

PROPOSED NORMAL SEQUENCE OF OPERATION PHASE 11 (NORTH --MOVEMENT 7A 79 8A 8B 5B INTERVAL 5A CHANGE TO PHASE U.S. ROUTE 45 SOUTH-EASTBOURD R FAR RIGHT SIGNAL U.S. ROUTE 45 SOUTH-EASTBOUND G G END MAST ARM AND FAR LEFT SIGNALS U.S. ROUTE 45 NORTH-WESTBOURD R R R R R G R G FAR RIGHT SIGNAL END MAST ARM AND FAR LEFT SIGNALS DEERPATH DRIVE SOUTHBOUND 13 NEAR AND FAR RIGHT SIGNALS G--Y--DEERPATH DRIVE SOUTHBOUND R FAR LEFT AND CENTER SIGNAL PEDESTRIAN CROSSING DW DW DARK ON NORTH SIDE OF U.S. ROUTE 45 DW DW DW DW

NOTE: PHASES 2 + 6 SHALL BE PLACED ON RECALL

PROPOSED EMERGENCY VEHICLE PREEMP	TION SE	QUENCE	E OF OP	ERATIO	И		2005 200		11 P. 10 P. 1		PRE- EMPTOR	PRE - EMPTOR 4
FROM NORMAL INTERVAL	1		1	3_		3		i	5	6	$\geq \leq$	$\geq \leq$
EMERGENCY VEHICLE PRE-EMPTION			10	10	1E	1F	1G	1H	1,1	116	2	3
SEQUENCE INTERVAL	1A	18	10	1D	15	11.	10	In	10		1	
CHANGE TO EMERGENCY VEHICLE PRE-EMPTION INTERVAL	2	10	3	2	ıF	1G	3	13	2	3	<b>\Q</b>	<b>\Q</b>
U.S. ROUTE 45 SOUTH-EASTBOUND		-		-							1	
FAR RIGHT SIGNAL '	G	Υ	R	G	G	Y	R	R	R	_ R	G	R
U.S. ROUTE 45 SOUTH-EASTBOUND	G											
END MAST ARM AND FAR LEFT SIGNALS	→ Y	Y	R	G	G	Y	R	R	15	R	G	R
U.S. ROUTE 45 NORTH-WESTBOUND					i	i				!		
FAR RIGHT SIGNAL	R	R	R	G	G	Y	R	R	R	F	G	R
END MAST ARM AND FAR LEFT SIGNALS							1			!		
DEERPATH DRIVE SOUTHBOUND	R	R	R							1	525	
NEAR AND FAR RIGHT SIGNALS	Y	G→	G-	R	R	R_	R	Y	15	G	R	G
DEERPATH DRIVE SOUTHBOUND			1				0.0000000000000000000000000000000000000			İ	1	
FAR LEFT AND CENTER SIGNAL	R	R	R	R	R	R_	R	Y	-3	G	K	G
PEDESTRUM CROSSING				** FL	** FL	D	D.111	D111	ruu	Dur	l nw	DW
ON NORTH SIDE OF U.S. ROUTE 45	DW.	DW	DW	DW	I DW	DW	DW	DW	DW	DW	J DW	DA

O EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE HOPMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL I. DISPLAY A DIFFERENT EMERGENCY VEHICLE INTERVAL AFTER EMERGINCY INTERVAL 2 OR 3 IS TERMINATED.

ROM NORMAL INTERVAL 1 3 6														
FROM EMERGENCY VEHICLE PRE-EMPTION SEQUENCE INTERVAL HUMBER	X	>	<		<	2	2	3		$\times$		·	·	CLEAR TO
RAILROAD PREEMPTION INTERVAL	1A	1B	10	10	1E	1F	1G	1H	13	2	_ 3	4 -	5	NORMAL SEQUENCE
CHANGE TO RAILROAD PREEMPTION INTERVAL	2	10	2	1E	2	1G	_ 2	1.J	2	3	4	5	6	Δ
U.S. ROUTE 45 SOUTH-EASTBOUND FAR RIGHT SIGNAL	G	G	G	R	R	G	G	R	R	G	Y_	R	R	Δ
U.S. ROUTE 45 SOUTH-EASTBOUND END MAST ARM AND FAR LEFT SIGNALS	G — G	G	G	R	R	G	G	R	R	- G	Y	R	R	Δ
U.S. ROUTE 45 NORTH-WESTBOUND FAR RIGHT SIGNAL END MAST ARM AND FAR LEFT SIGNALS	R	Y	R	R	R	Y	R	R	FR	R	R	R	R	Δ
DEERPATH DRIVE SOUTHBOUND NEAR AND FAR RIGHT SIGNALS	R Y—	R	R	Υ	R	R	R	Υ	R	R	R	R	G	Δ
DEERPATH DRIVE SOUTHBOUND FAR LEFT AND CENTER SIGNAL	R	R	R	Y	R	R	R	Y	i₹	R	R	R	G	Δ
PEDESTRIAN CROSSING ON NORTH SIDE OF U.S. ROUTE 45	DW	FL DW	DW	DW	DW	DW	DW	DW	DW	UW	DW	DW	wa	Δ

A RAILROAD PREEMTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARENCE INTERVAL TO DISPLAY AN EMERGENCY VEHICAL INTERVAL (IF APPLICABLE) AFTER RAILROAD PREEMTION INTERVAL 5 IS TERMINATED.

TS# 6655 VERNON HILLS

SECTION

2012-003 I

COUNTY

ILLINOIS FED. AID PROJECT

LAKE 102 39

CONTRACT NO. 60T41

\* 10 APPEAR ONLY UPON PUSHBUTTON ACTUATION.

\*\* FLASHING "DON'T WALK" IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN CLEARANCE INTERVAL.

FILE NAME =	USER NAME = \$USER\$	DESIGNED	-	DW	REVISED -		U.S. RTE. 45 AND DEERPATH DRIVE – SEQUENCE OF OPERATION,						
N:\Projects3\12004\DesignCAD\Sheet Files 12-001 Sheets SE Lake Co\06655_CAB_LAKE		⊣AF <b>DRAN</b> N - JDH		JDH	REVISED -	STATE OF ILLINOIS	RAILROAD SEQUENCE OF OPERATION & EVP SEQUENCE						
	PLOT SCALE = \$SCALE\$	CHECKED	-	KMM	REVISED -	DEPARTMENT OF TRANSPORTATION	KAILK	IUN & EVP	SEQUENCE				
	PLOT DATE = 3/28/2012	DATE	-		REVISED -		SCALE: N.T.S.	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.			