PROPOSED SEQUENCE OF OPERATION

MOVEMENT		N	5 → 1 D	D ← 6 1	5 2 →	2 → 6	3 ↑ C	← 4 ↑	FLASH
PHASE			1+5	1+6	2+5	2+6	3	4	
INTERVAL			1 | 2A | 2B | 3A | 3B | 4A | 4B	5 | 6A | 6B	7 | 8A | 8B	9 | 10A | 10B | 11A | 11B | 12A | 12B | 13A | 13B	14 | 15A | 15B | 15C | 15D	16 | 17A | 17B	
CHANGE TO			1+6 | 2+5 | 2+6	2+6	2+6	1+5 | 1+6 | 2+5 | 3 4	1+6 2+6 | 1+5 2+5 4	1+5 1+6 | 2+5 2+6	
U.S. ROUTE 30 NEAR RIGHT AND MID AND RIGHT MAST ARM SIGNALS	E/B	R | R | R | R | R | R | R	R | R | R	G | G | G	G | Y | R | Y | R | G | G | Y | R	R | R | R | R | R	R | R | R	R
U.S. ROUTE 30 FAR LEFT AND END MAST ARM SIGNALS	E/B	◄G | ◄Y | ◄R | ◄G | ◄G | ◄Y | ◄R	◄R | ◄R | ◄R	◄G | ◄Y | ◄R	◄R | ◄R | ◄R | ◄R | ◄R | ◄R | ◄R | ◄R | ◄R	◄R | ◄R | ◄R | ◄R | ◄R	◄R | ◄R | ◄R	◄R
U.S. ROUTE 30 MID MAST ARM SIGNAL	W/B	R | R | R | R | R | R | R	G | G | G	R | R | R	G | Y | R | G | G | Y | R | Y | R	R | R | R | R | R	R | R | R	R
U.S. ROUTE 30 FAR LEFT AND END MAST ARM SIGNALS	W/B	◄G | ◄G | ◄G | ◄Y | ◄R | ◄Y | ◄R	◄G | ◄Y | ◄R	◄R | ◄R | ◄R	◄R | ◄R | ◄R | ◄R | ◄R | ◄R | ◄R | ◄R | ◄R	◄R | ◄R | ◄R | ◄R | ◄R	◄R | ◄R | ◄R	◄R
U.S. ROUTE 30 NEAR RIGHT AND RIGHT MAST ARM SIGNAL	W/B	R | R | R | R | R | R | R	G | G | G	R | R | R	G | Y | R | G | G | Y | R | Y | R	R G► | R Y► | R | R | R	R | R | R	R
GOUGAR ROAD MID MAST ARM SIGNAL	N/B	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 | Y | R	R
GOUGAR ROAD FAR LEFT AND END MAST ARM SIGNALS	N/B	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 ◄G | Y | R	R
GOUGAR ROAD NEAR RIGHT AND RIGHT MAST ARM SIGNAL	N/B	R G► | R G► | R G► | R Y► | R | R Y► | R	R G► | R Y► | R	R | R | R	R | R | R | R | R | R | R | R | R	R | R | R | R | R	G | Y | R	R
GOUGAR ROAD (NORTH OF TRACKS) ALL SIGNALS	S/B	R | R | R | R | R | R | R	R | R | R	R | R | R	R | R | R | R | R | R | R | R | R	G | Y | R | R | R	R | R | R	R
GOUGAR ROAD (SOUTH OF TRACKS) FAR LEFT AND END MAST ARM SIGNALS	S/B	R | 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 ◄G | Y | R	R | R | R	R
GOUGAR ROAD (SOUTH OF TRACKS) RIGHT AND MID MAST ARM SIGNAL	S/B	R | R | R | R | R | R | R	R | R | R	R | R | R	R | R | R | R | R | R | R | R | R	G | G | G | Y | R	R | R | R	R

NOTE:
PHASE 2+6 SHALL BE PLACED ON RECALL.

