






EXISTING EMERGENCY VEHICLE SYSTEM PREEMPTION SEQUENCE OF OPERATIONS

	1		1		1		5		5		7		7		9		9		9		13			13			17			17	PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 5	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	1U	1V	1W	1X	1Y	1Z	1AA	1BB	1CC	2	3	4				
EMERGENCY VEHICLE 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	1W	1X	1Y	1Z	1AA	1BB	1CC	2	3	4				
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2	1D	3	1F	4	1H	² OR ⁴	3	2	1M	³ OR ⁴	1P	2	1R	3	1T	4	1V	1W	² OR ³	1Y	4	1AA	1BB	² OR ³	4							◇
U.S. RTE 41 NEAR RIGHT, S/B FAR RIGHT AND MID MAST ARM SIGNALS	R	R	R	R	R	R	Y	R	G	R	R	R	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇
U.S. RTE 41 S/B END MAST ARM AND FAR LEFT SIGNALS	← Y	← R	← G	← G	← Y	← R	← Y	← R	← G	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← G	← 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	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. RT 41 N/B END MAST ARM AND FAR LEFT SIGNALS	← G	← G	← Y	← R	← Y	← 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	◇
WESTLEIGH ROAD 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	G	Y	R	G	G	G	Y	R	G	R	R	G	◇	
WESTLEIGH ROAD 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	^G ← G	Y	R	^G ← Y	^G ← Y	G	Y	R	G	R	R	G	◇		
WESTLEIGH ROAD 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	G	Y	R	G	R	R	G	◇			
WESTLEIGH ROAD 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	Y	R	G	R	R	G	◇			
PEDESTRIAN SIGNALS CROSSING U.S. RTE 41 ON NORTHSIDE OF WESTLEIGH ROAD	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	FH H	H	H	FH H	H	FH H	H	H	FH H	H	H	H	◇		

◇ 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 INTERVAL AFTER EMERGENCY INTERVAL 2, 3, OR 4 IS TERMINATED.

* TO APPEAR ONLY UPON PUSHBUTTON ACTUATION

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

Ø 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

FOR INFORMATION ONLY

FILE NAME = 4085.874-TR1.dwg	USER NAME = ZACH WALLSTEN	DESIGNED - JRD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATIONS U.S. RTE 41 (SKOKIE HWY) AT WESTLEIGH ROAD	F.A.P. RTE 346	SECTION 2011-042-TS	COUNTY LAKE	TOTAL SHEETS 62	SHEET NO. 27		
PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -	SCALE: N.A.			SHEET NO. OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT CONTRACT #: 60P49				
PLOT DATE = 6/30/2011	DATE - 6/30/2011	REVISED -										
GHA #4085.874												