F.A. RTE	P-	SEC	TIC)N		T	COUN	IT'	(TOTAL	SHEE NO.	
57	577 3114 57A.				1		CC	00	<	72	59	
STA	•					ТО	STA	١.				
EED	DOAD	DIST	MU	,	TI I	TMOTS	FE	0	ΔID	PROJEC	T	

CONTRACT NO. 60A25

- TO APPEAR ONLY UPON PUSHBUTTON ACTIVATION
- •• FLASHING "T IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.
- ⊕ THIS "M" OR FLASHING "M" INTERVAL MAY FINISH TIMIMG IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE "R" OR FLASHING "T INTERVALS. "M" AND FLASHING "M" TIMINGS TO BE SET ONLY ON PHASES WHERE "M" AND FLASHING "M" 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

PHASE 2+6 SHALL BE PLACED ON RECALL.

NLT = "NO LEFT TURN" OR

NRT = "NO RIGHT TURN" OR

Δ	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.

REVISIONS NAME DATE	ILLINOIS DEPARTM	ENT OF TRANSPORTATION
	SEQUENCE OF	F OPERATION AND
	RAILROAD	PREEMPTION
		OF OPERATION
	MAIN STREET	AND CROSS STREET
	SCALE: NONE	DRAWN BY CADD
	DATE: 5/2/2007	CHECKED BY

DRAWN BY CADD CHECKED BY TSO8 (2 OF 2)

PROPOSED SEQUENCE OF OP							1
MOVEMENT	5	4 > ←6 ←1	5 <u>+</u>	4 → 6 2 →	ا کی	1 1	

PROPUSED SEQUENCE OF OPERATION															1	7			r														
MOVEMENT \$		51				46 √ -1			5— * 2— * 4····•			4			3				3 8 🕇					1 4 7				‡ ‡ ‡ ‡				F	
PHASE		1	+ 5			1 + 6			2 + 5			2 -	+ 6			3	+ 7				3 + 8		-			4 + 7				4 -	- 8		A
INTERVAL	1	2	3	4	5	6	7	8	9	10	11	12	13A	13B	14	15	16	17	18	19	20A	20B	21	22	23	24A	24B	25	26	27	28A	288	\$
CHANGE TO		1+6	2+5	2+6	•/	*/	2+6	0	* /	2+6			3- 3- 4- 4-	+8 +7		1+5 1+6 2+5 2+6 4+8	3+8	4+7	*/	* /	1+ 1+ 2+ 2+	6 5	4+8	* /	b /	2-	-6	4+8			1+ 1+ 2+ 2+	-6 +5	н
MAIN STREET E/B END MAST ARM AND FAR LEFT SIGNALS	R → G	R 	R → G	R 	R	R	R	G G	G G	G - Y	G	G	Y.	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
MAIN STREET E/B FAR RIGHT SIGNAL	R	R	R	R	R	R	R	G	G	G	G	G	Υ	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
MAIN 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	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
MAIN STREET W/B FAR RIGHT SIGNAL	R	R	R	R	G	G	G	R	R	R	G	G	Υ	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
CROSS STREET S/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R → G	R → Y	R ⊸ Y	R ⊸ G	R	R	R	R	R	G - G	G G	Υ	R	G Y	G	G	Y	R	R
CROSS STREET S/B FAR RIGHT SIGNAL	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	G	G	G	Y	R	R
CROSS STREET N/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R → G	R ⊸ Y	R G	R ⊸+Y	G G	G G	Y	R	G - Y	R	R	R	R	R	G	G	¥.	R	R
CROSS STREET N/B FAR RIGHT SIGNAL	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	G	R	R	R	R	R	G	G	Υ	R	R
PEDESTRIAN SIGNALS CROSSING CROSS STREET ON NORTHSIDE OF MAIN STREET	н	Н	Н	Н	◆P	••FH	н	Н	Н	н	•P	••FH	Н	Н	Н	Н	Н	н	н	Н	Н	Н	-#1	H	н	Н	Н	Н	Н	Н	н	Н	۵
PEDESTRIAN SIGNALS CROSSING CROSS STREET ON SOUTHSIDE OF MAIN STREET	н	Н	Н	Н	Н	Н	Н	●P	**FH	Н	•P	**FH	Н	Н	Н	Н	н	н	Н	н	Н	Н	Н	Н	н	Н	Н	н	Н	н	Н	н	A
PEDESTRIAN SIGNALS CROSSING MAIN STREET ON EASTSIDE OF CROSS STREET	н	Н	Н	Н	Н	н	н	Н	Н	Н	н	Н	Н	н	Н	н	Н	Н	*P	••FH	Н	н	Н	Н	н	Н	Н	Н	≉P	••FH	Н	н	R
PEDESTRIAN SIGNALS CROSSING MAIN STREET ON WESTSIDE OF CROSS STREET	Н	н	Н	н	н	н	Н	Н	Н	Н	н	н	н	н	Н	н	н	Н	Н	н	н	Н	н	◆P	••FH	н	Н	н	•P	**FH	Н	н	K

