PROPOSED SEQUENCE OF OPERATION

MOVEMENT ——•	N	!	5 2	1			6	-		3	4c				F	
PHASE			2+5			2+6			3				4			A
INTERVAL		1	2A	28	3	4A	48	5	6A	6B	7	8A	88	8C	8D	
CHANGE TO			2	+6		-;	+ 5 3 4		2 -	•				+ 5 + 6		\ F
IL ROUTE 137 NEAR LEFT AND TWO FAR LEFT SPAN WIRE SIGNALS	NWB	+G	← Y	+R	→ R	≁R	- R	+-R	+ R	+ R	≁R	≁R	→R	÷R	+ ₽	-
IL ROUTE 137 NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNALS	NWB	G	G	G	G	Υ	R	R	R	R	R	R	R	R	R	F
IL ROUTE 83 NEAR LEFT AND TWO FAR LEFT SPAN WIRE SIGNALS	SEB	R	R	R	G	Υ	R	R	R	R	Ŗ	R	R	Ŗ	R	ī
IL ROUTE 83 TWO NEAR RIGHT AND FAR RIGHT SPAN WIRE SIGNALS	SEB	R→	R-+-	R+	G+	γ+	R→	R+	R+	R-	G+	G→	G-	γ-	R-	R
IVANHOE ROAD NEAR SIDE SPAN WIRE SIGNAL	SB	R	R	R	R	R	R	G	Υ	R	R	R	R	R	R	F
IVANHOE ROAD FAR SIDE SPAN WIRE SIGNALS	58	R	R	R	R	R	R	G +G	Υ	R	R	R	R	R	R	f
IL ROUTE 83 (PRE-SIGNAL) ALL SIGNALS	NB	R	R	R	R	R	R	R	R	R	G	Υ	R	R	R	
IL ROUTE 83 (NORTH OF TRACKS) ALL SPAN WIRE SIGNALS	NB	R	R	R	R	R	R	R	R	R	G +G	G +G	G + G	Υ	R	

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

																		PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 5	PREEMPTOR NUMBER 6	
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1		1		3		3		5	5			7			7				or or an orași	
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1A	18	10	1D	1E	1F	1G	1H	1.5	1K	1L	1M	1N	1P	1Q	1R	2	3	4	5	CLEAR TO
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		2	10	3, 4 OR 5	1E	2, 4 OR 5	1G	3	1,1	2, 3 OR 5	4	1M	1N	1P	2,3 OR 4	1R	5		3.0028	200	and the second	NORMAL SEQUENCE
IL ROUTE 197 NEAR LEFT AND TWO FAR LEFT SPAN WIRE SIGNALS	NWB	+G	← Y	+R	- R	R	÷R	≁ R	≁R	R	- ←R	R	+-R	 R	≠R	R	R	- -G	+-R	- -R	≠R	\Diamond
IL ROUTE 137 NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNALS	NWB	G	Υ	R	Y	R	Υ	R	R	R	R	R	R	R	R	R	R	G	Ŕ	R	Ŕ	\Diamond
IL ROUTE 83 NEAR LEFT AND TWO FAR LEFT SPAN WIRE SIGNALS	SEB	R	R	R	Y	R	G	G	R	R	R	R	R	R	R	R	R	R	G	R	R	\Diamond
IL ROUTE 83 TWO NEAR RIGHT AND FAR RIGHT SPAN WIRE SIGNALS	SEB	R-	R+	R-	Y+	R+	G+	G→	R.→	R+	Ŕ→	G→	G→	Υ-	R+	Y -+	R-	R.→	G→	R⊶	R-	\Diamond
IVANHOE ROAD NEAR SIDE SPAN WIRE SIGNAL	SB	R	R	R	R	R	R	R	Υ	R	G	R	R	R	R	R	R	R	R	G	R	\Diamond
IVANHOE ROAD FAR SIDE SPAN WIRE SIGNALS	SB	R	R	R	R	R	R	R	Υ	R	G ≁-G	R	R	R	R	R	R	R	R	G +G	R	\Diamond
IŁ ROUTE 83 (PRE-SIGNAL) ALL SIGNALS	NΒ	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	G	G	R	R	R	G	\Diamond
IL ROUTE 83 (NORTH OF TRACKS) ALL SPAN WIRE SIGNALS	ΝB	R	R	R	R	R	R	R	R	R	R	G +G	G +G	Υ	R	G +G	G +G	R	R	R	G +-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, 4 OR 5 IS TERMINATED.

