| PROPOSED RAILROAD PREEMPTION SEQUENCE OF OPERATION | | | | | | | | | | | | PREEMPTOR NUMBER 3 | | PREEMPTOR NUMBER 4 | | PREEMPTOR NUMBER 5 | | PREEMPTOR NUMBER 2 | | | | | | |
|---|--------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------------|---|-----------------------|------------|-----------------------|------------|---|------------|-----------------|---|------------|------------|------------------|
| CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER | | 1 -0 -00 | | 5 | | 7 | | 9 | | 13 | | 16 | | | 1.4 | | | | | | | | | |
| CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE INTERVAL NUMBER | t . | | | 2 | i k | | | | | | | | | | 2 | | 3 | | 4 | | | | | |
| RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER | | 1A | 1B | 1C | 1D | 1E | 1F | 1G | 1H | 1J | 1K | 1L | 1M | 1N | 1P | 1Q | 1R | 18 | 1T | 2 | 3 | 4 | 5 | CLEAR T NORMA |
| HANGE TO RAILROAD PREEMPTION SEQUEI IF OPERATION INTERVAL NUMBER | NCE | 1B | 2 | 1D | 2 | 1F | 2 | 1H | 2 | 1K | 2 | 1M | 2 | 1P | 2 | 1R | 2 | 1T | 2 | 3 | 4 | 5 | | SEQUEN |
| S. ROUTE 14 (NORTHWEST HWY.) IEAR RIGHT POST, RIGHT AND CENTER IAST ARM SIGNALS | ЕВ | R | R | Y | R | R | R | Υ | R | R | R | R | R | R | R | Y | R | R | R | R | R | R | G | Δ |
| .S. ROUTE 14 (NORTHWEST HWY.) ND MAST ARM AND FAR LEFT SIGNALS | ЕВ | - -Y | - R | -Y | - R | ← R | ← R | ≁ R | ← R | → R | + R | → R | → R | ← R | → R | - -Y | - R | → R | - R | - -R | - R | → R | → R | Δ |
| .S. ROUTE 14 (NORTHWEST HWY.) EAR RIGHT POST AND RIGHT IAST ARM SIGNALS | WB | R | R | R | R | Υ | R | Υ | R | R Y→ | R | R | R | Y | R | R | R | R | R | R | R | R | G | Δ |
| S. ROUTE 14 (NORTHWEST HWY.) ENTER MAST ARM SIGNAL | WB | R | R | R | R | Υ | R | Υ | R | R | R | R | R | Υ | R | R | R | R | R | R | R | R | G | Δ |
| S. ROUTE 14 (NORTHWEST HWY.) ND MAST ARM AND FAR LEFT SIGNALS | WB | ÷Υ | + R | → R | + R | ← Υ | - R | ←R | ←R | ← R | ←R | ≠R | → R | ← Y | + R | + R | → R | ≁R | → R | - -R | ← R | ÷R | + R | Δ |
| LUM TREE ROAD NEAR RIGHT POST AND IGHT MAST ARM SIGNALS | NB | R | R | R | R | R | R | R | R | R | R | G | G | R | R | R | R | G | G | G | Υ | R | R | Δ |
| LUM TREE ROAD END MAST ARM AND AR LEFT SIGNALS | NB | R | R | R | R | R | R | R | R | R | R | G | G | R | R | R | R | G | G | G ÷ G | Y | R | R | Δ |
| ELSEY ROAD NEAR RIGHT POST AND IGHT MAST ARM SIGNALS | SB | R | R | R | R | R | R | R | R | Y | R | Y | R | R | R | R | R | Υ | R | R | R | R | R | Δ |
| ELSEY ROAD END MAST ARM AND AR LEFT SIGNALS | SB | R | R | R | R | R | R | R | R | Υ | R | Y | R | R | R | R | R | γ. | R | R | R | R | R | Δ |
| A RAILROAD PREEMPTION SEQUENCE SHA | ALL PR | OVIDE | THE PE | ROPER | CLEAR | RANCE | INTER\ | /AL TO | RESU | ME THE | NORM | AL | *************************************** | | | | | *************************************** | | | *************************************** | | HOLD | |

A 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 PREEMPTION INTERVAL (IF APPLICABLE) AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

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

FILE NAME = DESIGNED - BRD REVISED -...\P141509-09_Sequence of Operations 2 DRAWN - OJT REVISED PLOT SCALE = 20.0000 '/ in. CHECKED - JJE REVISED - 01/21/2011 REVISED

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

| | | | | | | - |
|--|----------------|---------|------------------|-----------------|----------|---|
| SEQUENCE OF OPERATION, PROPOSED EMERG | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEE NO. | |
| OF OPERATION, PROPOSED RAILROAD PRE | 305 | 24R-N-2 | LAKE | 43 | 22 | |
| U.S. ROUTE 14 AND KELSEY R | | | CONTRAC | T NO. | 60K17 | |
| SCALE: NOT TO SCALE SHEET NO. 2 OF 2 SHEET | S STA. TO STA. | | ILLINOIS FED. AI | D PROJECT | | |