

EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

	1	5	5	7	7	9	9	11	15	15	18	18	21	21	PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	CLEAR TO NORMAL SEQUENCE
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1I	1J	1K	1L	1M	1N	2	3	
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	3	2	3	2	3	2	3	2	3	2	3	2	3			
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2 OR 3	2	1D	3	2	1G	3	2	1K	3	1M	1N	2 OR 3	1Q	2	3	
IL. RTE. 43 NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	G	Y	R	G	Y	R	R	R	R	R	R	R	R
IL. RTE. 43 FAR LEFT AND MAST ARM SIGNALS	N/B	R	R	R	G	Y	R	G	Y	R	R	R	R	R	R	R	R
IL. RTE. 43 NEAR AND FAR RIGHT SIGNALS	S/B	R	G	Y	R	R	R	G	Y	R	R	R	R	R	R	R	R
IL. RTE. 43 FAR LEFT AND MAST ARM SIGNALS	S/B	R	G	Y	R	R	R	G	Y	R	R	R	R	R	R	R	R
IL. RTE. 22 NEAR AND FAR RIGHT SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL. RTE. 22 FAR LEFT AND MAST ARM SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL. RTE. 22 (BEFORE TRACKS) NEAR RIGHT AND MAST ARM SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL. RTE. 22 (BEFORE TRACKS) NEAR LEFT SIGNAL	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL. RTE. 22 (AFTER TRACKS) FAR RIGHT SIGNAL	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL. RTE. 22 (AFTER TRACKS) FAR LEFT AND MAST ARM SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R

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

RAILROAD PREEMPTION SEQUENCE OF OPERATION

	1	5	7	9	11	15	18	21	PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 2	CLEAR TO NORMAL SEQUENCE													
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1I	1J	1K	1L	1M	1N	1P	1Q	1R	1T	1U	1V	3	3	4	5	
CHANGE FROM EVP SEQUENCE OF OPERATION INTERVAL NUMBER	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3	4	5	
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3	4	5	
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3	4	5	
IL. RTE. 43 NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL. RTE. 43 FAR LEFT AND MAST ARM SIGNALS	N/B	R	R	R	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL. RTE. 43 NEAR AND FAR RIGHT SIGNALS	S/B	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL. RTE. 43 FAR LEFT AND MAST ARM SIGNALS	S/B	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL. RTE. 22 NEAR AND FAR RIGHT SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL. RTE. 22 FAR LEFT AND MAST ARM SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL. RTE. 22 (BEFORE TRACKS) NEAR RIGHT AND MAST ARM SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL. RTE. 22 (BEFORE TRACKS) NEAR LEFT SIGNAL	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL. RTE. 22 (AFTER TRACKS) FAR RIGHT SIGNAL	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL. RTE. 22 (AFTER TRACKS) FAR LEFT AND MAST ARM SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
INTERNALLY ILLUMINATED NRT SIGNS	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT
INTERNALLY ILLUMINATED NLT SIGNS	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT

I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE (INCAND.)	LED	%OPERATION	
SIGNAL (RED)	18	135	17	0.50	153.00
(YELLOW)	18	135	25	0.25	112.50
(GREEN)	18	135	15	0.25	67.50
ARROW	18	135	12	0.10	21.60
PED. SIGNAL		90	25	1.00	
CONTROLLER	1	100	100	1.00	100.00
ILLUM. SIGN		84		0.05	
FLASHER				0.50	
ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION 201 WEST CENTER COURT SCHAUMBURG, ILLINOIS 60196-1096 ENERGY SUPPLY CONTACT: PHONE: 847-816-5248 COMPANY: COMED					TOTAL = 455.00

FOUNDATION (DEPTH)	(FT.) (m)	CABLE SLACK	(FT.) (m)	VERTICAL	(FT.) (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - FOUNDATION	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20' + L - 2 = (6m+L-0.6m)=
C - M. ARM POLE		SIGNAL POST	2 (1.0)	BRACKET MOUNTED	13 (4.0)
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	PED. PUSHBUTTON	4 (1.2)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	ELECTRIC SERVICE	13.5 (4.1)
		ELECTRIC SERVICE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
		GROUND CABLE	1 (0.5)	POST MOUNTED	6 (1.8)

NRT = "NO RIGHT TURN" OR

NLT = "NO LEFT TURN" OR

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

NOTE: THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE ADJACENT SYSTEM.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE SEQUENCE AND SCHEDULE OF QUANTITIES
IL. 43 (WAUKEGAN RD.) @ IL. 22 (HALF DAY RD.)

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2706	2006-020 TS	LAKE	29	23
C-91-351-06			CONTRACT NO. 60B48	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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