

PROPOSED SEQUENCE OF OPERATION

MOVEMENT																																																																							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	6A	6B	7	8A	8B	9	10A	10B	11	12A	12B	13A	13B	14A	14B	15	16A	16B	17A	17B	18	19A	19B	20A	20B	21	22A	22B																																			
CHANGE TO		1 + 6		2 + 5		2 + 6			2 + 6			2 + 6			3 + 7 3 + 8 4 + 7 4 + 8			3 + 8		4 + 7		4 + 8 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			1 + 5 1 + 6 2 + 5 2 + 6																																				
IL 37 FAR LEFT AND LEFT MAST ARM SIGNALS	NB	G	Y	R	G	G	Y	R	FYA	FYA	FYA	G	Y	R	FYA	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R																																	
IL 37 MIDDLE AND RIGHT MAST ARM SIGNALS	NB	R	R	R	R	R	R	R	R	R	R	G	G	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																																
IL 37 FAR LEFT AND LEFT MAST ARM SIGNALS	SB	G	G	G	Y	R	Y	R	G	Y	R	FYA	FYA	FYA	FYA	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R																																
IL 37 MIDDLE AND RIGHT MAST ARM SIGNALS	SB	R	R	R	R	R	R	R	G	G	G	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																																
BOULEVARD ST FAR LEFT AND LEFT MAST ARM SIGNALS	WB	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R																																																						
BOULEVARD ST MIDDLE AND RIGHT MAST ARM SIGNALS	WB	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	Y	R	R	R	R	R	R	R	G	Y	R	R																																
BOULEVARD ST FAR LEFT AND LEFT MAST ARM SIGNALS	EB	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R																																																						
BOULEVARD ST MIDDLE AND RIGHT MAST ARM SIGNALS	EB	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	G	G	Y	R	G	Y	R	R																																	

PHASE 2 + 6 SHALL BE PLACED ON RECALL

PROPOSED RAILROAD PREEMPTION SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1		5		7		9		11		15	18		21							
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	2	3	4	5	CLEAR TO NORMAL SEQUENCE	
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1B	2	1D	2	1F	2	1H	2	1K	2	2	1N	2	1Q	2	3	4	5			
IL 37 FAR LEFT AND LEFT MAST ARM SIGNALS	NB	Y	R	Y	R	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	FYA	△	
IL 37 MIDDLE AND RIGHT MAST ARM SIGNALS	NB	R	R	R	R	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	G	△	
IL 37 FAR LEFT AND LEFT MAST ARM SIGNALS	SB	Y	R	Y	R	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	△	
IL 37 MIDDLE AND RIGHT MAST ARM SIGNALS	SB	R	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	G	△	
BOULEVARD ST FAR LEFT AND LEFT MAST ARM SIGNALS	WB	R	R	R	R	R	R	R	R	R	G	R	G	R	R	G	G	G	Y	R	R	△
BOULEVARD ST MIDDLE AND RIGHT MAST ARM SIGNALS	WB	R	R	R	R	R	R	R	R	R	R	G	R	R	G	G	G	Y	R	R	△	
BOULEVARD ST FAR LEFT AND LEFT MAST ARM SIGNALS	EB	R	R	R	R	R	R	R	R	R	Y	R	Y	R	Y	R	R	R	R	R	△	
BOULEVARD ST MIDDLE AND RIGHT MAST ARM SIGNALS	EB	R	R	R	R	R	R	R	R	R	R	R	Y	R	Y	R	R	R	R	R	△	
△ RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE PROPER																				HOLD		

△ RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

1 REVISED SHEET 7-7-2025



USER NAME = bfunk	DESIGNED - BF	REVISED -
	DRAWN - BF	REVISED -
PLOT SCALE = 100,000 ' / in.	CHECKED - ASG	REVISED -
PLOT DATE = 7/17/2025	DATE - 7/17/25	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAILROAD PREEMPTION SEQUENCE OF OPERATIONS
IL ROUTE 37 AND BOULEVARD STREET

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2887	D9 TRAFFIC SIGNAL 2021-3	WILLIAMSON	39	17
CONTRACT NO. 78916				
ILLINOIS FED. AID PROJECT				

