TEMPORARY SEQUENCE OF OPERATION PRE STAGE CONSTRUCTION AND CONSTRUCTION STAGE IV PLAN

MOVEMENT	5		∮	1	4	4	- 6 - 1	5 -		· 	. 2			6	3 ◀	ገ	Ļ	7	◆ 3	1 8	*	*	4 7	•	*	4	8	†	F
PHASE	1	1	+5			1+6		2+5				2+6				3+7				3+8			4+7			4+8			L
INTERVAL	1	2	3	4	5	6	7	8	9	10	11	12	13A	13B	14	15	16	17	18	19	20	21	22	23	24	25	26A	26B	s
CHANGE TO		1+6	2+5	2+6	ø/	ø/ /	2+6	ø/	ø/	2+6			3+	-7		3+8	4+7	4+8	$\phi/$	ø /	4+8	ø/	ø/	4+8			1+	5	Н
U.S ROUTE 30 E/B FAR RIGHT & LEFT SPAN WIRE SIGNALS	R + G	R ← Y	R + G	R ← Y	R	R	R	G ↔ G	G 4 -G	G 4 -Y	G	G	Υ	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
U.S. ROUTE 30 E/B NEAR RIGHT SPAN WIRE SIGNAL	R	R	R	R	R	R	R	G	G	G	G	G	Υ	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
U.S ROUTE 30 W/B FAR RIGHT & LEFT SPAN WIRE SIGNALS	R +G	R ← G	R + Y	R ←Y	G ← G	G ← G	G ← Y	R	R	R	G	G	Υ	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
U.S ROUTE 30 W/B NEAR RIGHT SPAN WIRE SIGNAL	R	R	R	R	G	G	G	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
CEDAR ROAD N/B FAR RIGHT & LEFT SPAN WIRE SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R G	R + G	R 4 -Y	R ← Y	G ← G	G ← G	G ← Y	R	R	R	G	G	Y	R	R
CEDAR ROAD N/B NEAR RIGHT SPAN WIRE SIGNAL	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	R	R	R	G	G	Y	R	R
CEDAR ROAD S/B FAR RIGHT & LEFT SPAN WIRE SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R 4 -G	R ∢ Y	R + G	R ∢ -Y	R	R	R	G ∢ -G	Ģ ∢ -G	G ← Y	G	G	Υ	R	R
CEDAR ROAD S/B NEAR RIGHT SPAN WIRE SIGNAL	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	G	Υ	R	R
PEDESTRIAN SIGNALS CROSSING CEDAR ROAD ON SOUTH SIDE OF U.S. ROUTE 30	н	Н	н	н	н	н	н	* P	## FH	н	P	** FH	Н	н	н	Н	Н	Н	н	н	н	н	Н	н	н	н	н	н	_
PEDESTRIAN SIGNALS CROSSING CEDAR ROAD ON NORTH SIDE OF U.S. ROUTE 30	н	н	н	н	* P	## FH	H	Н	H	н	*0	FH	н	н	н	н	Н	н	Н	Н	н	н	н	н	н	н	н	н	D A R
PEDESTRIAN SIGNALS CROSSING U.S. ROUTE 30 ON EAST SIDE OF CEDAR ROAD	н	н	Н	Н	н	Н	н	Н	н	н	н	Н	н	н	Н	Н	н	н	P	** FH	н	н	Н	Н	* P	** FH	н	н	ĸ
PEDESTRIAN SIGNALS CROSSING U.S. ROUTE 30 ON WEST SIDE OF CEDAR ROAD	Н	Н	н	н	н	н	н	Н	Н	н	Н	н	н	н	Н	н	н	Н	н	Н	н	* P	FH	н	* P	FH	н	н	

