F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	2004-022TS	COOK	20	11
STA.		TO STA.		
FED. ROA	D DIST. NO. ILL	INOIS FED. AIC	PROJECT	•

CONTRACT NO. 62741

SEQUENCE OF OPERATION

MOVEMENT			5	_ ,	7	1			Ť	<u></u> 6		5 2		2 -		_	•	6	3-	→ 1	-	,		3	8			4	7		4	4	8	F
PHASE			1 -	+ 5					1 -	+ 6		2	+ 5			2 + 6	;			3	+ 7			3	+ 8			4	+ 7			4 + 8	3	[
INTERVAL	1	2	ЗА	3B	3C	44	4B	5	6A	68	60	7	8	9	10A	108	10C	10D	n	12	13	14	15	16A	16B	17	18	19A	198	20	21	22A	22B	,
CHANGE TO		1+6		245		2	+6			2+6			2+6			3+ 3+ 4+ 4+	-8 -7			3+6	4+7	1+5 1+6 2+5 2+6 4+8	/	14 2-	15 16 15 16	4+8				4+8	/	1+ 1+ 2+ 2+	16 15	S
OAKTON STREET E/B END MAST ARM AND FAR LEFT SIGNALS	R G	R Y	R G	R G	R ⊸-G	R — Y	R	R	R	R	R	6	6 	6	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
OAKTON STREET E/B NEAR RIGHT AND FAR RIGHT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	G	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
OAKTON STREET (EAST OF TRACKS) W/B MAST ARM SIGNALS	R	R	R	R	R	R	G	G	6	6	G	R	R	G	Υ	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
OAKTON STREET (EAST OF TRACKS) W/B NEAR LEFT SIGNAL	R G	R - G	R 	R	R	R Y	G	6	G Y	G	G	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	F
OAKTON STREET (WEST OF TRACKS) W/B END MAST ARM AND FAR LEFT SIGNALS	R - G	R ⊸-G	R G	R ⊸ G	R ⊸-Y	R 6	G Y	G ⊸ G	G → G	G G	G 	R	R	G	G	6	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	F
OAKTON STREET (WEST OF TRACKS) W/B FAR RIGHT SIGNAL	R	R	R	R	R	R	G	G	G	G	G	R	R	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	F
LEHIGH AVENUE N/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	R G	R Y	R ⊸-Y	G G	Y	R	G	R	R	R	R	6	Y	R	R
LEHIGH AVENUE N/B NEAR RIGHT 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	G	Y	R	G	R	R	R	R	G	Υ	R	F
LEHIGH AVENUE S/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	R — Y	R ⊸-G	₽ ——Y	R	R	R	R	G 	Υ	R	G ⊸-Y	G	Υ	R	F
LEHIGH AVENUE S/B NEAR RIGHT 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	R	R	R	G	Y	R	G	G	Υ	R	F

PHASE 2+6 SHALL BE PLACED ON RECALL

FL = FLASHING "DON'T WALK"
DW = "DON'T WALK"

W = "WALK"

EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

																															PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	1
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1		1		5			5		7		7	9			9			11	11	15	5	15		18	18	2	1	21			CLEAR TO
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	18	10	10	1E	1F	16	1H	1,1	1K	1L	1M	1N	1P	10	1R	15	1T	111	17	1₩	1X	ΙY	1Z	IAA	188	1CC	1DD	1EE	1FF	2	3	NORMAL SEQUENCE
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2	1D	3	1F	1G	2	11	1K	3	2	1N	3	2	1R	15	1T	3	17	2	3	17	2	3	16B	2	3	1EE	2	3			♦
OAKTON STREET E/B END MAST ARM AND FAR LEFT SIGNALS	R →Y	R	R	R	R	R	R	R	R	R	G Y	, γ	R	6	G	G	Y	R	R	R	R	R	R	R	R	R	R	Ř	R	R	G	R	♦
OAKTON STREET E/B NEAR RIGHT AND FAR RIGHT SIGNALS	R	R	R	R	R	R	R	R	R	R	G	Y	R	e	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◊
OAKTON STREET (EAST OF TRACKS) W/B MAST ARM SIGNALS	R	6	R	R	G	G	G	Y	R	R	R	R	R	G	Υ	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	6	R	◊
OAKTON STREET (EAST OF TRACKS) W/B NEAR LEFT SIGNAL	R — Y	G	R ——Y	R	G Y	G	G	Υ	R	R	R	R	R	G	Υ	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	♦
OAKTON STREET (WEST OF TRACKS) W/B END MAST ARM AND FAR LEFT SIGNALS	R → G	G Y	R G	R Y	G 	G —-Y	G	G 	Y	R	R	R	R	6	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◊
OAKTON STREET (WEST OF TRACKS) W/B FAR RIGHT SIGNAL	R	G	R	R	6	G	G	G	Υ	R	R	R	R	6	G	6	Υ	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	♦
LEHIGH AVENUE N/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 —- Y	R	R → Y	γ	R	G 	R	R	R	Υ	R	G	R	6	\
LEHIGH AVENUE N/B NEAR RIGHT 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	γ	R	6	R	R	R	Y	R	G	R	G	\(\)
LEHIGH AVENUE S/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	R	Y	R	G Y	Υ	R	G	R	G	. 0
LEHIGH AVENUE S/B NEAR RIGHT 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	Y	R	G	Υ	R	G	R	G	0