PROPOSED SEQUENCE OF OPERATION

MOVEMENT																																									F L A S H										
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	9	10A	10B	11	12	13A	13B	14	15A	15B	16A	16B	17A	17B	18	19	20A	20B	21A	21B	22	23	24A	24B	25A	25B	26	27		28A	28B								
CHANGE TO		1 + 6		2 + 5		2 + 6		∅	∅	2 + 6		∅	∅	2 + 6		∅	∅	3 + 7 3 + 8 4 + 7 4 + 8		∅	3 + 8		4 + 7		4 + 8 4 + 8 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		∅	∅		1 + 5 1 + 6 2 + 5 2 + 6									
IL 37 FAR LEFT AND LEFT MAST ARM SIGNALS	NB	<u>G</u>	<u>Y</u>	<u>R</u>	<u>G</u>	<u>G</u>	<u>Y</u>	<u>R</u>	<u>FYA</u>	<u>FYA</u>	<u>FYA</u>	<u>FYA</u>	<u>G</u>	<u>G</u>	<u>Y</u>	<u>R</u>	<u>FYA</u>	<u>FYA</u>	<u>Y</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>			
IL 37 MIDDLE MAST ARM SIGNALS	NB	R	R	R	R	R	R	R	R	R	R	R	G	G	G	G	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	R	
IL 37 FAR RIGHT AND RIGHT MAST ARM SIGNALS	NB	R	R	R	R	R	R	R	R	R	R	R	G	G	G	G	G	G	Y	R	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>
IL 37 FAR LEFT AND LEFT MAST ARM SIGNALS	SB	<u>G</u>	<u>G</u>	<u>G</u>	<u>Y</u>	<u>R</u>	<u>Y</u>	<u>R</u>	<u>G</u>	<u>G</u>	<u>Y</u>	<u>R</u>	<u>FYA</u>	<u>FYA</u>	<u>FYA</u>	<u>FYA</u>	<u>FYA</u>	<u>FYA</u>	<u>Y</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>
IL 37 MIDDLE MAST ARM SIGNALS	SB	R	R	R	R	R	R	R	G	G	G	G	R	R	R	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	R	
IL 37 FAR RIGHT AND RIGHT MAST ARM SIGNALS	SB	R	R	R	R	R	R	R	G	G	G	G	R	R	R	R	G	G	Y	R	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>
MAIN ST FAR LEFT AND LEFT MAST ARM SIGNALS	WB	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>
MAIN ST MIDDLE AND RIGHT MAST ARM SIGNALS	WB	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>
MAIN ST FAR LEFT AND LEFT MAST ARM SIGNALS	EB	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>
MAIN ST MIDDLE MAST ARM SIGNALS	EB	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>
MAIN ST FAR RIGHT AND RIGHT MAST ARM SIGNALS	EB	<u>R</u>	<u>G</u>	<u>Y</u>	<u>R</u>	<u>G</u>	<u>G</u>	<u>Y</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>
PEDESTRIAN SIGNALS CROSSING EAST APPROACH (PH 2 PED)		H	H	H	H	H	H	H	H	H	H	H	•P	••FH	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	H	H	H	H	H	H	H	H	DARK		
PEDESTRIAN SIGNALS CROSSING WEST APPROACH (PH 6 PED)		H	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	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	DARK		
PEDESTRIAN SIGNALS CROSSING SOUTH APPROACH (PH 4 PED)		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	H	H	H	H	H	H	•P	••FH	H	H	H	H	H	•P	••FH	H	H	H	H	DARK				
PEDESTRIAN SIGNALS CROSSING NORTH APPROACH (PH 8 PED)		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	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	DARK			

- PHASE 2 + 6 SHALL BE PLACED ON RECALL
- TO APPEAR ONLY UPON PUSH BUTTON ACTUATION
 - FLASHING "HAND" IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN CLEARANCE INTERVAL