TEMPORARY RAILROAD PREEMPTION SEQUENCE OF OPERATION

PRE STAGE CONSTRUCTION AND	CONS	STRI	UCTI	ON :	STA	GE I	V P	LAN						NUMB				NUMBER 2				
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1		5		В	1	1	14	1	8	21	2	4									
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER														Ç4	2	;	3		<u> </u>			
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	18	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	10	1R	15	2	3	4	5	CLEAR TO
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	1C	2	1E	2	1G	2	2	1K	2	2	1N	2	10	2	15	2	3	4	5		SEQUENCE
U.S. ROUTE 30 E/B FAR RIGHT & LEFT SPAN WIRE SIGNALS	R ← Y	R	R	Y	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	G	\triangle
U.S. ROUTE 30 E/B NEAR RIGHT SPAN WIRE SIGNAL	R	R	R	Υ	R	Υ	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	G	\triangle
U.S ROUTE 30 W/B FAR RIGHT & LEFT SPAN WIRE SIGNALS	R ← Y	Y	R	R	R	Υ	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	G	\triangle
U.S ROUTE 30 W/B NEAR RIGHT SPAN WIRE SIGNAL	R	Υ	R	R	R	Υ	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	G	\triangle
CEDAR ROAD N/B FAR RIGHT & LEFT SPAN WIRE SIGNALS	R	R	R	R	R	R	R	R ← Y	Υ	R	R	Υ	R	R	R	Υ	R	R	R	R	R	\triangle
CEDAR ROAD N/B NEAR RIGHT SPAN WIRE SIGNAL	R	R	R	R	R	R	R	R	Υ	R	R	Υ	R	R	R	Y	R	R	R	R	R	\triangle
CEDAR ROAD S/B FAR RIGHT & LEFT SPAN WIRE SIGNALS	R	R	R	R	R	R	R	R ← G	R	R	G + G	G	G	R	R	G	G	G ← G	Υ	R	R	\triangle
CEDAR ROAD S/B NEAR RIGHT SPAN WIRE SIGNAL	R	R	R	R	R	R	R	R	R	R	G	G	G	R	R	G	G	G	Υ	R	R	\triangle
PEDESTRIAN SIGNALS CROSSING CEDAR ROAD ON SOUTH SIDE OF U.S. ROUTE 30	н	н	н	FH	н	FH	н	н	Н	н	н	Н	Н	Н	н	н	н	н	н	н	н	\triangle
PEDESTRIAN SIGNALS CROSSING CEDER ROAD ON NORTH SIDE OF U.S. ROUTE 30	н	FH	н	н	н	FH	н	н	н	Н	н	н	Н	н	н	н	н	н	н	н	н	\triangle
PEDESTRIAN SIGNALS CROSSING U.S. ROUTE 30 ON EAST SIDE OF CEDAR ROAD	н	Н	н	Н	н	Н	н	Н	FH	н	Н	FH	Н	Н	н	н	н	н	н	н	н	\triangle
PEDESTRIAN SIGNALS CROSSING U.S. ROUTE 30 ON WEST SIDE OF CEDAR ROAD	Н	н	н	н	Н	н	Н	Н	н	Н	FH	FH	н	н	н	н	Н	н	н	н	Н	\triangle
INTERNALLY ILLUMINATED NO LEFT TURN SIGNS EAST BOUND US RTE. 30	NLT	NLT	NLT	NLT	NŁ,T	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	\triangle

F.A.P. RTE. SECTION COUNTY TOTAL SHEETS NO 0369 97-000-25-00 BR WILL 156 78

STA. TO STA. FED. AID PROJECT:

D-91-467-97

- * TO APPEAR ONLY UPON PUSHBUTTON ACTUATION
- ** FLASHING 🔂 IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.
 - P = ILLUMINATED PERSON = WALK
 - FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK
 - H = ILLUMINATED SOLID HAND = DON'T WALK
- ALL PHASES IN USE ARE TO BE PLACED ON RECALL
- ↑ THIS " ② OR FLASHING " ③ " INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE " ② OR FLASHING " ③ " INTERVALS. " ② " AND FLASHING " ③ " TIMINGS TO BE SET ONLY ON PHASES WHERE " ③ AND FLASHING " ③ " ARE INDICATED IN THE SEQUENCE OF OPERATION.

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

NLT = "NO LEFT TURN" OR

HOLD

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.

REVISIONS NAME DATE GANDHI AND ASSOCIATES, INC. GANDHI AND ASSOCIATED ENGINEERS AND PLANNERS 6035 N. NORTHWEST HIGHWAY SUITE 306 CHICAGO, ILLINOIS 60631TEL. (773) 774-5910 DATE: JULY 20, 2005

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY SEQUENCE OF OPERATION
TEMPORARY RAILROAD PREEMPTION
SEQUENCE OF OPERATION
US 30 (LINCOLN HIGHWAY) AT CEDAR ROAD
PRE STAGE AND STAGE IV PLAN

SCALE: NONE

DESIGNED BY: RRM
CHECKED BY: RRM/PKG