

# ILLINOIS HIGHWAY INFORMATION SYSTEM

## ROADWAY INFORMATION AND PROCEDURE MANUAL

ITEM NAME <b>TRAFFIC CONTROL</b>					ITEM NO. <b>61A</b>
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ENTERED BY	STATE	NON- STATE	HPMS	MUNI	EFFECTIVE DATE
<b>District Program Development</b>	<b>YES</b>	<b>YES</b>	<b>NA</b>	<b>YES</b>	<b>7/1/2014</b>
UPDATE	GIS NAME				DATABASE NAME
<b>References</b>	<b>N/A</b>				<b>TrafficControlType</b>

### DESCRIPTION AND PURPOSE OF ITEM

This item identifies the type of traffic control at an intersection.

This information is used for capacity and safety analysis.

This item can be obtained from construction plans or, if plans are unavailable, field review. If in question, contact the district Bureau of Operations.

### CODE AND SCREEN ENTRY INSTRUCTIONS

A 1-digit alphanumeric code.

<u>Code</u>	<u>Description</u>
N	Not an Intersection
0	No Traffic Control Devices on any approach
1	1 or 2 Way Stop - Inventoried Route Stops – no red flashing lights
2	All Way Stop - No red flashing lights
3	1 or 2 Way Stop - Inventoried Route Stops and flashing lights exist
4	All Way Stop – one or more approaches have red flashing lights
5	Traffic signals - 2 Phase (fixed time) – two preset times exist
6	Traffic signals - 2 Phase (traffic actuated) – two preset times and detection timing override capability exists
7	Traffic signals - Multi-Phase (fixed time) –More than two preset times
8	Traffic signals - Multi-Phase (traffic actuated) –more than two preset times and vehicle-detection timing override capability exists
9	Not determined
A	1 or 2 Way Stop - Intersecting Route Stops – no red flashing lights
B	1 or 2 Way Stop - Intersecting Route Stops –red flashing lights exist
Y	Inventoried Route Yields

In a signal cycle, a traffic phase is the combined green, change and clearance intervals assigned to any independent movement(s) of traffic. Each cycle can have two or more phases. Usually, cycles are 2 phase until a turning movement signal is included.