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

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

PROPOSED RAILROAD PREEMPTION SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1		5		8		11		14		18		22		26						
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	2	3	4	5	CLEAR TO NORMAL SEQUENCE
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1B	2	1D	2	1F	2	1H	2	1K	2	1M	2	1P	2	1R	2	3	4	5		
IL 37 FAR LEFT AND LEFT MAST ARM SIGNALS	NB	<u>Y</u>	<u>R</u>	<u>Y</u>	<u>R</u>	<u>Y</u>	<u>R</u>	<u>Y</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	FYA	△
IL 37 MIDDLE MAST ARM SIGNALS	NB	R	R	R	R	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	G	△
IL 37 FAR RIGHT AND RIGHT MAST ARM SIGNALS	NB	R	R	R	R	Y	R	Y	R	<u>R</u> <u>Y</u>	R	<u>R</u> <u>Y</u>	R	R	R	R	R	R	R	R	G	△
IL 37 FAR LEFT AND LEFT MAST ARM SIGNALS	SB	<u>Y</u>	<u>R</u>	<u>Y</u>	<u>R</u>	<u>Y</u>	<u>R</u>	<u>Y</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	<u>R</u>	△
IL 37 MIDDLE MAST ARM SIGNALS	SB	R	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	G	△
IL 37 FAR RIGHT AND RIGHT MAST ARM SIGNALS	SB	R	R	Y	R	R	R	Y	R	<u>R</u> <u>Y</u>	R	R	R	<u>R</u> <u>Y</u>	R	R	R	R	R	R	G	△
MAIN ST FAR LEFT AND LEFT MAST ARM SIGNALS	WB	R	R	R	R	R	R	R	R	<u>R</u> <u>G</u>	<u>R</u> <u>G</u>	<u>G</u> <u>G</u>	<u>G</u> <u>G</u>	R	R	G	G	<u>G</u> <u>G</u>	Y	R	R	△
MAIN ST MIDDLE AND RIGHT MAST ARM SIGNALS	WB	R	R	R	R	R	R	R	R	R	R	G	G	R	R	G	G	G	Y	R	R	△
MAIN ST FAR LEFT AND LEFT MAST ARM SIGNALS	EB	R	R	R	R	R	R	R	R	<u>R</u> <u>Y</u>	R	R	R	Y	R	Y	R	R	R	R	R	△
MAIN ST MIDDLE MAST ARM SIGNALS	EB	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	Y	R	R	R	R	R	△
MAIN ST FAR RIGHT AND RIGHT MAST ARM SIGNALS	EB	<u>R</u> <u>Y</u>	R	R	R	<u>R</u> <u>Y</u>	R	R	R	R	R	R	R	Y	R	Y	R	R	R	R	R	△
PEDESTRIAN SIGNALS CROSSING EAST APPROACH (PH 2 PED)		H	H	H	H	FH	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	△
PEDESTRIAN SIGNALS CROSSING WEST APPROACH (PH 6 PED)		H	H	FH	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	△
PEDESTRIAN SIGNALS CROSSING SOUTH APPROACH (PH 4 PED)		H	H	H	H	H	H	H	H	H	H	H	H	FH	H	FH	H	H	H	H	H	△
PEDESTRIAN SIGNALS CROSSING NORTH APPROACH (PH 8 PED)		H	H	H	H	H	H	H	H	H	H	FH	H	H	H	FH	H	H	H	H	H	△

RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

HOLD

MODEL Copy of Default
FILE NAME: C:\transport\ITERIS INC\Systems - Midwest - Chicago Construction\DOT_PTB_196-063 D9 ITS\WG 2 - 11324 - IL Route 13 Interconnect\CADD\Sheet Files\0911324_ILRoute13_Seq_SHT_IL 37 & Main.dgn



USER NAME = bfunk	DESIGNED - BF	REVISED -
	DRAWN - BF	REVISED -
PLOT SCALE = 100,0000 ' / in.	CHECKED - ASG	REVISED -
PLOT DATE = 7/17/2025	DATE - 7/17/25	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAILROAD PREEMPTION SEQUENCE OF OPERATIONS IL ROUTE 13 AND MAIN STREET			
SCALE:	SHEET	OF	SHEETS
STA.		TO STA.	

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2887	D9 TRAFFIC SIGNAL 2021-3	WILLIAMSON	39	21
CONTRACT NO. 78916				
ILLINOIS FED. AID PROJECT				

REVISED SHEET 7-7-2025