PROPOSED SEQUENCE OF OPERATION

MOVEMENT N		\$\frac{1}{3} \rightarrow \tau \tau \tau \tau \tau \tau \tau \tau			1 			[⊥]			±					↑ ⊕ ← ⊢ → ⊤				4 6 8 T				F L A			
PHASE		2	+5		2+6				3+7			3+8				4+7					4+8				s		
INTERVAL	1	2	ЗА	3В	4	5	6A	68	7	8	9	10	11	12	13A	13B	14	15	16	17A	17B	18	19	20	21A	21B	1 н
CHANGETO		2+6	3 4	+ 7 + 8 + 7 + 8			3 4	+7 +8 +7 +8		2+5 2+6 4+8	3+8	4+7	ø	ø	2 · 2 ·		4+8	ø	ø		+5	4+8			2	+5	
IL ROUTE 25 (BROADWAY STREET) END MAST ARM AND FAR LEFT SIGNALS	G → G	G ← Y	Y	R	G	G	Υ	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL ROUTE 25 (BROADWAY STREET) CENTER AND RIGHT MAST ARM AND NEAR RIGHT SIGNALS NE	G	G	Υ	R	G	G	Υ	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL ROUTE 25 (BROADWAY STREET) ALL SIGNALS SE	R	R	R	R	G	G	Υ	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
ILLINOIS AVENUE END MAST ARM AND FAR LEFT SIGNALS EE	R	R	R	R	R	R	R	R	R +G	R +Y	R + Y	R	R	R	R	R	R	G +G	G +-G	Y	R	G -Y	G	G	Y	R	R
ILLINOIS AVENUE RIGHT MAST ARM AND NEAR RIGHT SIGNALS	R G→	R Y-	R Y→	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	G	G	G	Y	R	R
ILLINOIS AVENUE END MAST ARM AND FAR LEFT SIGNALS WE	R	R	R	R	R	R	R	R	R +G	R +Y	R → G	R	G +G	G → G	Y	R	G +Y	R	R	R	R	R	G	G	Υ	R	R
ILLINOIS AVENUE RIGHT MAST ARM AND NEAR RIGHT SIGNALS WE	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	G	R	R	R	R	R	G	G	Y	R	R
PEDESTRIAN SIGNALS CROSSING IL ROUTE 25 ON NORTH SIDE OF ILLINOIS AVENUE	н	н	н	н	н	н	н	н	н	н	Н	н	Р*	FH**	Н	Н	Н	н	н	н	Н	н	P*	FH**	н	н	D
PEDESTRIAN SIGNALS CROSSING IL ROUTE 25 ON SOUTH SIDE OF ILLINOIS AVENUE	н	Н	н	н	н	н	н	н	Н	н	н	н	н	н	н	Н	н	P*	FH**	н	н	н	Р*	FH**	н	н	A R
PEDESTRIAN SIGNALS CROSSING ILLINOIS AVENUE ON WEST SIDE OF IL ROUTE 25	н	н	н	н	p+	FH**	н	н	н	н	н	н	н	н	н	н	н	н	Н	н	н	н	н	н	н	н	к

NOTE: PHASES 2 AND 6 SHALL BE PLACED ON RECALL.

P = ILLUMINATED PERSON = WALK FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK H = ILLUMINATED SOLID HAND = DON'T WALK

* TO APPEAR ONLY UPON PUSHBUTTON ACTUATION.

** FLASHING 🕟 IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN CLEARANCE INTERVAL.

Ø THIS OR FLASHING INTERVAL MAY FINISH TIMING IN THE BIDRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE OR FLASHING INTERVALS.

PROPOSED RAILROAD PREEMPTION SEQUENCE OF OPERATION

													MPTOR BER 3	PREE! NUM	MPTOR BER 4	PREEMPTOR NUMBER 2				
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER			1		4	7	11	1	5	1	9									
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE INTERVAL NUMBER					iñ.				e North				2		3	1000000				
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	2	3	4	5	CLEAR TO
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1B	2	1D	2	2	2	1H	2	1K	2	1M	2	1P	2	3	4	5		SEQUENCE
IL ROUTE 25 (BROADWAY STREET) END MAST ARM AND FAR LEFT SIGNALS	NB	Y	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	Δ
IL ROUTE 25 (BROADWAY STREET) CENTER AND RIGHT MAST ARM AND NEAR RIGHT SIGNALS	NB	Y	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	Δ
IL ROUTE 25 (BROADWAY STREET) ALL SIGNALS	SB	R	R	Y	R	R	R	R	R	R	R	Υ	R	R	R	R	R	R	G	Δ
ILLINOIS AVENUE END MAST ARM AND FAR LEFT SIGNALS	EB	R	R	R	R	R +Y	R	Y	R	Y	R	R	R	Y	R	R	R	R	R	Δ
ILLINOIS AVENUE RIGHT MAST ARM AND NEAR RIGHT SIGNALS	EB	R Y+	R	R	R	R	R.	Υ	R	Y	R	R	R	Y	R	R	R	R	R	Δ
ILLINOIS AVENUE END MAST ARM AND FAR LEFT SIGNALS	WB	R	R	R	R	R +G	G ÷ G	R	R	G	G	R	R	G	G	G ← G	Y	R	R	Δ
ILLINOIS AVENUE RIGHT MAST ARM AND NEAR RIGHT SIGNALS	WB	R	R	R	R	R	G	R	R	G	G	R	R	G	G	G	Y	R	R	Δ
PEDESTRIAN SIGNALS CROSSING IL ROUTE 25 ON NORTH SIDE OF ILLINOIS AVENUE		н	н	н	н	н	FH	н	н	FH	н	н	н	н	н	н	н	Н	н	Δ
PEDESTRIAN SIGNALS CROSSING IL ROUTE 25 ON SOUTH SIDE OF ILLINOIS AVENUE		Н	н	н	н	Н	Н	FH	н	FH	н	н	н	н	н	н	н	н	н	Δ
PEDESTRIAN SIGNALS CROSSING ILLINOIS AVENUE ON WEST SIDE OF IL ROUTE 25		Н	н	FH	н	Н	н	н	н	н	н	н	н	н	н	н	н	н	н	Δ
A RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE SEQUENCE OF OPERATION OR PROPER CLEARANCE INTE	PROPE	R CLEA	RANCE	EINTER	CENCY	ORESU	ME TH	E NORM	MAL				•	•	•				HOLD	

ARILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY AN EMERGENCY VEHICLE PREEMPTION INTERVAL (IF APPLICABLE) AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

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

FILE NAME =	USER NAME = brd	DESIGNED	-	BRD	REVISED -
\04-Sequence of Operations 1.dgn		DRAWN	-	OJT	REVISED -
	PLOT SCALE = 20.0000 '/ in.	CHECKED	-	JJE	REVISED -
	PLOT DATE = 1/3/2011	DATE	-	01/14/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

	SEQUENCE OF OPERATION, RAILROAD PREEMPTION SEQUENCE OF	F.A.U. RTE.	SECTION	С
	OPERATION, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION	2503	TWP-1-T	
	IL ROUTE 25 (BROADWAY ST.) AT ILLINOIS AVENUE			CC
- 3	NOT TO COME CHIEFT NO 1 OF 2 CHIEFT COTA TO CTA		1	

COUNTY SHEETS NO.

KANE 43 17

CONTRACT NO. 60K07