## 83757

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET
0369	97-000-25-00 BF	WILL	156	83
STA.		T0 S1	Α.	************
FED. ROAD DIST. I	ic.	NOIS FED.	AID PROJECT	

D-91-467-97

## TEMPORARY SEQUENCE OF OPERATION

CONSTRUCTION STAGING STAGE III PLAN

MOVEMENT	5		<u></u> •		- 1	<b>←</b>	<b>—</b> 6	5 <b>-</b> 2 -		<b>&gt;</b>	2	+	<b>→</b>	• 6	3	1	<b>L</b>	7	3	8	<b>*</b>	<b>1</b>	7		•	4	3	F
PHASE			1+5			1	+6		2+5			2	2+6			3+	-7		3	+8		4+7			4	+8		L
INTERVAL	1	2	3	3	4	5	6	7	8	9	10	11	12A	12B	13	14	15	16	17	18	19	20	21	22	23	24A	24B	A S
CHANGE TO		1+	6 2-	+5	2+6	/	2+6	ø/	ø/	2+6			1	3+7		3+8	4+7	4+8		4+8	ø/	ø/	4+8			1-	+5	Н
U.S ROUTE 30 E/B FAR RIGHT & LEFT SPAN WIRE SIGNALS	R <b>∢</b> G				R <b>←</b> Y	R	R	G <b>←</b> G	G <b>←</b> G	G <b>←</b> Y	G	G	Y	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 SIGNALS	R	R		R	R	R	R	G	G	G	G	G	Y	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 <b>+</b> G		G 4	R FY	R <b>←</b> Y	G <b>←</b> G	G <b>←</b> Y	R	R	R	G	G	Y	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 SIGNALS	R	R		R	R	G	G	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
U.S ROUTE 30 N/B FAR RIGHT & LEFT SPAN WIRE SIGNALS	R	R		R	R	R	R	R	R	R	R	R	R	R	R <b>←</b> G	R <b>←</b> G	R <b>←</b> Y	R <b>←</b> Y	G <b>←</b> G	G ←Y	R	R	R	G	G	Y	R	R
U.S. ROUTE 30 N/B NEAR RIGHT SPAN WIRE SIGNALS	R	R		R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	R	R	R	G	G	Υ	R	R
U.S ROUTE 30 S/B FAR RIGHT & LEFT SPAN WIRE SIGNALS	R	R		R	R	R	R	R	R	R	R	R	R	R	R <b>4</b> -G	R <b>←</b> Y	R <b>4</b> -G	R ←Y	R	R	G 4+G	G <b>←</b> G	G <b>←</b> Y	G	G	Υ	R	R
U.S. ROUTE 30 S/B NEAR RIGHT SPAN WIRE SIGNALS	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 SOUTHSIDE OF U.S. ROUTE 30	н	н	T	н	н	н	н	P	FH	н	* P	** FH	н	н	н	н	н	н	н	н	н	н	н	н	н	Н	н	D
PEDESTRIAN SIGNALS CROSSING U.S. ROUTE 30 ON WESTSIDE OF CEDAR ROAD	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	RK

## TO APPEAR ONLY UPON PUSHBUTTON ACTUATION

- \*\* FLASHING  $oldsymbol{oldsymbol{\Theta}}$  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 " 通U" OR FLASHING " 图 " INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE " 夏U" OR FLASHING " 图 " INTERVALS." 图 " AND FLASHING " 图 " TIMINGS TO BE SET ONLY ON PHASES WHERE " 团 " AND FLASHING " 图 " TIMINGS TO BE SET ONLY ON PHASES

## TEMPORARY RAILROAD PREEMPTION SEQUENCE OF OPERATION

														PREEMPTOR NUMBER 3		PREEMPTOR NUMBER 4		PREEMPTOR NUMBER 2				
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1	1 5		7		10		13	17		19	2	22									
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER											Signer Opening			2	2	3	3	A CAPACITY OF THE CAPACITY OF				
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	<b>i</b> P	10	1R	1S	2	3	4	5	CLEAR TO
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	10	2	1E	2	16	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 <b>←</b> Y	R	R	Υ	R	Υ	R "	R	R	R	R	R	R	Y	R	R	R	R	R	R	G	
U.S. ROUTE 30 E/B NEAR RIGHT SPAN WIRE SIGNALS	R	R	R	Υ	R	Υ	R	R	R	R	R	R	R	Υ	R	R	R	R	R	R	G	$\triangle$
U.S ROUTE 30 W/B FAR RIGHT & LEFT SPAN WIRE SIGNALS	R <b>4</b> -Y	Υ	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 SIGNALS	R	Υ	R	R	R	Υ	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	G	$\triangle$
U.S ROUTE 30 N/B FAR RIGHT & LEFT SPAN WIRE SIGNALS	R	R	R	R	R	R	R	R <b>←</b> Y	Υ	R	R	Υ	R	R	R -	Υ	R	R	R	R	R	$\triangle$
U.S. ROUTE 30 N/B NEAR RIGHT SPAN WIRE SIGNALS	R	R	R	R	R	R	R	R	Υ	R	R	Υ	R	R	R	Y	R	R	R	R	R	$\triangle$
U.S ROUTE 30 S/B FAR RIGHT & LEFT SPAN WIRE SIGNALS	R	R	R	R	R	R	R	R <b>4-</b> G	R	R	e <b>⊕</b>	G	G	R	R	G	G	G <b>←</b> G	Υ	R	R	$\triangle$
U.S. ROUTE 30 S/B NEAR RIGHT SPAN WIRE SIGNALS	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 SOUTHSIDE 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	
PEDESTRIAN SIGNALS CROSSING U.S. ROUTE 30 ON EASTSIDE OF CEDAR ROAD	н	Н	н	Н	Н	н	н	Н	н	н	FH	FH	н	н	н	н	Н	н	н	H	Н	$\triangle$
INTERNALLY ILLUMINATED NO LEFT TURN SIGNS EAST BOUND US RTE. 30	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	
																					HOLD	

NLT = "NO LEFT TURN" OR

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. ENGINEERS AND PLANNERS 6035 N. NORTHWEST HIGHWAY SLITE 306 CHICAGO, ILLINOIS 60631 TEL. (773) 774-5910

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY SEQUENCE OF OPERATION
TEMPORARY RAILROAD PREEMPTION
SEQUENCE OF OPERATION
US 30 (LINCOLN HIGHWAY) AT CEDAR ROAD
CONSTRUCTION STAGING STAGE III PLAN

SCALE: NONE DATE: JULY 20, 2005 DRAWN BY: JEK/BB DESIGNED BY: RRM CHECKED BY: RRM/PKG