PROPOSED SEQUENCE OF OPERATION

| MOVEMENT N | | | | 1 — | <u>_</u> | ⊢ — 5 | | | 1 | | - | -1 | ± √ | 2 5 | | | 6 | L T | 2 | | | | → ▼ | Ĺ | <u> </u> | _ | 8 1 | ⊢ . | F L |
|---|----|-------------|---|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------------|------------|------------|------------|-------------|-----------------|------------|--------------------------|-----------------|------------|------------|--------------------------|------------|
| PHASE | | | *************************************** | | | 1+5 | | | | 1+6 | | | 2+5 | | | | | 2+6 | | | | | 3 | + 8 | | | 4+8 | | A |
| INTERVAL | | 1 | 2A | 2B | ЗА | 3B | 4A | 4B | 5 | 6A | 6B | 7 | 8A | 8B | 9 | 10A | 10B | 11A | 11B | 12A | 12B | 13 | 14A | 14B | 15 | 16 | 17A | 17B |] _ |
| CHANGE TO | | | 1 | +6 | 2 | + 5 | 2 | +6 | | 2 | + 6 | | 2 | + 6 | | 3 | + 5 + 8 + 8 | 1 - | + 6 | 2 | + 5 | | 1 2 | + 5 + 6 + 5 + 6 | 4+8 | | 1 2 | + 5 + 6 + 5 + 6 | S H |
| U.S. ROUTE 14 (NORTHWEST HWY.) NEAR RIGHT POST, RIGHT AND CENTER MAST ARM SIGNALS | EB | R | R | R | R | R | R | R | G | G | G | R | R | R | G | Υ | R | G | G | Y | R | R | R | R | R | R | R | R | R |
| U.S. ROUTE 14 (NORTHWEST HWY.) END MAST ARM AND FAR LEFT SIGNALS | EB | + 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 | ←R |
| U.S. ROUTE 14 (NORTHWEST HWY.) NEAR RIGHT POST AND RIGHT MAST ARM SIGNALS | WB | R | R | R | R | R | R | R | R | R | R | G | G | G | G | Y | R | Y | R | G | G | R G→ | R Y→ | R | R Y→ | R | R | R | R |
| U.S. ROUTE 14 (NORTHWEST HWY.) CENTER MAST ARM SIGNAL | WB | R | R. | R | R | R | R | R | R | R | R | G | G | G | G | Υ | R | Y | R | G | G | R | R | R | R | R | R | R | R |
| U.S. ROUTE 14 (NORTHWEST HWY.) END MAST ARM AND FAR LEFT SIGNALS | WB | - -G | ¥. | → 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 | → R |
| PLUM TREE ROAD NEAR RIGHT POST AND RIGHT MAST ARM SIGNALS | NB | 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 |
| PLUM TREE ROAD END MAST ARM AND FAR LEFT SIGNALS | NB | 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 | Υ | R | R |
| KELSEY ROAD NEAR RIGHT POST AND RIGHT MAST ARM SIGNALS | SB | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | G | Υ | R | G | G | Υ | R | R |
| KELSEY ROAD END MAST ARM AND FAR LEFT SIGNALS | SB | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | G → G | Υ | R | G → Y | G | Υ | R | R |

NOTE: PHASES 2 AND 6 SHALL BE PLACED ON RECALL.