PROPOSED RAILROAD PREEMPTION SEQUENCE OF OPERATION

													PREE!	MPTOR BER 5	PREEI NUM	MPTOR BER 6	PREEMPTOR NUMBER 2				
		1		3		5		7			edile.				1 (2) 1 (2)		44.00				
					al lors									4			10.00				
	1A	1B	1C	10	1E	1F	1G	1H	1J	1K	1L	1 M	1N	1P	1Q	1R	2	3	4	5	CLEAR TO
	18	2	10	2	1F	2	1H	2	1K	2	1 M	2	1P	2	1R	2	3	4	5		NORMAL SEQUENCE
NWB	÷Υ	+ R	→ R	 R	≁R	₩R	÷R	- -R	- -Y	+-R	₩R	 -R	≠R	- -R	- -R	- -R	-+R	→ R	++R	≠R	Δ
NW8	Y	R	Υ	R	R	R	R	R	Υ	R	R	R	R	R	R	R	R	R	R	G	Δ
SEB	R	R	Υ	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	G	Δ
SEB	R+	R-	Y +	R →	R-	R→	Y-	R→	R→	R→	Y-	R+	R+	R→	R→	R→	R→	R→	R→	R+	Δ
SB	R	R	R	R	Y	R	R	R	R	R	R	R	Υ	R	R	R	R	R	R	R	Δ
SB	R	R	R	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	Δ
NB	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	Υ	R	R	R	R	R	Δ
NB	R	R	R	R	R	R	-G G	G +G	R	R	R	R	R	R	G + G	G +G	G +G	Υ	R	R	Δ
	NWB SEB SEB SB SB NB	1A 18 NWB + Y NWB Y SEB R SEB R+ SB R SB R NB R	18 2 NWB +Y +R NWB Y R SEB R R SEB R R SB R R SB R R NB R R	1A 1B 1C 18 2 1D NWB +Y +R +R NWB Y R Y SEB R R Y SEB R+ R+ Y+ SB R R R SB R R R NB R R	1A 1B 1C 1D 1B 2 1D 2 NWB +Y +R +R +R NWB Y R Y R SEB R R Y R SEB R+ R+ Y+ R+ SB R R R R SB R R R R SB R R R R	1A 1B 1C 1D 1E 18 2 1D 2 1F NWB +Y +R +R +R +R NWB Y R Y R R SEB R R Y R R SEB R+ R+ Y+ R+ R+ SB R R R R Y SB R R R R R Y NB R R R R R	1A 1B 1C 1D 1E 1F 18 2 1D 2 1F 2 NWB +Y +R +R +R +R +R NWB Y R Y R R R SEB R R Y R R R SEB R+ R+ Y+ R+ R+ SB R R R R Y R+ R+ SB R R R R Y R SB R R R R R Y R	1A 1B 1C 1D 1E 1F 1G 18 2 1D 2 1F 2 1H NWB +Y +R +R +R +R +R +R NWB Y R Y R R R R SEB R R Y R R R R SEB R R R Y R R R + Y+ SB R R R R R Y R R R SB R R R R R Y R R SB R R R R R Y R R	1A 1B 1C 1D 1E 1F 1G 1H 18 2 1D 2 1F 2 1H 2 NWB +Y +R +R +R +R +R +R +R NWB Y R Y R R R R R SEB R R Y R R R R R SEB R+ R+ Y+ R+ R+ R+ Y+ R+ SB R R R R R Y R R R R SB R R R R R Y R R R R SB R R R R R Y R R R SB R R R R R Y R R R SB R R R R R Y R R R SB R R R R R Y R R R SB R R R R R Y R R R	NUM 1 3 5 7 1A 1B 1C 1D 1E 1F 1G 1H 1J 18 2 1D 2 1F 2 1H 2 1K NWB +Y +R +R +R +R +R +R +R +Y NWB Y R Y R R R R R R Y SEB R R Y R R R R R R SEB R+ R+ Y+ R+ R+ R+ R+ Y+ R+ R+ SEB R R R R R R R R R R SEB R R R R R R R R R R SEB R R R R R R R R R R R SEB R R R R R R R R R R R SEB R R R R R R R R R R R SEB R R R R R R R R R R R SEB R R R R R R R R R R R R SEB R R R R R R R R R R R R SEB R R R R R R R R R R R R R SEB R R R R R R R R R R R R R	1A	1 3 5 7 2 2 2 2 2 2 2 2 2	1 3 5 7 2 3 3 3 5 7 2 3 3 3 3 5 7 2 3 3 3 3 3 3 3 3 3	NUMBER 3 NUMBER 4 NUMBER 4 NUMBER 5 NUMBER 6 NUM	NUMBER 3 NUMBER 4 NUMBER 5 1 3 5 7 2 3 4 1A 1B 1C 1D 1E 1F 1G 1H 1J 1K 1L 1M 1N 1P 1B 2 1D 2 1F 2 1H 2 1K 2 1M 2 1P 2 NWB +Y +R +R +R +R +R +R +R +R +Y +R +R +R +R +R +R NWB Y R Y R R R R R R Y R R R R R R R R R	NUMBER 3 NUMBER 4 NUMBER 5 NUM 1 3 5 7 2 3 4 1A 1B 1C 1D 1E 1F 1G 1H 1J 1K 1L 1M 1N 1P 1Q 1B 2 1D 2 1F 2 1H 2 1K 2 1M 2 1P 2 1R NWB +Y +R +R +R +R +R +R +R +Y +R	NUMBER 3 NUMBER 5 NUMBER 6 NUM	NUMBER 3 NUMBER 4 NUMBER 5 NUMBER 6 NUMBER 2 1 3 5 7 2 3 4 5 14 18 10 10 1E 1F 1G 1H 1J 1K 1L 1M 1N 1P 1Q 1R 2 18 2 1D 2 1F 2 1H 2 1K 2 1M 2 1P 2 1R 2 3 NWB +Y +R +R +R +R +R +R +R +Y +R	NUMBER 3 NUMBER 4 NUMBER 5 NUMBER 6 NUMBER 7 NUMBER 8 NUM	NUMBER 3 NUMBER 4 NUMBER 5 NUMBER 6 NUMBER 2 1 3 5 7 2 3 4 5 14 18 10 10 1E 1F 1G 1H 1J 1K 1L 1M 1N 1P 1Q 1R 2 3 4 5 NWB +Y +R +R +R +R +R +R +R +Y +R	NUMBER 3 NUMBER 4 NUMBER 5 NUMBER 6 NUMBER 7 NUMBER 7 NUMBER 8 NUM

ARAILROAD 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 "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.



USER NAME = eds	DESIGNEO - BRO	REVISED ~
FIRE NAME =\M6-Rt63-TCP,Sequence.dgc	DRAWN - MFB	REVISED .
HLOT SCA(전 = 20.02008 17 to.	CHECKED - JJE	REVISED -
PLOT CATE = 2/2/2012	DATE - 02/06/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HOLD

IL ROUTE 83 AT IL ROUTE 137 AND IVANHOE ROAD	F.A.U.
	RTE.
SEQUENCE OF OPERATION. PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE	198
	198
OF OPERATION, PROPOSED RAILROAD PREEMPTION SEQUENCE OF OPERATION	
COLIE NIZO CHEET NO 2 OF 7 CHEETC CTA TO CTA	
SCALE: N.T.S. SHEET NO. 3 OF 3 SHEETS STA. TO STA.	EFO. R

υ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3	00-00045-00-PV	LAKE	195	108
		CONTRACT	NO. 6	3640
. R	DAD DIST. NO. 1 [ILLINOIS FED. A	D PROJECT		