH-BUTTON	EACH	18	4	4	4	3	3	
89502205	MODIFY EXISTING CONTROLLER (SPECIAL)	EACH	4	1	1	1	1		
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	22176	3788	4342	2508	1118	1361.5	9058.5
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	5	1	1	1	1	1	
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	10	4	4		1	1	
X0322925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	9141.5						9141.5
X0324007	OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1						1
X0324256	FIBER OPTIC CABLE SPLICE	EACH	1						1
X8510300	PAINT TRAFFIC SIGNAL POST	EACH	10	4	4		1	1	
X8620020	UNINTERRUPTABLE POWER SUPPLY	EACH	5	1	1	1	1	1	
X8710020	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	9141.5						9141.5
X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	3572	1156.5	671.5	779	457	508	
X8950115	RELOCATE LIGHT DETECTOR	EACH	1				1		

⚠ AS PER ICC COMMENTS 08/18/09

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		DRAWN BAH	REVISED -
	PLOT SCALE = $SCALE$	CHECKED APS	REVISED -
	PLOT DATE = 8/21/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
(SHEET 1 OF 2)

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1503	08-00271-00-TL	KANE	30	2
		CONTRACT NO. 63246		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NUMBER	PAY ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	Y031-F					
				EDGELAWN DRIVE	RANDALL ROAD	ELMWOOD DRIVE	NANTUCKET ROAD	HIGHLAND AVENUE	INTERCONNECT
X8730250	ELECTRIC CABLE IN CONDUIT, NO. 20 3/C TWISTED SHIELDED	FOOT	464					464	
XX006923	GROUND EXISTING HANDHOLE FRAME AND COVER	EACH	35	10	7	7	5	6	
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1					1	
XX007988	SIGNAL HEAD, LED, 3-SECTION, MAST ARM MOUNTED, RETROFIT	EACH	6		1		2	3	
XX007987	SIGNAL HEAD, LED, 3-SECTION, BRACKET MOUNTED, RETROFIT	EACH	2				2		
XX007990	SIGNAL HEAD, LED, 5-SECTION, MAST ARM MOUNTED, RETROFIT	EACH	6		1		1	4	
XX007989	SIGNAL HEAD, LED, 5-SECTION, BRACKET MQUNTED, RETROFIT	EACH	3					3	
XX007952	TERMINAL SERVER	EACH	1						1
XX007992	ETHERNET SWITCH	EACH	1						1
XX007993	CENTRALIZED SYSTEM FIELD INTEGRATION / SETUP	L SUM	1						1

