Engineering Enterprises, Inc.

g	F.A RTE.	SECTION		COUN.	ſΥ	TOTAL SHEETS	SHEE NO.
9 8.	N/A	06-00017-00-	-PV	KANE	Ξ	232	138
ю,	STA.		ТО	STA.			
	FED. RO	DAD DIST, NO. 1	LINOIS	FED.	AID	PROJECT	

PROPOSED SEQUENCE OF OPERATION

MOVEMENT		5 _ 1							6 1											<i>y</i>					2		-	6				7 3							738				17-				† 8	
PHASE					1+5						.,		1+6							2+5								2+6						3+	-7				3	8+8			4	l+7			4+	8
INTERVAL	1	2	Α	2B	3A	3B	4A	4B	5	54	4 5	в	6A	6B	7A	7B	8	9A	9B	10A	10	3 11.	A 111	В 1	2 1	13A	13B	14A	14B	15A	15B	16	17	18	19	20A	20B	21	22	23	A 23	В 2	4 25	26/	26E	27	28	A 28B
CHANGE TO			1+6		2+	-5	3 3 4	+6 +7 +8 +7 +8			1+5		2+5 3+7 3+8 4+7 4+8		2+	6		1	+5	3 3	+6 +7 +8 +7 +8		2+6		1	1+5 3+7 3+8 4+7 4+8		2+5	,	1+6			3+8	4+7	4+8	1+ 1+ 2+ 2+	-6 -5		4+8	3	1+5 1+6 2+5 2+6		4+4	3 2	+5 +6 !+5 !+6			1+5 1+6 2+5 2+6
MUNICIPAL DRIVE N/B END MAST ARM AND FAR LEFT SIGNALS	R		₹	R	R	R	R	R	R	R		R	R	R	R	R	R	R	R	R	R	R	R	:	3	R	R	R	R	R	R	R <-G	R <-G	R <-Y	R <-Y	R <-Y	R	G <-G	G <-1	Y	R		R	R	R	G	Y	R
MUNICIPAL DRIVE N/B NEAR MOUNT MAST ARM AND NEAR RIGHT SIGNALS	R G->	· G		R G−>	R Y->	R	R Y->	R	R G-:	R G-	> G-	R -> '	R Y->	R	R Y>	R	R	R	R	R	R	R	R	: F	2	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R		R	R	R	G	Y	R
MUNICIPAL DRIVE S/B END MAST ARM AND FAR LEFT SIGNALS	R	1	₹	R	R	R	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	R <-Y	R <-G	R <-Y	R <-Y	R	R	R	R	R		-G <-	r Y	R	G	Y	R
MUNICIPAL DRIVE S/B NEAR MOUNT MAST ARM AND NEAR RIGHT SIGNALS	R G->			R	R G->	R G->	R Y->	R	R	R		R	R	R	R	R	R G->	R G->	R G-3	R Y->		R Y	> R	F	2	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	1	G	Y	R	G	Y	R
US RTE 30 E/B END MAST ARM AND FAR LEFT SIGNALS	<g< td=""><td>; <-</td><td>-Y ·</td><td><-R</td><td><g< td=""><td><-G</td><td>< Y</td><td><-R</td><td>R</td><td>R</td><td>. ,</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td><-G</td><td><-G</td><td><-(</td><td>; <1</td><td><-</td><td>R <-</td><td>Y <-</td><td>R</td><td>₹</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td></td><td>R R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td></g<></td></g<>	; <-	-Y ·	<-R	<g< td=""><td><-G</td><td>< Y</td><td><-R</td><td>R</td><td>R</td><td>. ,</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td><-G</td><td><-G</td><td><-(</td><td>; <1</td><td><-</td><td>R <-</td><td>Y <-</td><td>R</td><td>₹</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td></td><td>R R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td></g<>	<-G	< Y	<-R	R	R	. ,	R	R	R	R	R	<-G	<-G	<-(; <1	<-	R <-	Y <-	R	₹	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R		R R	R	R	R	R	R
US RTE 30 E/B MID MAST ARM SIGNAL	R		₹	R	R	R	R	R	R	R	:	R	R	R	R	R	G	Y	R	Y	R	G	G	. (G	Y	R	G	G	Y	R	R	R	·R	R	R	R	R	R	R	R		R R	R	R	R	R	R
US RTE 30 E/B FAR RIGHT MAST ARM AND NEAR RIGHT SIGNALS	R		₹	R	R	R	R	R	R	R	.	R	R	R	R	R	G	Y	R	Y	R	G	G	7	3	Y	R	G	G	Y	R	R G->	R G->	R Y->	R Y->	R Y->	R	R G->	R Y->				R R	R	R	R	R	R
US RTE 30 W/B END MAST ARM AND FAR LEFT SIGNALS	<-G	; <·	-G •	<g< td=""><td><-Y</td><td><-R</td><td><-Y</td><td>′ <r< td=""><td><</td><td>3 <-</td><td>G <-</td><td>-G ·</td><td>ς-Υ</td><td><-R</td><td><-Y</td><td><-R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>F</td><td>₹ </td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>1</td><td>₹ R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td></r<></td></g<>	<-Y	<-R	<-Y	′ <r< td=""><td><</td><td>3 <-</td><td>G <-</td><td>-G ·</td><td>ς-Υ</td><td><-R</td><td><-Y</td><td><-R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>F</td><td>₹ </td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>1</td><td>₹ R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td></r<>	<	3 <-	G <-	-G ·	ς-Υ	<-R	<-Y	<-R	R	R	R	R	R	R	R	F	₹	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	1	₹ R	R	R	R	R	R
US RTE 30 W/B MID MAST ARM SIGNAL	R		₹	R	R	R	R	R	G	Y	· F	2	Y	R	G	G	R	R	R	R	R	R	R	(3	Y	R	Y	R	G	G .	R	R	R	R	R	R	R	R	R	R		R R	R	R	R	R	R
US RTE 30 W/B FAR RIGHT MAST ARM AND NEAR RIGHT SIGNALS	R		₹	R	R	R	R	R	G	Y	F	2	Y	R	G	G	R	R	R	R	R	R	R	(G	Y	R	Y	R	G	G	R G->	R Y->	R G>	R Y->	R Y->		R	R	R	R		R R -> Y-:			R	R	R

