## TEMPORARY SEQUENCE OF OPERATION (FOR STAGES II.3A AND II.3B) (LEAD-LAG FOR McLEAN BLVD.)

| MOVEMENT | | 5 2 P----P | | | | | | P----P 6 2 P----P | | | | | | | | P----P 6 1 | | | | | | P 3 P | | | | P 4 P | | | | FLASH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PHASE | | 2+5 | | | | | | 2+6 | | | | | | | | 1+6 | | | | | | 3 | | | | 4 | | | | |
| INTERVAL | | 1 | 2 | 3A | 3B | 4A | 4B | 5 | 6 | 7A | 7B | 8A | 8B | 9A | 9B | 10 | 11 | 12A | 12B | 13A | 13B | 14 | 15 | 16A | 16B | 17 | 18 | 19A | 19B | |
| CHANGE TO | | ϕ | ϕ | 3, 4 1+6 | | 2+6 | | | | 1+6 | | 2+5 | | 3, 4 | | | | 3, 4 2+5 | | 2+6 | | | | 4 1+6 2+5 2+6 | | | | 3 1+6 2+5 2+6 | | |
| McLEAN BLVD. NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNALS | N/B | G | G | Y | R | 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 |
| McLEAN BLVD. TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS | N/B | ←G | ←G | ←Y | ←R | ←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 |
| McLEAN BLVD. NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNALS | S/B | R | R | R | R | R | R | G | G | G | G | Y | R | Y | R | G | G | Y | R | G | G | R | R | R | R | R | R | R | R | R |
| McLEAN BLVD. TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS | S/B | ←R | ←R | ←R | ←R | ←R | ←R | ←R | ←R | ←R | ←R | ←R | ←R | ←R | ←R | ←G | ←G | ←Y | ←R | ←Y | ←R | ←R | ←R | ←R | ←R | ←R | ←R | ←R | ←R | ←R |
| FLEETWOOD DRIVE NEAR RIGHT SPAN WIRE 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 | G | G | Y | R | R |
| FLEETWOOD DRIVE TWO FAR SPAN WIRE 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 | G ←G | G ←G | Y | R | R |
| FLEETWOOD DRIVE NEAR RIGHT SPAN WIRE SIGNAL | W/B | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | G | G | Y | R | R | R | R | R | R |
| FLEETWOOD DRIVE TWO FAR SPAN WIRE SIGNALS | W/B | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | G ←G | G ←G | Y | R | R | R | R | R | R |
| PEDESTRIAN SIGNALS - CROSSING McLEAN BLVD. ON NORTH SIDE OF FLEETWOOD DRIVE | | 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 | DARK |
| PEDESTRIAN SIGNALS - CROSSING McLEAN BLVD. ON SOUTH SIDE OF FLEETWOOD DRIVE | | 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 | DARK |
| PEDESTRIAN SIGNALS - CROSSING FLEETWOOD DRIVE ON EAST SIDE OF McLEAN BLVD. | | •P | ••FH | 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 | DARK |
| PEDESTRIAN SIGNALS - CROSSING FLEETWOOD DRIVE ON WEST SIDE OF McLEAN BLVD. | | H | H | H | H | H | H | •P | ••FH | H | H | H | H | H | H | •P | ••FH | H | H | H | H | H | H | H | H | H | H | H | H | DARK |

P = ILLUMINATED PERSON = WALK

FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK

H = ILLUMINATED SOLID HAND = DON'T WALK

PHASE 2 + 6 SHALL BE PLACED ON RECALL.

• TO APPEAR ONLY UPON PUSHBUTTON ACTUATION.

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

ϕ THIS " " OR FLASHING " " INTERVAL MAY FINISH TIMING IN THE BI-DIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE " " OR FLASHING " " INTERVALS. " " AND FLASHING " " TIMINGS TO BE SET ONLY ON THE PHASES WHERE " " AND FLASHING " " ARE INDICATED IN THE SEQUENCE OF OPERATION.

**THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.**

◊ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY VEHICLE INTERVAL AFTER EMERGENCY VEHICLE INTERVAL 2, 3, 4, OR 5 IS TERMINATED.

## TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION (FOR STAGES II.3A AND II.3B)

| | | | | | | | | | | | | | | | | | | | | | | | | | | | PREEMPTOR NUMBER 3 | PREEMPTOR NUMBER 4 | PREEMPTOR NUMBER 5 | PREEMPTOR NUMBER 6 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER | | 1 | 1 | | | 5 | | | 5 | | | 5 | | | 10 | | | 10 | 14 | | | 14 | 17 | | | 17 | | | | | CLEAR TO NORMAL SEQUENCE |
| EMERGENCY VEHICLE PRE-EMPTION 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 | 1W | 1X | 1Y | 1Z | 1AA | 2 | 3 | 4 | 5 | |
| CHANGE TO EMERGENCY VEHICLE PRE-EMPTION SEQUENCE OF OPERATION INTERVAL NUMBER | | 2 | 1C | 1D | 3,4 5 | 1F | 1G | 2 | 1J | 1K | 3, 5 | 1M | 1N | 4 | 1Q | 1R | 2,3 5 | 4 | 1U | 1V | 2,3 4 | 5 | 1Y | 1Z | 2,4 5 | 3 | | | | | |
| McLEAN BLVD. NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNALS | N/B | G | G | Y | R | G | G | G | G | Y | R | G | Y | R | R | R | R | R | R | R | R | R | R | R | R | R | G | R | R | R | ◊ |
| McLEAN BLVD. TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS | N/B | ←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 | ←G | ←R | ←R | ←R | ◊ |
| McLEAN BLVD. NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNALS | S/B | R | R | R | R | G | Y | R | G | Y | R | G | G | G | G | Y | R | G | R | R | R | R | R | R | R | R | R | R | G | R | ◊ |
| McLEAN BLVD. TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS | S/B | ←R | ←R | ←R | ←R | ←R | ←R | ←R | ←R | ←R | ←R | ←R | ←R | ←R | ←G | ←Y | ←R | ←G | ←R | ←R | ←R | ←R | ←R | ←R | ←R | ←R | ←R | ←R | ←G | ←R | ◊ |
| FLEETWOOD DRIVE NEAR RIGHT SPAN WIRE SIGNAL | E/B | 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 | R | G | R | R | ◊ |
| FLEETWOOD DRIVE TWO FAR SPAN WIRE SIGNALS | E/B | 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 ←G | R | G ←G | R | R | ◊ |
| FLEETWOOD DRIVE NEAR RIGHT SPAN WIRE SIGNAL | W/B | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | G | Y | R | G | R | R | R | R | R | R | R | G | ◊ |
| FLEETWOOD DRIVE TWO FAR SPAN WIRE SIGNALS | W/B | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | G ←G | Y | R | G ←G | R | R | R | R | R | R | R | G ←G | ◊ |
| PEDESTRIAN SIGNALS - CROSSING McLEAN BLVD. ON NORTH SIDE OF FLEETWOOD DRIVE | | H | H | H | H | H | H | H | H | H | H | H | H | H | H | H | H | H | FH | H | H | FH | H | H | H | H | H | H | H | H | ◊ |
| PEDESTRIAN SIGNALS - CROSSING McLEAN BLVD. ON SOUTH SIDE OF FLEETWOOD DRIVE | | H | H | H | H | H | H | H | H | H | H | H | H | H | H | H | H | H | H | H | H | H | FH | H | H | FH | H | H | H | H | ◊ |
| PEDESTRIAN SIGNALS - CROSSING FLEETWOOD DRIVE ON EAST SIDE OF McLEAN BLVD. | | FH | FH | H | H | FH | H | H | FH | H | H | FH | H | H | H | H | H | H | H | H | H | H | H | H | H | H | H | H | H | H | ◊ |
| PEDESTRIAN SIGNALS - CROSSING FLEETWOOD DRIVE ON WEST SIDE OF McLEAN BLVD. | | H | H | H | H | FH | H | H | FH | H | H | FH | H | H | FH | H | H | FH | H | H | H | H | H | H | H | H | H | H | H | H | ◊ |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| FILE NAME = $FILEL$ | USER NAME = $USER$ | DESIGNED - PKG | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TEMPORARY SEQUENCE OF OPERATION AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION (STAGE II.3A AND II.3B) McLEAN BLVD. AT FLEETWOOD DRIVE (SHEET 7 OF 10) | F.A.P. RTE. 345 | SECTION 8R-R | COUNTY KANE | TOTAL SHEETS 794 / SHEET NO. 399 |
| | | DRAWN - MAA, EA | REVISED - | | | | | | |
| | PLOT SCALE = $SCALE$ | CHECKED - PKG | REVISED - | | | | | CONTRACT NO. 60H45 | |
| | PLOT DATE = $DATE$ | DATE - 12/16/2011 | REVISED - | | SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA. | FED. ROAD DIST. NO. - | ILLINOIS FED. AID PROJECT |