TEMPORARY SEQUENCE OF OPERATION

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MOVEMENT					5- -		1.					۴-	←	f 6 1	Ď		5— 2— P—	*	- P				F	2		, ,					Ρ		>				Ori, announcementarion agento, (St.		
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INTERVAL		1	2A 2	1B 3/	36	30	3D	4A Z	4B: 4	C 4D	5	6 7	'A 7	B 7	C 7	D 3	8 9	10	10B	11	12	13A 13	3B 130	13D	14A	148 1	5A 18	5B 25	C 151) 16	17	181	18B	19	20 21	A 216	210	21D	A-
SHANGE TO			1+6		2	+5		-	2+6	e mae maemaga () e mode me e amenia.	9/	Ø		2+6			ø / ø	/	2+6			•	3, 4 1+5	anagilmomentum o en concre	1+	-6		2+5		1		4 1+ 1+ 2- 2-	-6 +5	A		1-2	+5 +6 +5 +6		S ;
ILLINGIS ROUTE 47 NEAR RIGHT AND FAR RIGHT SPAN WORE SIGNALS	N/B	R	R	R A	₹ 6	R	R	R	Ŕ	RR	R	R	R	R	Ŕ	R	G G	G	G	Ğ	G	Y R	R	R	Y	R	Ģ	G (G G	R	R	R	R	R	R F	R	R	R	R
ILLINGIS ROUTE 47 TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS	N/B	+ €	• Y •	R +:	S. +6	* ← G	◆ G	+ ¥ •	-R 4	R +R	≠ R	♣R	R •	⊦R ◀	€R 🔸	-R	← G ← (ş ← Y	◆R	◆R	◆R	◆R ◆F	? * R	∙R	★R	+ R •	R +	R +1	₹ + R	4-3	4 -R	◆R	₩R	4 -R •	•R ◀ſ	₹-R	≠ R	◆R	•R
ILLINOIS ROUTE 47, NORTH OF TRACK RIGHT LOW MOUNT AND TWO RIGHT SPAN WIRE SIGNALS	S/B	R	R	R	Ŕ	R	R	R	R	R R	G	G	G	Ğ	Ġ	G	R	R	R	Ğ	G	Y F	₹ R	R	G	G	Y ·	R F	R R	R	R	R	R	R	R	R:	R	R	R
SLLINGIS ROUTE 47, NORTH OF TRACK LOW MOUNT IN BARREL ION LEFT AND TWO LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS	S/B	→ G	← G ←	G → Y	? * 6	+ R	◆R	∢ Ý •	-R ∢	R ←R	← G	≠ G	- Υ •	- R 🔸	-R +	R	◆R •f	₹ + R	◆R	◆R	◆R	•R •	R ◆F	• + R	₹R	4 -R •	FR ◆	R 📲	₹ + R	(◆ R,	4 -3	. ← R	◆ R	•R	·R +	₹ + -R′	◆R	◆-R	+ ∃
ILLINGIS ROUTE 47, SOUTH OF TRACK NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNALS	S/0	R	R	R R	R	R	R	R I	R	RR	G.	G	G	G	Ĵ	G	R F	₹ R	2	G	G	G E	; Y	73	G	G	G (3 V	R	R	R	R	3	R	R F	R	R	R	R
ILLINOIS ROUTE 47, SOUTH OF TRACK TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS	S/B	→ (3	+ 0 +	6 +	G + 9	î ⊕ Ÿ	→ R	+ € •	⊢G *	- Y + R	* G	4 .5.	€G •	-C •	⊢Υ .	•R. →	*R ∗ f	₹ 4 -R	◆R	◆R	∗ R.	43 ¥1	₹ #8	*R	4- R	∢ R ⋅	₽R ◆	R *F	R → R	→ R	≠R	≠R	◆ R	€? .	•R •F	₹	◆R	+ R	◆R
MAIN STREET NEAR SIDE SPAN WIRE SIGNAL	E/B	R	3	R F	₹ R	R	3:	R.	R	RR	R	R	R	R	R	R	R	R	R	R	R	R R	R	R	R	R	R	₹ F	₹ R	G	G	Y	7	R	RR	R	R	R	R