| PROPOSED EMERGENCY VE | HIC | LEI | PRE | <u>EMI</u> | 211C | <u>NS</u> | EQU | JEN | CE (| JF C |)PE | ₹A L | ION | | | | | | | | | | | | | PREEMPTOR NUMBER 3 | PREEMPTOR NUMBER 4 | PREEMPTOR NUMBER 5 | |
|---|------|-------------|------------|-------------|------------|-------------|-----|------------|--------------|-------------|-----|------------|--------------|------------|------------|-------------|------------|------------|-------------|------------|--------------|-------------|----|--------------|------------|-----------------------|-----------------------|-----------------------|-------------------|
| CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER | | | 1 | | 1 | | 1 | | 5 | 5 | 7 | | 7 | | 9 | | 9 | | 9 | 1 | 3 | 13 | 1 | 6 | 16 | 202 | | | |
| EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER | | 1A | 1B | 1C | 1D | 1E | 1F | 1G | 1H | 1J | 1K | 1L | 1M | 1N | 1P | 1Q | 1R | 18 | 1T | 1U | 1V | 1W | 1X | 1Y | 1Z | 2 | 3 | 4 | CLEAR TO |
| CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER | | 1B | 2 | 1D | 3 | 1F | 4 | 1H | 2 OR 4 | 3 | 2 | 1M | 3 OR 4 | 1P | 2 | 1R | 3 | 1 T | 4 | 1V | 2 OR 3 | 4 | 1Y | 2 OR 3 | 4 | | | | NORMAI SEQUENC |
| U.S. ROUTE 14 (NORTHWEST HWY.) NEAR RIGHT POST, RIGHT AND CENTER MAST ARM SIGNALS | ЕВ | R | R | R | R | R | R | Y | R | G | R | R | R | Y | R | G | G | Y | R | R | R | R | R | R | R | R | G | R | \Diamond |
| U.S. ROUTE 14 (NORTHWEST HWY.) END MAST ARM AND FAR LEFT SIGNALS | ЕВ | + Y | ≠R | + G | - G | - -Y | ≁R | - Y | ← R | - -G | ≠R | ₹R | +-R | ₹R | + R | - -R | ≁ R | ← R | - -R | ← R | ← R | ←R | ←R | ←R | ≁R | - R | + G | ← R | \Diamond |
| U.S. ROUTE 14 (NORTHWEST HWY.) NEAR RIGHT POST AND RIGHT MAST ARM SIGNALS | WB | R | R | R | R | R | R | R | R | R | G | Y | R | G | G | Y | R | Y | R | R Y→ | R | R Y→ | R | R | R | G | R | R | \Diamond |
| U.S. ROUTE 14 (NORTHWEST HWY.) CENTER MAST ARM SIGNAL | WB | R | R | R | R | R | R | R | R | R | G | Y | R | G | G | Y | R | Υ | R | R | R | R | R | R | R | G | R | R | \Diamond |
| U.S. ROUTE 14 (NORTHWEST HWY.) END MAST ARM AND FAR LEFT SIGNALS | WB . | - -G | → G | - -Y | ≁R | - -Y | +-R | +-R | → R | → R | -G | → Y | ≁ R | → R | ←R | ←R | - R | + R | →R | ←R | ←R | - -R | ←R | - -R | + R | - -G | - R | - -R | \Diamond |
| PLUM TREE ROAD NEAR RIGHT POST AND RIGHT MAST ARM SIGNALS | NB | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | Y | R | G | R | R | G | \Diamond |
| PLUM TREE ROAD END MAST ARM AND FAR LEFT SIGNALS | NB | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | Υ | R | G | R | R | G | \Diamond |
| KELSEY ROAD NEAR RIGHT POST AND RIGHT MAST ARM SIGNALS | SB | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | Y | R | G | Υ | R | G | R | R | G | \Diamond |
| KELSEY ROAD END MAST ARM AND FAR LEFT SIGNALS | SB | R | R | R | R | R. | R | R | R | R | R | R | R | R | R | R | R | R | R | Υ | R | G ←Y | Υ | R | G | R | R | G | \Diamond |

EMERGENCY VEHICLE PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY VEHICLE PREEMPTION INTERVAL AFTER EMERGENCY VEHICLE PREEMPTION INTERVAL 2, 3, OR 4 IS TERMINATED.

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

FILE NAME = USER NAME = brd DESIGNED - BRD REVISED ...\P141509-88.Sequence of Operations 1.dsn DRAWN - OJT REVISED PLOT SCALE = 20.0000 '/ in. CHECKED - JJE REVISED PLOT DATE = 1/21/2011 DATE - 01/21/2011 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| 1 | CENTENCE OF ODE | DATION DOODOCE | O EMEDOENI | CV VEUI | CLE PREEMPTION SEQUENCE | IEAR | | · | TOTAL | SHEET |
|---|---------------------|------------------|------------|---------|-------------------------|----------------|-----------------|------------|--------|-------|
| | | | | | | F.A.P. RTE. | SECTION | COUNTY | SHEETS | NO. |
| ı | | , PROPOSED RAILR | | 305 | 24R-N-2 | LAKE | 43 | 21 | | |
| ı | U.S | S. ROUTE 14 AND | KELSEY ROA | | | CONTRAC | T NO. | 60K17 | | |
| ı | SCALE: NOT TO SCALE | SHEET NO. 1 OF | 2 SHEETS | STA. | TO STA. | | ILLINOIS FED. A | ID PROJECT | | |