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / NOTE BOOK / RT. OF WAY CHECKED / NO. / CADD FILE NAME / BY / DATE

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / BM. NOTED / STRUCTURE NOTATING CHKD / NOTE BOOK / NO. / BY / DATE

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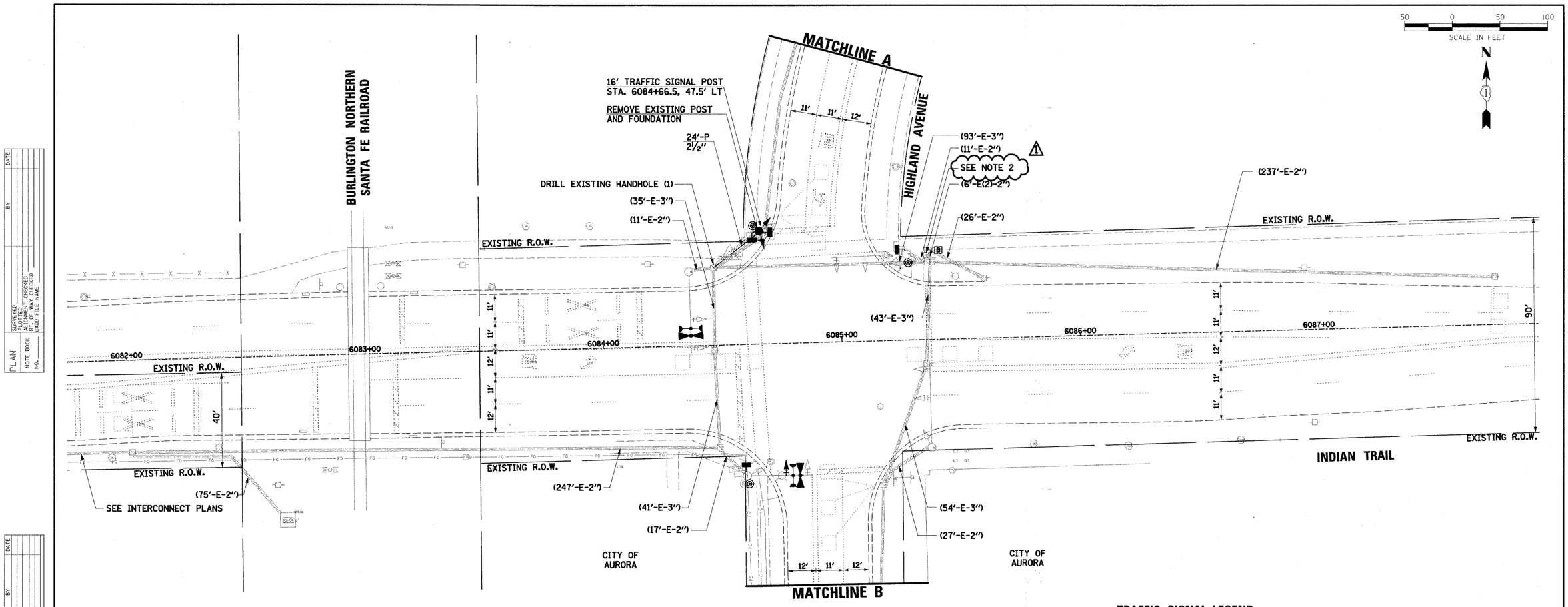
		DRAWN BAH	REVISED -			1503	08-00271-00-TL	KANE	30	3
	PLOT SCALE = $SCALE$	CHECKED APS	REVISED -						CONTRACT NO. 63246	
	PLOT DATE = 8/21/2009	DATE -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / BM& NOTED / STRUCTURE NO(S)/FNS GIVEN / NOTE BOOK / NO. / BY / DATE

NOTE:
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING TRAFFIC SIGNAL OPERATIONS AT ALL TIMES DURING CONSTRUCTION.
2. THE EXISTING TELEPHONE SERVICE CONNECTION SHALL BE REMOVED. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.
3. THE SIGNS ON THE EXISTING POST IN THE NORTHWEST CORNER SHALL BE REMOVED AND RELOCATED TO THE PROPOSED TRAFFIC SIGNAL POST. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.

THE EXISTING CONDUITS (WHERE APPLICABLE) SHALL BE ABANDONED.

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE CITY OF AURORA AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE MAINTENANCE FACILITY DESIGNATED BY THE CITY. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT (SEE SCHEDULE OF QUANTITIES FOR REMOVAL ITEMS TO BE PAID FOR SEPERATELY).

1	EACH	TRAFFIC SIGNAL POSTS
2	EACH	TRAFFIC SIGNAL HEADS
4	EACH	PEDESTRIAN SIGNAL HEADS
4	EACH	PEDESTRIAN PUSH-BUTTONS
1	EACH	TRAFFIC SIGNAL CONTROLLER

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

THE EMERGENCY VEHICLE PREEMPTION EQUIPMENT FOR THIS PROJECT SHALL BE OPTICOM AS REQUIRED BY THE CITY OF AURORA.

RESTORATION OF WORK AREA:
RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER	▣	▣
SERVICE INSTALLATION	■	▯
SIGNAL HEAD	→	→
SIGNAL HEAD WITH BACKPLATE	→	→
SIGNAL HEAD, PEDESTRIAN	▮	▯
SIGNAL POST	●	○
MAST ARM ASSEMBLY AND POLE, STEEL	●	○
MAST ARM ASSEMBLY AND POLE, ALUMINUM	●	○
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE	●	○
UNIT DUCT	UD	
COMMON TRENCH	CT	
HANDHOLE	◪	▨
HEAVY DUTY HANDHOLE	H	H
DOUBLE HANDHOLE	◪◪	▨▨
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)	——	═══
PEDESTRIAN PUSHBUTTON DETECTOR	◎	◎
PAN/TILT/ZOOM CAMERA	▬	▭

