CONTRACT NO. 63023

Engineering Enterprises, Inc.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N/A	06-00017-00-PV	KANE	232	138
STA.		TO STA.		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

PLAN — SURVEYED — PLOTTED — CHECKED — R.P. OF WAY CHECKED — NOTE BOOK — CADD FILE NAME — NO. — BY — DATE

PROPOSED SEQUENCE OF OPERATION

MOVEMENT		5 → 1						← 6, 1					5, 2 →					2 → ← 6							7 ↓, → 3						3 8 ↑				4 7 ↓, ←				4 8 ↑		
PHASE		1+5						1+6					2+5					2+6							3+7						3+8				4+7				4+8		
INTERVAL		1	2A	2B	3A	3B	4A	4B	5	5A	5B	6A	6B	7	8A	8B	9A	9B	10	11A	11B	12A	12B	13A	13B	14	15	16	17	18A	18B	19	20	21A	21B	22	23	24A	24B	25	26A	26B
CHANGE TO			1+6		2+5		2+6 3+7 3+8 4+7 4+8			1+5		ALL OTHERS			1+5		ALL OTHERS		1+5 3+7 3+8 4+7 4+8		2+5		1+6			3+8	4+7	4+8	1+5 1+6 2+5 2+6			4+8		1+5 1+6 2+5 2+6				1+5 1+6 2+5 2+6		
MUNICIPAL DRIVE END MAST ARM AND FAR LEFT 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 <-G	R <-G	R <-Y	R <-Y	R <-Y	R	G <-G	G <-Y	Y	R	R	R	R	R	G	Y	R
MUNICIPAL DRIVE NEAR MOUNT MAST ARM AND NEAR RIGHT SIGNALS	N/B	R G->	R G->	R G->	R Y->	R	R Y->	R	R G->	R G->	R G->	R Y->	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	G	Y	R
MUNICIPAL DRIVE END MAST ARM AND FAR LEFT 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	R	R	R <-G	R <-Y	R <-G	R <-Y	R <-Y	R	R	R	R	R	G <-G	G <-Y	Y	R	G	Y	R
MUNICIPAL DRIVE NEAR MOUNT MAST ARM AND NEAR RIGHT SIGNALS	S/B	R G->	R Y->	R	R G->	R G->	R Y->	R	R	R	R	R	R	R G->	R G->	R G->	R Y->	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	G	Y	R
US RTE 30 END MAST ARM AND FAR LEFT SIGNALS	E/B	<-G	<-Y	<-R	<-G	<-G	<-Y	<-R 1	<-R	<-R	<-R	<-R	<-R	<-G	<-G	<-G	<-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	<-R 1
US RTE 30 MID MAST ARM SIGNAL	E/B	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	Y	R	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 FAR RIGHT MAST ARM AND NEAR RIGHT SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	Y	R	G	Y	R	G	G	Y	R	R G->	R G->	R Y->	R Y->	R Y->	R	R G->	R Y->	R Y->	R	R	R	R	R	R	R	R
US RTE 30 END MAST ARM AND FAR LEFT SIGNALS	W/B	<-G	<-G	<-G	<-Y	<-R	<-Y	<-R	<-G	<-G	<-G	<-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	<-R	<-R	<-R	<-R	<-R	<-R	<-R 1
US RTE 30 MID MAST ARM SIGNAL	W/B	R	R	R	R	R	R	R	G	Y	R	Y	R	R	R	R	R	R	G	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 FAR RIGHT MAST ARM AND NEAR RIGHT SIGNALS	W/B	R	R	R	R	R	R	R	G	Y	R	Y	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 G->	R Y->	R Y->	R	R	R	R

NOTE:
PHASE 2 AND 6 SHALL BE PLACED ON MINIMUM RECALL

PROPOSED EMERGENCY VEHICLE SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1		1		1		5		5	7		7	10		10		10	14		14		19		19		22		22		25		25	PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 5	PREEMPTOR NUMBER 6	CLEAR TO NORMAL SEQUENCE
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1A	1B	1C	1D	1E	1F	1G	1H	1I	1J	1K	1L	1M	1N	1O	1P	1Q	1R	1S	1T	1U	1V	1W	1X	1Y	1Z	1AA	1BB	1CC	1DD	1EE	1FF	1GG	1HH	2	3	4	5	
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1B	2,3	1D	4	1F	5	1H	2,3,4	5	1K	2,3,5	4	1N	2,3	1P	4	1R	5	2	3	1V	4,5	2	3	1Z	4,5	1BB	2	3	1EE	4,5	1GG	2,4,5	3					◊
MUNICIPAL DRIVE END MAST ARM AND FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R <-G	R <-Y	R <-Y	R	G <-G	G <-Y	Y	R	R	R	R	R	R	Y	R	G	G <-G	G	R	R	◊
MUNICIPAL DRIVE NEAR MOUNT MAST ARM AND NEAR RIGHT SIGNALS	N/B	R Y->	R	R Y->	R	R Y->	R	R Y->	R	R Y->	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	Y	R	G	G	G	R	R	◊
MUNICIPAL DRIVE END MAST ARM AND FAR LEFT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R <-Y	R <-Y	R <-Y	R	R	R	R	R	Y	R	G <-Y	Y	R	Y	R	G	R	G	R	R	◊
MUNICIPAL DRIVE NEAR MOUNT MAST ARM AND NEAR RIGHT SIGNALS	S/B	R Y->	R	R Y->	R	R Y->	R	R	R	R	R Y->	R	R Y->	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	G	Y	R	Y	R	G	R	G	R	R	1 ◊
US RTE 30 END MAST ARM AND FAR LEFT SIGNALS	E/B	<-Y	<-R	<-G	<-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	<-G	<-R	◊
US RTE 30 MID MAST ARM SIGNAL	E/B	R	R	R	R	R	1 R	R	R	R	Y	R	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◊
US RTE 30 FAR RIGHT MAST ARM AND NEAR RIGHT SIGNALS	E/B	R	R	R	R	R	R	R	R	R	Y	R	G	Y	R	G	G	Y	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	1 R	◊
US RTE 30 END MAST ARM AND FAR LEFT SIGNALS	W/B	<-Y	<-R	<-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	<-G	◊
US RTE 30 MID MAST ARM SIGNAL	W/B	R	R	R	R	R	R	Y	R	G	R	R	R	Y	R	Y	R	G	G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	◊
US RTE 30 FAR RIGHT MAST ARM AND NEAR RIGHT SIGNALS	W/B	R	R	R	R	R	R	Y	R	G	R	R	R	Y	R	Y	R	G	G	R Y->	R Y->	R Y->	R	R	R	R	R	R Y->	R	R Y->	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.

1 REVISED 7/17/08

REVISIONS	
NAME	DATE
SWG	7/9/08

ILLINOIS DEPARTMENT OF TRANSPORTATION

1 U.S. RTE 30 AND MUNICIPAL DRIVE SEQUENCE OF OPERATION EMERGENCY VEHICLE SEQUENCE OF OPERATION

SCALE: NTS — DRAWN BY: KKP

DATE: 05/16/08 — CHECKED BY: TVW

PROFILE — SURVEYED — PLOTTED — CHECKED — R.P. OF WAY CHECKED — NOTE BOOK — STRUCTURE NO.(ATMS CK'RD) — NO. — BY — DATE

Plotted: July 18, 2008 @ 11:27 AM By: Kris Pung - Tab: 138 SEQUENCE (22x34)

Path: H:\SIGPROJ\SG0546\DWG\SG07732\DWG FINAL ENG\CONTRACT E\JB-SG0546-SIGPLNT