																													v 1									1,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Tabellara	DDEELIOTOR	ת
PROPOSED EMERGENCY VEHICLE SEO	UEN	ICE	OF C	PER	АПО	N_																															NUMBER 3	NUMBER 4	NUMBER 5	R PREEMPTOR NUMBER 6	`
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER				1				5			В		12							1	6			2	1				24					27							CLEAR TO NORMAL
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	10	1D	1E	1F	1G	1H	11 1	J 1	ĸ ·	1L	1M	1N	10	1P	1Q	1R	15	1T	10	1٧	1W	1X	1Y	1Z	1AA	188	1CC	1DD	IEE	IFF	1GG	1HH	111	1JJ	2	3	4	5	SEQUENCE
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2,3	10	4	1E	5	1G	2,3,4	11	5 2,	3,5 1	L	4	2,3	10	4	1Q	5	15	2	3	4,5	1W	2	3	4,5	1AA	2	1CC	3	4,5	1FF	2	1НН	3	4,5						♦
MUNICIPAL DRIVE N/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R I	R	R	R	R	R	R	R	R	R <-G	R <-Y	R <-Y	R	G <-G	G <-Y	Υ	R	R	R	R	R	R	G	G	G	Υ	R	G <-G	G	R	R	♦
MUNICIPAL DRIVE N/B NEAR MOUNT MAST ARM AND NEAR RIGHT SIGNALS	R Y->	R	R Y->	R	R Y->	R	R Y->		R ->	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Υ	R	R	R	R	R	R	G	G	G	Υ	R	G	G	R	R	♦
MUNICIPAL DRIVE S/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	٦ ۱	R	R	R	R	R	R	R	R	R <-Y	R <-Y	R <-Y	R	R	R	R	R	Υ	R	G <-Y	R	R	Υ	R	G	Υ	R	R	G	R	R	♦
MUNICIPAL DRIVE S/B NEAR MOUNT MAST ARM AND NEAR RIGHT SIGNALS	R Y->	R	R Y->	R	R Y->	R	R	R		₹ -> I		R '->	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Υ	R	G	R	R	Υ	R	G	Υ	R	R	G .	R	R	♦
US RTE 30 E/B END MAST ARM AND FAR LEFT SIGNALS	<-\	(<-F	₹ <-G	<g< td=""><td><-Y</td><td><-R</td><td>R</td><td>R</td><td>R <</td><td>-Y <-</td><td>-R <</td><td>:-G</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td>R</td><td><-G</td><td>R</td><td>♦</td></g<>	<-Y	<-R	R	R	R <	-Y <-	-R <	:-G	R	R	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	R	♦
US RTE 30 E/B MID MAST ARM SIGNAL	R	R	R	R	R	R	R	R	R	Y 1	R	G	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	R	G	R	♦
US RTE 30 E/B FAR RIGHT MAST ARM AND NEAR RIGHT SIGNALS	R	R	R	R	R	R	R	R	R	Y 1	R	G	Y	R	G	G	Υ	R	R Y->	R Y~>	R Y->	R	R Y->	R Y->	R Y>	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	♦
US RTE 30 W/B END MAST ARM AND FAR LEFT SIGNALS	<-\	<-F	₹ <-Y	<-R	<-G	<-G	<-Y	<-R <	-G	₹	R	R	R	R	R	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< td=""><td>\Q</td></g<>	\Q
US RTE 30 W/B MID MAST ARM SIGNAL	R	R	R	R	R	R	Υ	R	G	₹	₹	R	Υ	R	Y	R	G	G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	\
US RTE 30 W/B FAR RIGHT MAST ARM AND NEAR RIGHT SIGNALS	R	R	R	R	R	R	Υ	R	G	R I	₹	R	Υ	R	Y	R	G	G	R Y->	R Y->	R Y->	R	R	R	R	R	R Y->	R	R Y->	R Y->	R	R	R	R	R	R	R	R	R	G	♦

♦ EMERGENCY VEHICLE SEQUENCE 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, 3, 4 OR 5 IS TERMINATED.

	U.S. RTE 30 AND
	MUNICIPAL DRIVE
	SEQUENCE OF OPERATION

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: NTS DATE: 05/16/08

REVISIONS

NAME

DATE

DRAWN BY: KKP
CHECKED BY: TVW

PROFILE SURPERSON BY NOTE BOX RANGES GROKED BY NOTE BOX RANGES GROKED BY SURVINE NOTATINS GROKED BY STRUCTURE NOTATINS GROKE

DROFII F RIBIGAÇAN