

EXISTING RAILROAD PREEMPTION SEQUENCE OF OPERATION

															PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 5	PREEMPTOR NUMBER 2								
CHANGE FROM NORMAL SEQUENCE OF OPERATIONS INTERVAL NUMBER	1	5	8	11	14	18	22	26																		
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER																2	3	4								
RAILROAD PREEMPTION INTERVAL	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	2	3	4	5	CLEAR TO NORMAL SEQUENCE
CHANGE TO	Z	1C	2	1E	2	1G	2	1J	2	1L	2	1N	2	1O	2	1S	2	1U	2	1W	2	3	4	5		
IL. RTE. 19 (IRVING PARK RD) END MAST ARM AND FAR LEFT SIGNALS	E/B	R ← Y	R	R	Y	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	△
IL. RTE. 19 (IRVING PARK RD.) FAR RIGHT SIGNAL	E/B	R	R	R	Y	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	△
IL. RTE. 19 (IRVING PARK RD.) END MAST ARM AND FAR LEFT SIGNALS	W/B	R ← Y	Y	R	R	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	← G	△
IL. RTE. 19 (IRVING PARK RD.) FAR RIGHT SIGNAL	W/B	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	G	△
WOOD DALE ROAD (NORTH OF TRACKS) END MAST ARM AND NEAR LEFT SIGNALS	S/B	← R	← R	← R	← R	← R	← R	← R	← Y	← R	← R	← R	← Y	← R	← R	← R	← R	← Y	← R	← R	← R	← R	← R	← R	← R	△
WOOD DALE ROAD (NORTH OF TRACKS) MID AND NEAR RIGHT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	Y	R	Y	R	R	R	Y	R	R	R	R	R	R	R	△
WOOD DALE ROAD (SOUTH OF TRACKS) END MAST ARM AND FAR LEFT SIGNALS	S/B	← R	← R	← R	← R	← R	← R	← R	← G	← G	← R	← R	← G	← G	← R	← R	← R	← G	← G	← R	← R	← G	← Y	← R	← R	△
WOOD DALE ROAD (SOUTH OF TRACKS) MID AND FAR RIGHT MAST ARM SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	G	G	G	G	R	R	G	G	R	R	G	Y	R	R	△
WOOD DALE ROAD END MAST ARM AND FAR LEFT SIGNALS	N/B	← R	← R	← R	← R	← R	← R	← R	← Y	← R	← Y	← R	← R	← R	← R	← R	← R	← R	← R	← Y	← R	← R	← R	← R	← R	△
WOOD DALE ROAD MID AND FAR RIGHT MAST ARM AND NEAR RT SIGNALS	N/B	R	R	R	R	R	R	R	R	Y	R	R	R	Y	R	R	R	R	R	Y	R	R	R	R	R	△
PEDESTRIAN SIGNAL CROSSING WOOD DALE ROAD ON NORTHSIDE OF IL. RTE. 19		H	FH	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△
PEDESTRIAN SIGNAL CROSSING WOOD DALE ROAD ON SOUTH SIDE OF IL. RTE. 19		H	H	H	FH	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△
PEDESTRIAN SIGNAL CROSSING IL. RTE. 19 ON EAST SIDE OF WOOD DALE ROAD		H	H	H	H	H	H	H	H	FH	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	△
PEDESTRIAN SIGNAL CROSSING IL. RTE. 19 ON WEST SIDE OF WOOD DALE ROAD		H	H	H	H	H	H	H	H	H	H	FH	H	FH	H	H	H	H	H	H	H	H	H	H	H	△
INTERNALLY ILLUMINATED NO LEFT TURN SIGNS		NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	△
IL RTE 19 (IRVING PARK RD) (EAST SIDE OF TRACKS) FLASHING BEACONS	W/B	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	△

RAILROAD PREEMPTION IS TO OVERRIDE THE EMERGENCY VEHICLE SYSTEM HOLD

△ 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.

NRT = "NO RIGHT TURN" OR FLH = FLASHING "DON'T WALK"
 NLT = "NO LEFT TURN" OR H = "DON'T WALK"

FOR INFORMATION ONLY