PROPOSED RAILROAD PREEMPTION SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1	5	7	9	14	16	PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 5	PREEMPTOR NUMBER 6	PREEMPTOR NUMBER 2			
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER								2	3	4	5				
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1A | 1B | 1C | 1D | 1E | 1F | 1G | 1H | 1J | 1K | 1L | 1M	1N | 1P	1Q | 1R	1S | 1T	1U | 1V	2	3	4	5	CLEAR TO NORMAL SEQUENCE △
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1B | 2 | 1D | 2 | 1F | 2 | 1H | 2 | 1K | 2 | 1M | 2	1P | 2	1R | 2	1T | 2	1V | 2	3	4	5		
U.S. ROUTE 30 NEAR RIGHT AND MID AND RIGHT MAST ARM SIGNALS	E/B	R | R | R | R | Y | R | Y | R | R | R | R | R	Y | R	R | R	R | R	R | R	R	R | R	G	
U.S. ROUTE 30 FAR LEFT AND END MAST ARM SIGNALS	E/B	◄Y | ◄R | ◄R | ◄R | ◄Y | ◄R | ◄R | ◄R | ◄R | ◄R | ◄R | ◄R	◄Y | ◄R	◄R | ◄R	◄R | ◄R	◄R | ◄R	◄R	◄R | ◄R | ◄R		
U.S. ROUTE 30 MID MAST ARM SIGNAL	W/B	R | R | Y | R | R | R | Y | R | R | R | R | R	R | R	Y | R	R | R	R | R	R	R | R	G	
U.S. ROUTE 30 FAR LEFT AND END MAST ARM SIGNALS	W/B	◄Y | ◄R | ◄Y | ◄R | ◄R | ◄R | ◄R | ◄R | ◄R | ◄R | ◄R | ◄R	◄R | ◄R	◄Y | ◄R	◄R | ◄R	◄R | ◄R	◄R	◄R | ◄R | ◄R		
U.S. ROUTE 30 NEAR RIGHT AND RIGHT MAST ARM SIGNAL	W/B	R | R | Y | R | R | R | Y | R | R Y► | R | R | R	R | R	Y | R	R | R	R | R	R	R | R	G	
GOUGAR ROAD MID MAST ARM SIGNAL	N/B	R | R | R | R | R | R | R | R | R | Y | R | R	R | R	R | R	R | R	Y | R	R	R | R	R	
GOUGAR ROAD FAR LEFT AND END MAST ARM SIGNALS	N/B	R | R | R | R | R | R | R | R | R | Y | R | R	R | R	R | R	R | R	Y | R	R	R | R	R	
GOUGAR ROAD NEAR RIGHT AND RIGHT MAST ARM SIGNAL	N/B	R Y► | R | R Y► | R | R | R | R | R | R | Y | R | R	R | R	R | R	R | R	Y | R	R	R | R	R	
GOUGAR ROAD (NORTH OF TRACKS) ALL SIGNALS	S/B	R | R | R | R | R | R | R | R Y► | R | R | R	R | R	R | R	Y | R	R | R	R	R | R	R	
GOUGAR ROAD (SOUTH OF TRACKS) FAR LEFT AND END MAST ARM SIGNALS	S/B	R | R | R | R | R | R | R | G ◄G | G ◄G | R | R	R | R	R | R	G ◄G | G ◄G	R | R	G ◄G	Y | R	R	
GOUGAR ROAD (SOUTH OF TRACKS) RIGHT AND MID MAST ARM SIGNAL	S/B	R | R | R | R | R | R | R | G | G | R | R | R	R | R	R | R	G | G	R | R	G	Y | R	R	
INTERNALLY ILLUMINATED NO RIGHT TURN SIGNS		NRT | NRT | NRT | NRT | NRT | NRT | NRT | NRT | NRT | NRT | NRT | NRT	NRT | NRT	NRT | NRT	NRT | NRT	NRT | NRT	NRT	NRT | NRT | NRT	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 AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

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

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USER NAME = RBost	DESIGNED - MJF	REVISED -
	DRAWN - MJF	REVISED -
PLOT SCALE = NONE	CHECKED - APS	REVISED -
PLOT DATE = 11/8/2011	DATE - 11/8/11	REVISED -

ILLINOIS DEPARTMENT OF TRANSPORTATION
PROPOSED ROADWAY IMPROVEMENTS
C.H. 52 (GOUGAR ROAD) AT U.S. ROUTE 30

U.S. RTE. 30 AT GOUGAR ROAD
SEQUENCE OF OPERATION AND
RAILROAD PREEMPTION SEQUENCE OF OPERATION

SCALE: NONE | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
367	07-00154-11-TL	WILL	70	44
		CONTRACT NO. 63597		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT CONTACT: BRENT D. CHINN, P.E.
PHONE: 815.462.9324 EXT. 2021
SEC PROJ. NO.: 09-0002 DATE: 11/8/2011 - 9:58:09 PM