	PROPOSED	EXISTING
DETECTOR LOOP	□	⋯
CAST IRON JUNCTION BOX	Ⓘ	Ⓘ"E"
EMERGENCY VEHICLE LIGHT DETECTOR	◀	◁
CONFIRMATION BEACON	●◁	○◁
SIGNAL HEAD OPTICALLY PROGRAMMED	→"P"	→"P"
CONDUIT SPLICE	●⋯	
WOOD POLE	⊗	⊗"E"
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	▭	"E"▭
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	▬	▭
RAILROAD CONTROL CABINET	▣	▣"E"
TELEPHONE CONNECTION	T	T
ILLUMINATED SIGN "NO LEFT TURN"	⊘	⊘"E"
ILLUMINATED SIGN "NO RIGHT TURN"	⊘	⊘"E"
UNITERRUPTABLE POWER SUPPLY	B	B
VIDEO DETECTION CAMERA	V	V
VIDEO DETECTION AREA	▩	▨
WIRELESS ANTENNA		

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		DRAWN BAH	REVISED -
	PLOT SCALE = $SCALE$	CHECKED APS	REVISED -
	PLOT DATE = 8/21/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODIFICATION PLAN
HIGHLAND AVENUE
(SHEET 1 OF 2)

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

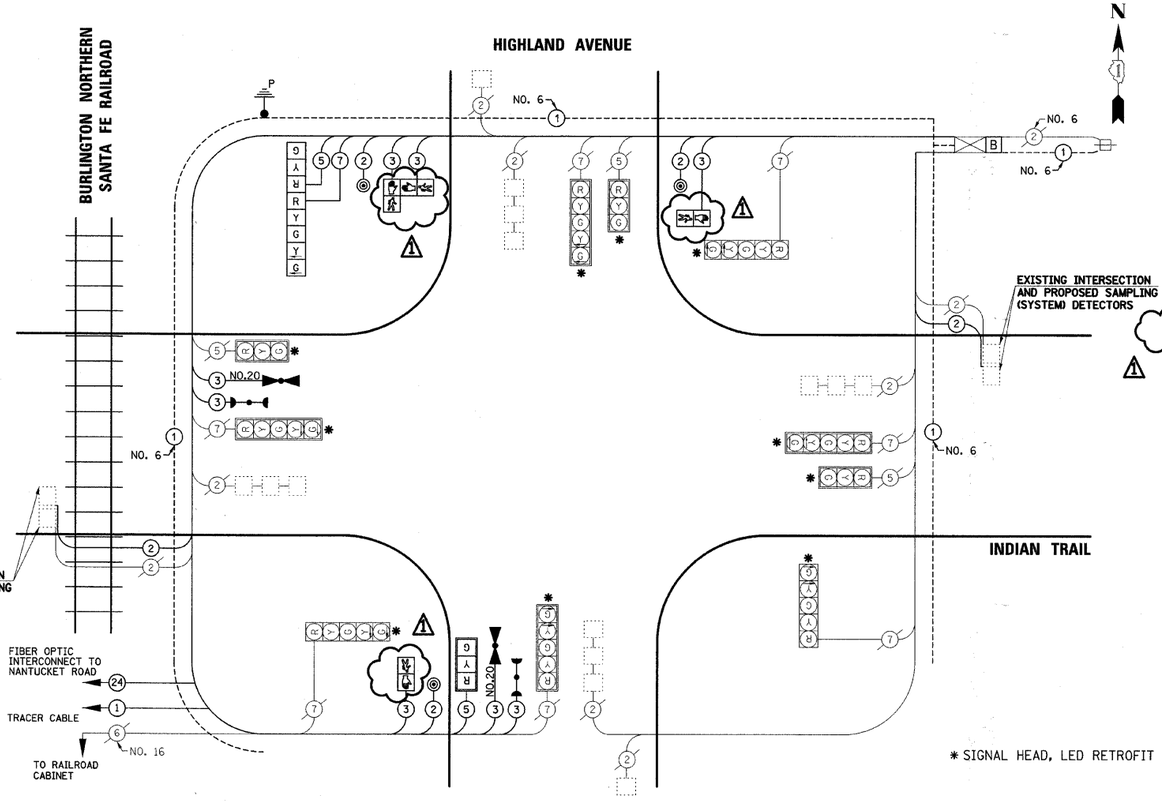
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1503	08-00271-00-TL	KANE	30	22
		CONTRACT NO. 63246		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CABLE PLAN LEGEND

