EXISTING SEQUENCE OF OPERATIONS

MOVEMENT N →	5 → 1							← 6 ← 1				5 → 2			← 6 ← 2								7 3 → OL				3 8				4 7 → OL				4 8				FLASH
PHASE	1+5							1+6				2+5			2+6								3+7				3+8				4+7				4+8				
INTERVAL	1	2A	2B	3A	3B	4A	4B	5	6	7A	7B	8	9A	9B	10	11	12A	12B	13A	13B	14A	14B	15	16	17	18	19	20	21A	21B	22	23	24A	24B	25	26	27	28A	28B	
CHANGE TO	/	1+6		2+5		2+6		θ / θ	2+6			/	2+6		/	1+6		2+5		1+5 3+7 3+8 4+7 4+8			/	1+5 1+6 2+5 2+6 4+8			θ / θ	1+5 1+6 2+5 2+6		4+8	/	1+5 1+6 2+5 2+6		4+8	/	/	1+5 1+6 2+5 2+6		
U.S RTE. 41 S/B NEAR AND FAR RIGHT SIGNALS	R	R	R	R	R	R	R	G	G	G	G	R	R	R	G	G	G	G	Y	R	Y	R	G→ R	Y→ R	Y→ R	G→ R	R	R	R	R	R	G→ R	Y→ R	R	Y→ R	R	R	R	R	R
U.S. RTE. 41 S/B MT MAST ARM SIGNAL	R	R	R	R	R	R	R	G	G	G	G	R	R	R	G	G	G	G	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
U.S. RTE. 41 S/B END MAST ARM AND FAR LEFT SIGNALS	← G	← G	← G	← Y	← R	← Y	← R	← G	← G	← Y	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R
U.S. RTE. 41 NEAR RIGHT, N/B FAR RIGHT AND MID MAST ARM SIGNALS	R	R	R	R	R	R	R	R	R	R	G	G	G	G	G	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
U.S. RTE . 41 N/B END MAST AND FAR LEFT SIGNALS	← G	← Y	← R	← G	← G	← Y	← R	← R	← R	← R	← R	← G	← Y	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R
OLD ELM RD. W/B NEAR AND FAR RIGHT SIGNALS	R	R	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	G	Y	R	G	R	R	R	R	G	G	Y	R	R
OLD ELM RD. W/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R ← G	R ← Y	R ← G	R ← Y	G ← G	G ← G	Y	R	G ← Y	R	R	R	R	G	G	Y	R	R
OLD ELM RD. E/B NEAR AND FAR RIGHT SIGNALS	R	R	R	R	R	R	R	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	G	G	G	Y	R	R
OLD ELM RD. E/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R ← G	R ← Y	R ← Y	R ← G	R	R	R	R	R	G ← G	Y	R	G ← Y	G	G	Y	R	R
PEDESTRIAN SIGNALS CROSSING U.S. RTE. 41 ON NORTHSIDE OF OLD ELM ROAD	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	*P	**FH	H	H	H	H	H	H	H	*P	**FH	H	H	DARK
PEDESTRIAN SIGNALS CROSSING OLD ELM ROAD ON WESTSIDE OF U.S. RTE. 41	H	H	H	H	H	H	H	*P	**FH	H	H	H	H	H	*P	**FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	

EXISTING RAILROAD PREEMPTION SEQUENCE OF OPERATION

														PREEMPTOR NUMBER 3		PREEMPTOR NUMBER 4		PREEMPTOR NUMBER 5		PREEMPTOR NUMBER 2				CLEAR TO NORMAL SEQUENCE
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1		5		8		10		15		19		23	26											
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER															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	1S	1T	1U	1V	2	3	4	5	△
CHANGE TO RAILROAD PREEMTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2	1D	2	1F	2	1H	2	2	1L	2	2	1P	2	1R	2	1T	2	1V	2	3	4	5	Ⓐ	△
U.S. RTE. 41 S/B NEAR AND FAR RIGHT SIGNALS	R	R	Y	R	R	R	Y	R	Y→ R	R	R	Y→ R	R	R	R	R	Y	R	R	R	R	R	R	G	△
U.S. RTE. 41 S/B MID MAST ARM SIGNAL	R	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	G	△
U.S. RTE. 41 S/B END MAST ARM AND FAR LEFT SIGNALS	← Y	← R	← Y	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	←R	←R	← R	←Y	←R	←R	←R	← R	←R	←R	←G	△
U.S. RTE. 41 NEAR RIGHT, N/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	Y	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	△
U.S. RTE. 41 N/B END MAST ARM AND FAR LEFT SIGNALS	← Y	← R	← R	← R	← Y	← R	← R	← R	← R	← R	← R	← R	← R	← R	← Y	← R	← R	← R	← R	← R	← R	← R	← R	← R	△
OLD ELM RD. W/B NEAR AND FAR RIGHT SIGNALS	R	R	R	R	R	R	R	R	R	Y	R	R	Y	R	R	R	R	R	Y	R	R	R	R	R	△
OLD ELM RD. W/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R ← Y	Y	R	R	Y	R	R	R	R	R	Y	R	R	R	R	R	△
OLD ELM RD. E/B NEAR AND FAR RIGHT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	G	G	G	R	R	R	R	G	G	G	Y	R	R	△
OLD ELM RD. E/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R ← G	R	R	G ← G	G	G	R	R	R	R	G	G	G ← G	Y	R	R	△
PEDESTRIAN SIGNALS CROSSING U.S. RTE. 41 ON NORTHSIDE OF OLD ELM ROAD	H	H	H	H	H	H	H	H	H	FH	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	△
PEDESTRIAN SIGNALS CROSSING OLD ELM ROAD ON WESTSIDE OF U.S. RTE. 41	H	H	FH	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△
																								HOLD	

* TO APPEAR ONLY UPON PUSHBUTTON ACTUATION

** FLASHING " " IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.

θ THIS " " OR FLASHING " " INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE " " OR FLASHING " " INTERVALS.

P = ILLUMINATED PERSON = WALK
FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK
H = ILLUMINATED SOLID HAND = DON'T WALK

PHASES 2 AND 6 SHALL BE PLACED ON RECALL.

FL = FLASHING
DK = DARK

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

Ⓐ RAILROAD PREEMPTION SEQUENCE SHALL BE CAPABLE OF CYCLING BETWEEN PHASES 1+6, 2+6, AND PHASE 3 UNTIL RAILROAD PREEMPTION IS TERMINATED.

FOR INFORMATION ONLY

GHA #4085.874

FILE NAME = 4085.874-TR1.dwg	USER NAME = ZACH WALLSTEN	DESIGNED - JRD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - ZCW	REVISED -	
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -	
	PLOT DATE = 6/30/2011	DATE - 6/30/2011	REVISED -	

EXISTING SEQUENCE OF OPERATIONS AND EXISTING RAILROAD PREEMPTION SEQUENCE OF OPERATIONS
U.S. RTE 41 (SKOKIE HWY) AT OLD ELM ROAD

SCALE: N.A. | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2011-042-TS	LAKE	62	21
		CONTRACT #:	60P49	
		ILLINOIS FED. AID PROJECT		