MAIN STREET FAR SPAN WIRE SIGNALS	E/B	R	3	R F	R	R	₹	R	R	RR	R	R	R	R	R	R	R I	7 17	R	R	R	R R	R	R	R	R	R	₹ F	₹ R	Ğ 4 0	G ∔G	Y	7	R	RF	R	R	R	R
MAIN STREET, EAST OF TRACK LOW MOUNT IN BARREL KON LEFT), SPAN WIRE, AND RIGHT LOW MOUNT SIGNALS	W/B	R	3	R F	? R	R	3	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	R	R	R	7.	G	G Y	R	R	R	R
MAIN STREET, WEST OF TRACK FAR SPAN WIRE SIGNALS	W/B	R	3	R F	R	R	7	R	R	RR	R	R	R	R.	R	R	R I	R R	3	R	R	R R	R	R	R	R	R :	R .	R	R	R	R	7		G G ♣G ♣	G 3 G ₩-G	. Y	R	R
PEDESTRIAN SIGNAL CROSSING MAIN STREET ON EAST SIDE OF ILLINOIS ROUTE 47		Н		H	+ H	Н	H	Н	Н	Н	H	Н	Н	Н	Н	Н	* Fi	Н	H ₂	* P	** FH	H H	Н	Н	Н	н	Н	H F	Н	Н	Н	H	4	Н	H F	Н	Н	Н	OBST
PEDESTRIAN SIGNAL CROSSING MAIN STREET ON WEST SIDE OF ILLINO'S ROUTE 47		Н	4	H	H	H	H	H	Н	н н	P	FH	Н	H	Н	Н	Н	- H	H	*	* * FH	H }	H	Н	H	Н	Н	Н	f H	Н	Н	Н	4	Н	H F		1-1	H	O KEEL
PEDESTRIAN SIGNAL GROSSING ILLINGS ROUTE 47 DN SQUIH SIDN OF MAIN STREET	E	Н	4	Н	Н	Н	4	Н	Н	НН	Н	Н	Н	Н	Н	Н	Н	- H	H	Н	Н	A H	Н	Н	H	Н	Н	H F	Н	Н	Н	Н	Н	Ď	** j	H	Н	Ĥ	OPST
PEDESTRIAN SIGNAL CROSSING ILLINOIS ROLITE 47 ON NORTH SIDE OF MAIN STREET	Ę	H	4	H F	H H	H	H	Ĥ	H	н н	Н	H:	Н	Н	Н	Н	Н	: Н	Н	Н	Н	H I	+ +	Н	Н	Н	н	Н	н	* P	ř# FH	Н	1	Н	H	+	Н	Н	Ologh

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 " 18 TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE,
- ## THIS "图" OR FLASHING "图" INTERVAL MAY FINISH

 TIMING IN THE BI-DIRECTIONAL STRAIGHT THROUGH MOVEMENT IF

 THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE "图"

 OR FLASHING "图" INTERVALS. "图" AND FLASHING "图" TIMINGS TO BE SET ONLY
 ON THE PHASES WHERE "图" AND FLASHING "图" ARE INDICATED IN THE SECUENCE OF OPERATION.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION TEMPORARY SEQUENCE OF OPERATION ILLINOIS ROUTE 47 AT MAIN STREET

REVISIONS PRE-STAGE, STAGE 1, STAGE 1B, STAGE 1C, STAGE 2,

STAGE 2B, STAGE 2C, AND AFTER ALL THE PROPOSED ROADWAY GEOMETRICS ARE BUILT AND SCALE: NONE

GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HICHWAY
SUITE 306
CHICAGO, ILLINOIS .60681 TE... 1713) 774-5910

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OPEN TO TRAFFIC.

(SHEET 1 OF 2) DRAWN BY: MAA DESIGNED BY: PKG/RRM CHECKED BY: PKG/RRM DATE: APRIL 17, 2009