



TEMPORARY SEQUENCE OF OPERATION - STAGE 1

MOVEMENT	1 + 5																1 + 6			2 + 5			2 + 6						3			4			F L A S H
	1	2A	2B	3A	3B	4A	4B	5	6A	6B	7	8A	8B	9	10A	10B	11A	11B	12A	12B	13	14A	14B	15	16A	16B									
ILL RTE 31 NEAR AND 2 FAR RIGHT SPAN WIRE SIGNALS	R	R	R	R	R	R	R	R	R	R	G	G	G	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R								
ILL RTE 31 2 FAR LEFT SPAN WIRE SIGNALS	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								
ILL RTE 31 NEAR AND 2 FAR RIGHT SPAN WIRE SIGNALS	R	R	R	R	R	R	R	G	G	G	R	R	R	G	G	G	Y	R	Y	R	R	R	R	R	R	R	R								
ILL RTE 31 2 FAR LEFT SPAN WIRE SIGNALS	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								
US 30 WB RAMPS (RAMPS A/B) NEAR SPAN WIRE SIGNAL	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								
US 30 WB RAMPS (RAMPS A/B) FAR SPAN WIRE SIGNALS	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								
CASE STREET NEAR SPAN WIRE SIGNAL	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								
CASE STREET FAR SPAN WIRE SIGNALS	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								

PHASE 2+6 SHALL BE PLACED ON RECALL

TEMPORARY SEQUENCE OF OPERATION - STAGES 2,2A, 2B, 3 AND FINAL

MOVEMENT	1 + 6					2 + 6					3			F L A S H	
	1	2A	2B	3	4A	4B	5A	5B	6	7A	7B				
ILL RTE 31 NEAR AND 2 FAR RIGHT SPAN WIRE SIGNALS	R	R	R	G	Y	R	Y	R	R	R	G	R	R		
ILL RTE 31 2 FAR LEFT SPAN WIRE SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R		
ILL RTE 31 NEAR AND 2 FAR RIGHT SPAN WIRE SIGNALS	G	G	G	G	G	G	Y	R	R	R	R	R	R		
ILL RTE 31 2 FAR LEFT SPAN WIRE SIGNALS	G	Y	R	R	R	R	R	R	R	R	R	R	R		
CASE STREET NEAR SPAN WIRE SIGNAL	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R
CASE STREET FAR SPAN WIRE SIGNALS	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R

PHASE 2+6 SHALL BE PLACED ON RECALL

TEMPORARY RAILROAD PREEMPTION SEQUENCE OF OPERATION - STAGE 1

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	PREEMPTOR NUMBER 2												CLEAR TO NORMAL SEQUENCE				
	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M					
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2	1D	2	1F	2	1H	2	1K	2	1M	2	3	4	5		
ILL RTE 31 NEAR AND 2 FAR RIGHT SPAN WIRE SIGNALS	R	R	R	R	Y	R	Y	R	R	R	R	R	R	R	R	G	△
ILL RTE 31 2 FAR LEFT SPAN WIRE SIGNALS	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	△
ILL RTE 31 NEAR AND 2 FAR RIGHT SPAN WIRE SIGNALS	R	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	G	△
ILL RTE 31 2 FAR LEFT SPAN WIRE SIGNALS	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	△
US 30 WB RAMPS (RAMPS A/B) NEAR SPAN WIRE SIGNAL	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	△
US 30 WB RAMPS (RAMPS A/B) FAR SPAN WIRE SIGNALS	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	△
CASE STREET NEAR SPAN WIRE SIGNAL	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	△
CASE STREET FAR SPAN WIRE SIGNALS	R	R	R	R	R	R	R	R	G	G	R	R	G	Y	R	R	△
ILL RTE 31 ILLUMINATED NO RIGHT TURN SIGNS	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	△

△ 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.

NRT = "NO RIGHT TURN" OR

NLT = "NO LEFT TURN" OR

HOLD

TEMPORARY RAILROAD PREEMPTION SEQUENCE OF OPERATION STAGE 2, 2A, 2B, 3 AND FINAL

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	PREEMPTOR NUMBER 2										CLEAR TO NORMAL SEQUENCE	
	1A	1B	1C	1D	1E	1F	2	3	4	5		
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2	1D	2	1F	2	3	4	5			
ILL RTE 31 NEAR AND 2 FAR RIGHT SPAN WIRE SIGNALS	R	R	Y	R	R	R	R	R	R	R	G	△
ILL RTE 31 2 FAR LEFT SPAN WIRE SIGNALS	R	R	R	R	R	R	R	R	R	R	R	△
ILL RTE 31 NEAR AND 2 FAR RIGHT SPAN WIRE SIGNALS	Y	R	Y	R	R	R	R	R	R	R	R	△
ILL RTE 31 2 FAR LEFT SPAN WIRE SIGNALS	Y	R	R	R	R	R	R	R	R	R	R	△
CASE STREET NEAR SPAN WIRE SIGNAL	R	R	R	R	Y	R	R	R	R	R	R	△
CASE STREET FAR SPAN WIRE SIGNALS	R	R	R	R	G	G	G	Y	R	R	R	△
ILL RTE 31 ILLUMINATED NO RIGHT TURN SIGNS	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	△

△ 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.

NRT = "NO RIGHT TURN" OR

NLT = "NO LEFT TURN" OR

TS-17

FILE NAME =	USER NAME = \$USER\$	DESIGNED - KMM	REVISED -
K:\Projects\090064\Design\Sheet Files\0133RWAtempseqWR.dgn		DRAWN - LV	REVISED -
	PLOT SCALE = \$SCALE\$	CHECKED - JDH	REVISED -
	PLOT DATE = 6/20/2012	DATE - 6/15/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY SEQUENCE OF OPERATION AND TEMPORARY RAILROAD PREEMPTION SEQUENCE OF OPERATION U.S. ROUTE 30 WB RAMPS (RAMPS A / B / CASE ST.) AT IL ROUTE 31			
SCALE: N.T.S.	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	(10 & 11 VB) R-3		507	181
KANE AND KENDALL			CONTRACT NO. 60133	
ILLINOIS FED. AID PROJECT				