EXISTING	PROPOSED	
G	G	8" (200mm) TRAFFIC SIGNAL SECTION
R	R	12" (300mm) TRAFFIC SIGNAL SECTION
W	W	12" (300mm) PEDESTRIAN SIGNAL SECTION
ORW	ORW	12" (300mm) PEDESTRIAN SIGNAL SECTION
	00	
		CONTROLLER CABINET
		SERVICE INSTALLATION
T	T	TELEPHONE INSTALLATION
		VEHICLE DETECTOR, INDUCTION LOOP
		MAGNETIC DETECTOR
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PUSHBUTTON DETECTOR
		LUMINAIRE
2	2	DENOTES NUMBER OF CONDUCTORS. ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
1	1	GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
24	24	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F SM12F
R Y G LY LG	R Y G LY LG	SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD.
"E" "P"	"P"	
"E"		RAILROAD CONTROL CABINET
"E"		ILLUMINATED SIGN "NO LEFT TURN"
		ILLUMINATED SIGN "NO RIGHT TURN"
		WIRELESS ANTENNA
H/C	H/C	GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (HH), OR CONTROLLER (C)
P/MA	P/MA	GROUND ROD AT POST (P) OR MAST ARM POLE (MA)
S	S	GROUND ROD AT ELECTRIC SERVICE INSTALLATION
B	B	UNINTERRUPTABLE POWER SUPPLY
*	*	LED STREET NAME SIGN
V	V	VIDEO DETECTION CAMERA
		PAN/TILT/ZOOM CAMERA

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / GRADES CHECKED / BAR. NOTED / STRUCTURE NOTATIONS CHKD / NOTE BOOK / NO. / PLAN FILE NAME / BY / DATE

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / BAR. NOTED / NOTE BOOK / NO. / BY / DATE



* SIGNAL HEAD, LED RETROFIT

SCHEDULE OF QUANTITIES

PAY ITEM DESCRIPTION	UNIT	HIGHLAND AVENUE
CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	24
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
FULL-ACTUATED CONTROLLER IN EXISTING CABINET	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	433
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1079.5
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	429
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	161.5
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	729.5
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	4
DRILL EXISTING HANDHOLE	EACH	1
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM 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	2
PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED	EACH	1
TRAFFIC SIGNAL BACKPLATE, LOUVERED	EACH	1
INDUCTIVE LOOP DETECTOR	EACH	2
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	3
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1361.5
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	1
PAINT TRAFFIC SIGNAL POST	EACH	1
UNINTERRUPTABLE POWER SUPPLY	EACH	1
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	508
ELECTRIC CABLE IN CONDUIT, NO. 20 3/C TWISTED SHIELDED	FOOT	464
GROUND EXISTING HANDHOLE FRAME AND COVER	EACH	6
RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED, RETROFIT	EACH	3
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED, RETROFIT	EACH	4
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED, RETROFIT	EACH	3

I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	
SIGNAL (RED)	13		17	0.50	110.5
(YELLOW)	13		25	0.25	81.3
(GREEN)	13		15	0.25	48.8
ARROW	16		12	0.10	19.2
PED. SIGNAL	4		25	1.00	100
CONTROLLER	1		100	1.00	100
UPS	1		25	1.00	25
				TOTAL =	484.8

ENERGY COSTS TO: CITY OF AURORA
44 E. DOWNER PLACE
AURORA, ILLINOIS 60507-2067

ENERGY SUPPLY CONTACT: MARK SCHERIBEL
PHONE: (630) 723-2128
COMPANY: COMMONWEALTH EDISON

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
C - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'+L-2=
D - CONTROLLER	4 (1.2)	SIGNAL POST	2 (1.0)		(6m+L-0.6m)
E - M.A. LENGTH		CONTROLLER CAB.	1 (0.5)	BRACKET MOUNTED	13 (4.0)
<30' 30" (900mm)	10 (3.0)	FIBER OPTIC	13 (4.0)	PED. PUSHBUTTON	4 (1.2)
<40' 30" (750mm)	13.5 (4.1)	ELECTRIC SERVICE	1 (0.5)	ELECTRIC SERVICE	13.5 (4.1)
<40' 36" (900mm)	11 (3.4)	GROUND CABLE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
<50' 36" (900mm)	13 (4.0)			POST MOUNTED	6 (1.8)
≥50' 36" (900mm)	15 (4.6)				

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

THE EMERGENCY VEHICLE PREEMPTION EQUIPMENT FOR THIS PROJECT SHALL BE OPTICOM AS REQUIRED BY THE CITY OF AURORA.

