SEQUENCE OF OPERATION

MOVEMENT		ئ_ 5	√	1		+	• 6 1		5 — 2 —)		2 	→	6		4	† 1	,	F
PHASE		1 -	+ 5			1 +	6		2 + 5	5	The second secon	2 -	+ 6			4 -	⊦. 8		
INTERVAL	1	2	3	4	5	6	7	8	9	10	11	12	13A	13B	14	15	16A	16B	A ·
CHANGE TO		1+6	2+5	2+6	θ/	0	2+6	Φ/	0	2+6			4-	- 8			1 · 2 ·	+5 +6 +5 +6	Н
CERMAK ROAD (22ND STREET) E/B FAR RIGHT MAST ARM SIGNAL	R	R	R	R	R	R	R	G	G	G	G	G	Υ	R	R	R	R	R	R
CERMAK ROAD (22ND STREET) E/B END MAST ARM AND FAR LEFT SIGNALS	R → G	R → Y	R → G	R → Y	R	R	R	G ▼ G	G → G	G ⊸ Y	G	G	Y	R	R	R	R	R	R
CERMAK ROAD (22ND STREET) W/B FAR RIGHT MAST ARM SIGNAL	·R	R	R	R	G	G	G	R	R	R	G	G	Υ	R	R	R	R	R	R
CERMAK ROAD (22ND STREET) W/B END MAST ARM AND FAR LEFT SIGNALS	R G	R ⊸ G	R → Y	R → Y	G ▼ G	G → G	G ⊸ Y	R	R	R	G	G	Υ	R	R	R	R	R	R
49TH AVENUE N/B ALL SIGNALS	R	R	R.	R	R	R	R	R	R	R.	R	R	R	R	G	G	Y	R	R
49TH AVENUE S/B NEAR RIGHT SIGNAL	R	R	R	R	R	R	R	R	R	R	R	R	R.	R	G	G	Υ	R	R
49TH AVENUE S/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Υ	R	R
PEDESTRIAN SIGNALS CROSSING 49TH AVENUE ON NORTH SIDE OF CERMAK ROAD	DW	DW	DW	DW	*W	**FL	DW	DW	DW	DW	*W	**FL DW	DW	DW	DW	DW	DW	DW	D
PEDESTRIAN SIGNALS CROSSING 49TH AVENUE ON SOUTH SIDE OF CERMAK ROAD	DW	DW	DW	DW	Ď₩	DW	DW	*W	**FL DW	DW	*₩	**FL DW	DW	DW	DW	DW	DW	DW	Α
PEDESTRIAN SIGNALS CROSSING CERMAK ROAD ON EAST SIDE OF 49TH AVENUE	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	*W	**FL	DW	DW	R
PEDESTRIAN SIGNALS CROSSING CERMAK ROAD ON WEST SIDE OF 49TH AVENUE	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	*W	**FL DW	DW	DW	к

RAII ROAD	PREEMPTION	SECUENCE	ΩF	OPERATION

NUMBER 2 CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER 11 RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER 1B 1C 1D 1E 1F 1G 1H 1J 2 CHANGE TO RAILROAD PREEMPTION 2 1E 2 1G 2 1J 3 SEQUENCE SEQUENCE OF OPERATION INTERVAL NUMBER CERMAK ROAD (22ND STREET)
FAR RIGHT MAST ARM SIGNAL R Δ CERMAK ROAD (22ND STREET) END MAST ARM AND FAR LEFT SIGNALS Δ CERMAK ROAD (22ND STREET) W/B Δ FAR RIGHT MAST ARM SIGNAL CERMAK ROAD (22ND STREET) W/B R G Δ END MAST ARM AND FAR LEFT SIGNALS 49TH AVENUE R R R RRR Δ ALL SIGNALS 49TH AVENUE S/B R RR G NEAR RIGHT SIGNAL 49TH AVENUE Δ END MAST ARM AND FAR LEFT SIGNALS FL DW DW DW FL DW DW DW PEDESTRIAN SIGNALS CROSSING 49TH DW DW DW DW AVENUE ON NORTH SIDE OF CERMAK ROAD PEDESTRIAN SIGNALS CROSSING 49TH FL DW FL DW DW DW DW DW DW DW DW DW AVENUE ON SOUTH SIDE OF CERMAK ROAD PEDESTRIAN SIGNALS CROSSING CERMAK DW DW DW DW DW DW FL DW DW DW DW DW ROAD ON EAST SIDE OF 49TH AVENUE PEDESTRIAN SIGNALS CROSSING CERMAK ROAD ON WEST SIDE OF 49TH AVENUE DW Δ

PREEMPTOR

HOLD

- * TO APPEAR ONLY UPON PUSHBUTTON ACTUATION
- *** FLASHING "DON'T WALK" IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.
- THIS "WALK" OR FLASHING "DON'T WALK" INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE "WALK" OR FLASHING "DON'T WALK" INTERVALS.

PHASE 2+6 SHALL BE PLACED ON RECALL.

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

ILE NAME =	USER NAME :=	DESIGNED -	REVISED -	
		DRAWN -	REVISED -	
	PLOT SCALE = 50.0000 '/ IN.	CHECKED -	REVISED -	
	PLOT DATE =	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TR	AFFIC CERMA	SIGNAL : AK ROAD	SEQUEN (22 ND St.)	CE OF) @ 49 ¹	OPERATION H AVENUE
	SHEET N	0. OF	SHEETS	STA.	TO STA.

FED. RO	DAD DIST. NO.	ILLINOIS FED.			NO. BUF 61	
l				CONTRACT	NO COFO	
1453	2008-079 TS			COOK		40
F.A.U RTE.	SECTION			COUNTY	TOTAL SHEETS	SHEE NO.