[♦] EMERGENCY VEHICLE 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 THE EMERGENCY VEHICLE PREEMPTOR INTERVAL 2 OR 3 IS TERMINATED.

RAILROAD PREEMPTION SEQUENCE OF OPERATION

																PREE	MPTOR SER 3	PREE	MPTOR BER 4	PREEMPTOR NUMBER 2			
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1		5		7		9	1	ıı		15		18	2	21								
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER																	2	3	3				
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	18	10	1D	1E	1F	16	1H	1J	1K	11_	IM	IN	IР	10	1R	15	1T	10	2	3	4	CLEAR TO
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	1C	2	1E	2	16	2	ы	2	1L	2	1N	2	1Q	2	15	2	10	2	3	4		NORMAL SEQUENCE
OAKTON STREET E/B END MAST ARM AND FAR LEFT SIGNALS	R ⊸-Y	R	R	Y	R	γ	R	R	R	R	R	R	R	R	R	Y	R	R	R	R.	R	R	\triangle
OAKTON STREET E/B NEAR RIGHT AND FAR RIGHT SIGNALS	R	R	R	Y	R	Y	R	R	R	R	R	R	R	R	R	γ	R	R	R	R	R	R	\triangle
OAKTON STREET (EAST OF TRACKS) W/B MAST ARM SIGNALS	R	Y	R	R	R	Υ	R	R	R	R	R	R	R	R	R	γ	R	R	R	R	R	R	_
OAKTON STREET (EAST OF TRACKS) W/B NEAR LEFT SIGNAL	R → Y	Y	R	R	R	Υ	R	R	R	R	R	R	R	R	R	Υ	R	R	R	R	R	R	_
OAKTON STREET (WEST OF TRACKS) W/B END MAST ARM AND FAR LEFT SIGNALS	R G	G → G	G G	R	R	6	G	R	R	R	R	R	R	R	R	G	G	R	R	G ⊸-G	γ	R	\triangle
OAKTON STREET (WEST OF TRACKS) W/B FAR RIGHT SIGNAL	R	6	G	R	R	G	G	R	R	R	R	R	R	R	R	G	G	R	R	G	Y	R	_
LEHIGH AVENUE N/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R → Y	R	Υ	R	R	R	Υ	R	R	R	G	Υ	R	R	R	\triangle
LEHIGH AVENUE N/B NEAR RIGHT AND FAR RIGHT SIGNALS	R	R	R	R	R	R	R	R	R	Υ	R	R	R	γ	R	R	R	G	Υ	R	R	R	\triangle
LEHIGH AVENUE S/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R 	R	R	R	Y	R	Υ	R	R	R	6	Y	R	R	R	_
LEHIGH AVENUE S/B NEAR RIGHT AND FAR RIGHT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	Υ	R	Υ	R	R	R	6	Υ	R	R	R	_
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	_
INTERNALLY ILLUMINATED NO RIGHT TURN SIGNS	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	_
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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 4 IS TERMINATED.

NRT = "NO RIGHT TURN" OR

NLT = "NO LEFT TURN" OR

	REVISIONS NAME	DATE	ILLINOIS DEPARTMENT	OF TRANSPORTATION
				RATION, RAILROAD
SETON ENGINEERING				CE OF OPERATION AND PREEMPTION SEQUENCE
19 S. BOTHWELL STREET			OAKTON STREET A	AT LEHIGH AVENUE
PALATINE, ILLINOIS 60067				ROVE, ILLINOIS
VOICE: 847-776-7200 FAX: 847-776-7239			SCALE: N.T.S.	DRAWN BY BR DESIGNED BY VO
SETON PROJECT 4 2002001-201-206			DATE 09-20-2004	CHECKED BY TJM