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PLOT SCALE = $SCALE$
PLOT DATE = 8/21/2009

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CHECKED APS
DATE -

REVISED ⚠ AS PER ICC COMMENTS 08/18/09
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REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN
HIGHLAND AVENUE

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1503	08-00271-00-TL	KANE	30	24
		CONTRACT NO. 63246		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROPOSED SEQUENCE OF OPERATION

MOVEMENT		N	5→1	P→6→1	5→2	P→6 2→	7→3	P 4 7	3 8	P 4 8	FLASH
PHASE			1+5	1+6	2+5	2+6	3+7	4+7	3+8	4+8	
INTERVAL			1 2 3 4	5 6 7	8 9	10 11 12A 12B	13 14 15 16	17 18 19 20A 20B	21 22 23A 23B	24 25 26A 26B	
CHANGE TO			/ 1+6 2+5 2+6	/ / 2+6	/ 2+6	/ / 3+7 4+7 3+8 4+8	/ 1+5 1+6 2+5 2+6 4+8 3+8 4+7	/ / 4+8 1+5 1+6 2+5 2+6	/ 4+8 1+5 1+6 2+5 2+6	/ / 1+5 1+6 2+5 2+6	
INDIAN TRAIL MID MAST ARM SIGNAL	E/B		R R R R	R R R	G G	G G Y R	R R	R R R R R	R R R R	R R R R	R
INDIAN TRAIL FAR LEFT AND END MAST ARM SIGNALS	E/B		R→G R→Y R→G R→Y	R R R	G→G G→Y	G G Y R	R R	R R R R R	R R R R	R R R R	R
INDIAN TRAIL MID MAST ARM SIGNAL	W/B		R R R R	G G G	R R	G G Y R	R R	R R R R R	R R R R	R R R R	R
INDIAN TRAIL FAR LEFT AND END MAST ARM SIGNALS	W/B		R→G R→G R→Y R→Y	G→G G→G G→Y	R R	G G Y R	R R	R R R R R	R R R R	R R R R	R
HIGHLAND AVENUE MID MAST ARM SIGNAL	N/B		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 Y R	R
HIGHLAND AVENUE FAR LEFT AND END MAST ARM SIGNALS	N/B		R R R R	R R R	R R	R R R R	R→G R→Y	R R R R R	G→G G→Y Y R	G G Y R	R
HIGHLAND AVENUE NEAR RIGHT AND MID MAST ARM 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	G G Y R	R
HIGHLAND AVENUE FAR LEFT AND END MAST ARM SIGNALS	S/B		R R R R	R R R	R R	R R R R	R→G R→Y	G G G Y R	R R R R	G G Y R	R
PEDESTRIAN SIGNALS CROSSING - NORTH SIDE OF INDIAN TRAIL			DW DW DW DW	W* FL** DW DW	DW DW	W* FL** DW DW DW	DW DW	DW DW DW DW DW	DW DW DW DW	DW DW DW DW	DARK
PEDESTRIAN SIGNALS CROSSING - WEST SIDE OF HIGHLAND AVENUE			DW DW DW DW	DW DW DW	DW DW	W* FL** DW DW DW	DW DW	DW DW DW DW DW	DW DW DW DW	W* FL** DW DW	DARK

NOTE: PHASES 2+6 SHALL BE ON RECALL

* TO APPEAR ONLY UPON PUSH BUTTON ACTIVATION

** FLASHING "DONT WALK" IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE

W = WALK

FL DW = FLASHING "DONT WALK"

DW = "DONT WALK"

