

PROPOSED RAILROAD PREEMPTION SEQUENCE OF OPERATION

	1		5		7		9		13		16		PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 5	PREEMPTOR NUMBER 2						CLEAR TO NORMAL SEQUENCE								
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	2	3	4		5							
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE INTERVAL NUMBER																							2	3	4					
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2	1D	2	1F	2	1H	2	1K	2	1M	2	1P	2	1R	2	1T	2	3	4	5									
U.S. ROUTE 14 (NORTHWEST HWY.) NEAR RIGHT POST, RIGHT AND CENTER MAST ARM SIGNALS	EB	R	R	Y	R	R	R	Y	R	R	R	R	R	R	Y	R	R	R	R	R	R	G	△							
U.S. ROUTE 14 (NORTHWEST HWY.) END MAST ARM AND FAR LEFT SIGNALS	EB	←Y	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←Y	←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	Y	R	Y	R	R	R	R	Y	R	R	R	R	R	R	R	R	G	△							
U.S. ROUTE 14 (NORTHWEST HWY.) CENTER MAST ARM SIGNAL	WB	R	R	R	R	Y	R	Y	R	R	R	R	Y	R	R	R	R	R	R	R	R	G	△							
U.S. ROUTE 14 (NORTHWEST HWY.) END MAST ARM AND FAR LEFT SIGNALS	WB	←Y	←R	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←Y	←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	G	G	R	R	R	R	G	G	G	Y	R	△							
PLUM TREE ROAD END MAST ARM AND FAR LEFT SIGNALS	NB	R	R	R	R	R	R	R	R	R	R	G	G	R	R	R	R	G	G	G	←G	Y	△							
KELSEY ROAD NEAR RIGHT POST AND RIGHT MAST ARM SIGNALS	SB	R	R	R	R	R	R	R	R	Y	R	Y	R	R	R	R	R	Y	R	R	R	R	△							
KELSEY ROAD END MAST ARM AND FAR LEFT SIGNALS	SB	R	R	R	R	R	R	R	Y	R	Y	R	R	R	R	R	Y	R	R	R	R	R	△							

△ 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.

HOLD

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