PROPOSED RAILROAD PREEMPTION SEQUI	NCE	OF OF	ERAT	ION								,		PREEN NUMB		PREEN NUMB		PREEMPTOR NUMBER 2				
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1	1 5			8		11		18		22	26		,								
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER				<i>.</i>										2		3						
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	18	1C	1 D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	10	1R	1\$	2	3	4	5	CLEAR TO NORMAL
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	1C	2	1E	2	1G	2	2	1K	2	2	1N	2	10	2	18	2	3	4	5	e and the state state	SEQUENCE
MAIN STREET E/B END MAST ARM AND FAR LEFT SIGNALS	R → Y	Y	R	R	R	Υ	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	Δ
MAIN STREET E/B FAR RIGHT SIGNAL	R	Y	R	R	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	Δ
MAIN STREET W/8 END MAST ARM AND FAR LEFT SIGNALS	R —Y	R	R	Y	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	G →	Δ
MAIN STREET W/B FAR RIGHT SIGNAL	R	R	R	Y	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	G	Δ
CROSS STREET S/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R - G	æ	R	G → G	G	G	R	R	G	G	G → G	Y	R	R	Δ
CROSS STREET S/B FAR RIGHT SIGNAL	R	R	R	R	R	R	R	R	R	R	G	G	G	R	R	G	G	G	Y	R	R	Δ
CROSS STREET N/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R ⊸-Y	Y	R	R	Y	R	R	R	Y	R	R	R	R	R	Δ
CROSS STREET N/B FAR RIGHT SIGNAL	R	R	R	R	R	R	R	R	Y	R	R	Y	R	R	R	Y	R	R	R	R	R	Δ
PEDESTRIAN SIGNALS CROSSING CROSS STREET ON NORTHSIDE OF MAIN STREET	н	FH	Н	Н	н	FH	Н	н	н	Н	н	Н	н	Н	Н	Н	Н	н	н	Н	Н	Δ
PEDESTRIAN SIGNALS CROSSING CROSS STREET ON SOUTHSIDE OF MAIN STREET	Н	Н	н	FH	н	FH	н	Н	Н	н	н	Н	Н	н	Н	Н	Н	н	Н	Н	Н	Δ
PEDESTRIAN SIGNALS CROSSING MAIN STREET ON EASTSIDE OF CROSS STREET	н	Н	Н	н	Н	н	н	н	FH	Н	Н	FH	н	н	н	Н	Н	н	Н	Н	н	Δ
PEDESTRIAN SIGNALS CROSSING MAIN STREET ON WESTSIDE OF CROSS STREET	Н	Н	Н	Н	Н	н	Н	н	Н	Н	FH	FH	Н	H	Н	Н	н	Н	Н	Н	Н	Δ
INTERNALLY ILLUMINATED NRT SIGNS	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	Δ
INTERNALLY ILLUMINATED NLT SIGNS	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	Δ
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