CONTRACT NO. 62882

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	•	McHENRY	502	289
STA. 9+35.22	TO STA.142+08.53			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	1Y	1Z	1AA	1BB	1CC	1DD	1EE	1FF	1GG	1HH	1JJ	PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 5	PREEMPTOR NUMBER 6	CLEAR TO NORMAL SEQUENCE
CHANGE FROM NORMAL SEQUENCE OF OPERATIONS INTERVAL NUMBER	1	1			4					4			4					7					7	10			10	13					13					
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBERS	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	1Y	1Z	1AA	1BB	1CC	1DD	1EE	1FF	1GG	1HH	1JJ	2	3	4	5	
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	1C	1D	3, 4, 5	1F	1G	1H	1J	2	1L	1M	4	1P	1Q	1R	1S	3, 5	1U	1V	1W	1X	2, 3, 5	4	1AA	1BB	2, 4, 5	3	1EE	1FF	1GG	1HH	2, 3, 4	5					
ILLINOIS ROUTE 47, NEAR RIGHT AND FAR RIGHT SPAN WIRE SIGNALS N/B	G	G	Y	R	G	G	G	G	G	G	Y	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	R	R	◊
ILLINOIS ROUTE 47 TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS N/B	←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	←G	←R	←R	←R	◊
ILLINOIS ROUTE 47, NORTH OF TRACK RIGHT LOW MOUNT AND TWO RIGHT SPAN WIRE SIGNALS S/B	R	R	R	R	G	Y	R	R	R	G	G	G	G	Y	R	R	R	G	Y	R	R	R	G	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◊
ILLINOIS ROUTE 47, NORTH OF TRACK LOW MOUNT IN BARREL (ON LEFT) AND TWO LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS S/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←Y	←R	←R	←R	←G	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←R	◊
ILLINOIS ROUTE 47, SOUTH OF TRACK NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNALS S/B	R	R	R	R	G	G	G	Y	R	G	G	G	G	G	G	Y	R	G	G	G	Y	R	G	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◊
ILLINOIS ROUTE 47, SOUTH OF TRACK TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS S/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←G	←G	←Y	←R	←G	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←R	◊
MAIN STREET, NEAR SIDE RIGHT SPAN WIRE SIGNAL E/B	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	G	R	R	R	R	R	R	R	G	R	R	◊
MAIN STREET, EAST OF TRACK FAR SPAN WIRE SIGNALS E/B	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	G ←G	R	R	R	R	R	R	R	G ←G	R	R	◊
MAIN STREET, EAST OF TRACK LOW MOUNT IN BARREL (ON LEFT), SPAN WIRE, AND RIGHT LOW MOUNT SIGNALS W/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	R	G	R	R	R	G	◊
MAIN STREET, WEST OF TRACK FAR SPAN WIRE SIGNALS W/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	G ←G	G ←G	Y	R	G ←G	R	R	R	G ←G	◊
PEDESTRIAN SIGNAL CROSSING MAIN STREET ON EAST SIDE OF ILLINOIS ROUTE 47	FH	FH	H	H	FH	H	H	H	H	FH	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◊
PEDESTRIAN SIGNAL CROSSING MAIN STREET ON WEST SIDE OF ILLINOIS ROUTE 47	H	H	H	H	FH	H	H	H	H	FH	H	H	FH	H	H	H	H	FH	H	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◊
PEDESTRIAN SIGNAL CROSSING ILLINOIS ROUTE 47 ON NORTH SIDE OF MAIN STREET	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	H	H	FH	H	H	H	H	◊
PEDESTRIAN SIGNAL CROSSING ILLINOIS ROUTE 47 ON SOUTH SIDE OF MAIN STREET	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	FH	H	H	H	H	H	H	H	H	H	H	◊

TEMPORARY RAILROAD PREEMPTION SEQUENCE OF OPERATION

	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	2	3	4	5	CLEAR TO NORMAL SEQUENCE
													PREEMPTOR NUMBER 3		PREEMPTOR NUMBER 4		PREEMPTOR NUMBER 5		PREEMPTOR NUMBER 6				PREEMPTOR NUMBER 2				
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1		4		7		10		13																		
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE 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	1W	1X	2	3	4	5	
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2	1D	2	1F	2	1H	2	1K	1L	1M	2											3	4	5		
ILLINOIS ROUTE 47, NEAR RIGHT AND FAR RIGHT SPAN WIRE SIGNALS N/B	Y	R	Y	R	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	△
ILLINOIS ROUTE 47 TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS N/B	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	△
ILLINOIS ROUTE 47, NORTH OF TRACK RIGHT LOW MOUNT AND TWO RIGHT SPAN WIRE SIGNALS S/B	R	R	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	△
ILLINOIS ROUTE 47, NORTH OF TRACK LOW MOUNT IN BARREL (ON LEFT) AND TWO LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS S/B	←R	←R	←R	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	△
ILLINOIS ROUTE 47, SOUTH OF TRACK NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNALS S/B	R	R	G	G	G	G	R	R	R	R	R	R	R	R	R	R	G	G	R	R	R	R	G	Y	R	R	△
ILLINOIS ROUTE 47, SOUTH OF TRACK TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS S/B	←R	←R	←R	←R	←G	←G	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←G	←R	←R	←R	←R	←G	←Y	←R	R	△
MAIN STREET, NEAR SIDE RIGHT SPAN WIRE SIGNAL E/B	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	△
MAIN STREET, EAST OF TRACK FAR SPAN WIRE SIGNALS E/B	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	△
MAIN STREET, EAST OF TRACK LOW MOUNT IN BARREL (ON LEFT), SPAN WIRE, AND RIGHT LOW MOUNT SIGNALS W/B	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	△
MAIN STREET, WEST OF TRACK FAR SPAN WIRE SIGNALS W/B	R	R	R	R	R	R	R	R	G ←G	G ←G	Y	R	R	R	R	R	R	R	G ←G	G ←G	Y	R	R	R	R	G ←G	△
PEDESTRIAN SIGNAL CROSSING MAIN STREET ON EAST SIDE OF ILLINOIS ROUTE 47	H	H	FH	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△
PEDESTRIAN SIGNAL CROSSING MAIN STREET ON WEST SIDE OF ILLINOIS ROUTE 47	FH	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△
PEDESTRIAN SIGNAL CROSSING ILLINOIS ROUTE 47 ON NORTH SIDE OF MAIN STREET	H	H	H	H	H	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△
PEDESTRIAN SIGNAL CROSSING ILLINOIS ROUTE 47 ON SOUTH SIDE OF MAIN STREET	H	H	H	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△
																										HOLD	

◊ 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.

△ 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.

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

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATIONS & TEMPORARY RAILROAD PREEMPTION SEQUENCE OF OPERATIONS ILLINOIS ROUTE 47 AT MAIN STREET STAGE 3, STAGE 3B, AND STAGE 3C. (SHEET 2 OF 2)

SCALE: NONE
DATE: APRIL 17, 2009
DRAWN BY: MAA
DESIGNED BY: PKG/RRM
CHECKED BY: PKG/HPS

...*117_14-IL47@MAIN_EVP&RP_S3.dgn
4/24/2009
5:04:23 PM

PLOT DATE = Wednesday, August 05, 2009
FILE NAME = S:\11-CADD\01-sht\289_t22.dgn
PLOT SCALE = 1:1
USER NAME = 3830