PROPOSED RAILROAD PREEMPTION SEQUENCE OF OPERATION

														PREEMPTOR NUMBER 3		PREEMPTOR NUMBER 4		PREEMPTOR NUMBER 2				
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1	5	8	10	13	17	21	24													
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER														2		3						
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	2	3	4	5	CLEAR TO NORMAL SEQUENCE
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		2	1C	2	2	1G	2	2	1J	2	1L	2	1N	2	1Q	2	1S	2	3	4	5	
INDIAN TRAIL MID MAST ARM SIGNAL	E/B	R	R	R	G	G	G	R	R	R	R	R	R	R	G	G	R	R	G	Y	R	R	△
INDIAN TRAIL FAR LEFT AND END MAST ARM SIGNALS	E/B	R→G	R	R	G→G	G	G	R	R	R	R	R	R	R	G	G	R	R	G→G	Y	R	R	△
INDIAN TRAIL MID MAST ARM SIGNAL	W/B	R	Y	R	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	△
INDIAN TRAIL FAR LEFT AND END MAST ARM SIGNALS	W/B	R→Y	Y	R	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	△
HIGHLAND AVENUE MID MAST ARM SIGNAL	N/B	R	R	R	R	R	R	R	R	Y	R	Y	R	R	R	Y	R	R	R	R	R	G	△
HIGHLAND AVENUE FAR LEFT AND END MAST ARM SIGNALS	N/B	R	R	R	R	R	R	R→Y	R	R	Y	R	Y	R	R	R	Y	R	R	R	R	G	△
HIGHLAND AVENUE NEAR RIGHT AND MID MAST ARM SIGNALS	S/B	R	R	R	R	R	R	R	Y	R	R	R	Y	R	R	R	Y	R	R	R	R	G	△
HIGHLAND AVENUE FAR LEFT AND END MAST ARM SIGNALS	S/B	R	R	R	R	R	R	R→Y	Y	R	R	R	Y	R	R	R	Y	R	R	R	R	G	△
PEDESTRIAN SIGNALS CROSSING - NORTH SIDE OF INDIAN TRAIL		DW	FL DW	DW	DW	FL DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	△
PEDESTRIAN SIGNALS CROSSING - WEST SIDE OF HIGHLAND AVENUE		DW	DW	DW	DW	DW	DW	DW	FL DW	DW	DW	DW	FL DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	△

△ 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 AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

HOLD

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

																											PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	
CHANGE FROM NORMAL SEQUENCE OF OPERATIONS INTERVAL NUMBER		1	5	5		8	8		10	10		13	17			17	21		21	24			24						
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	1Y	1Z	2	3	CLEAR TO NORMAL SEQUENCE
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		2 OR 3	2	1D	1E	3	2	1H	3	2	1L	1M	3	2 OR 3	1Q	1R	2	3	1U	2	3	1X	1Y	2	3			
INDIAN TRAIL MID MAST ARM SIGNAL	E/B	R	R	R	R	R	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇
INDIAN TRAIL FAR LEFT AND END MAST ARM SIGNALS	E/B	R→Y	R	R	R	R	G→Y	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇
INDIAN TRAIL MID MAST ARM SIGNAL	W/B	R	G	G	Y	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇
INDIAN TRAIL FAR LEFT AND END MAST ARM SIGNALS	W/B	R→Y	G→Y	G→G	Y	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇
HIGHLAND AVENUE MID MAST ARM SIGNAL	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	G	G	Y	R	G	R	G	◇
HIGHLAND AVENUE FAR LEFT AND END MAST ARM SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R→Y	R	R	R	R	Y	R	G→Y	G	Y	R	G	R	G	◇
HIGHLAND AVENUE NEAR RIGHT AND MID MAST ARM SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	G	R	R	R	G	Y	R	G	R	G	◇
HIGHLAND AVENUE FAR LEFT AND END MAST ARM SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R→Y	G→G	Y	R	G→Y	R	R	R	G	Y	R	G	R	G	◇
PEDESTRIAN SIGNALS CROSSING - NORTH SIDE OF INDIAN TRAIL		DW	FL DW	FL DW	DW	DW	DW	DW	DW	FL DW	FL DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	◇
PEDESTRIAN SIGNALS CROSSING - WEST SIDE OF HIGHLAND AVENUE		DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	FL DW	DW	DW	FL DW	DW	DW	DW	FL DW	DW	DW	FL DW	DW	DW	◇

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

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / GRADES CHECKED / R.P. OF W.A. CHECKED / QUAD FILE NAME / NOTE BOOK / NO. / BY / DATE

PROFILE — SURVEYED / PLOTTED / BEAM NOTED / STRUCTURE NOTATING CHKD / NOTE BOOK / NO. / BY / DATE

FILE NAME = ...\sheets\698_6_sig_05e_high.dgn	USER NAME = .USER.	DESIGNED -	REVISED ⚠ AS PER ICC COMMENTS 08/18/09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONTROLLER, RAILROAD PREEMPTION, AND EMERGENCY VEHICLE PREEMPTION SEQUENCES OF OPERATION
		DRAWN BAH	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED APS	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.
	PLOT DATE = 8/21/2009	DATE -	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1503	08-00271-00-TL	KANE	30	25
		CONTRACT NO. 63246		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		