

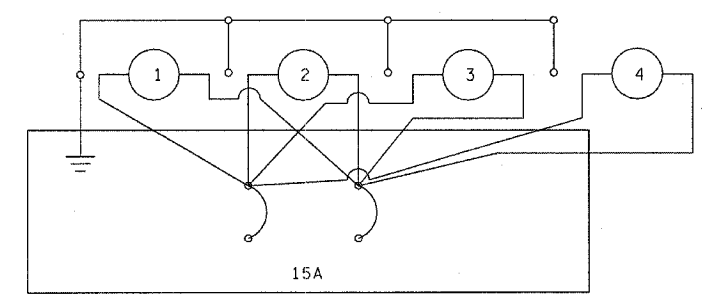
OL A = 7
OL B = 1

SEQUENCE NOTES:

- OVERLAP A SHALL BE DISABLED DURING PREEMPTION
- PHASE 5 SHALL BE PROGRAMMED AS LAGGING DURING NORMAL OPERATION AND SHALL NOT SERVE CONCURRENTLY WITH OPPOSING LEFT TURN PHASE 1

- PREEMPTION SEQUENCE**
- CLEAR FROM CURRENT PHASE TIMING TO PHASES 4 AND 7 FOR TRACK CLEARANCE. OVERLAP A SHALL NOT BE FUNCTIONAL DURING PREEMPTION.
 - UPON COMPLETION OF TRACK CLEARANCE, CONTROLLER SHALL BE ALLOWED TO CYCLE BETWEEN PHASES 1, 2, 3 & 6
 - UPON TRACK CLEARANCE BY TRAIN, THE PREEMPTOR SHALL REVERT TO NORMAL OPERATION AND THE ILLUMINATED SIGNS SHALL BE TURNED OFF

PREEMPTOR #1 AND #2 TO BE PRIORITY, NON-LOCK, ONE SECOND DELAY BEFORE PREEMPT



LIGHTING BREAKER TO BE INCLUDED IN COST OF CONTROLLER.

INDIVIDUALLY SHIELDED NO. 16, 3-PAIR COMMUNICATION CABLE SHALL BE USED TO INTERCONNECT THE RAILROAD CONTROLLER CABINET WITH THE PERMANENT TRAFFIC SIGNAL CONTROLLER CABINET. SEE FULL-ACTUATED CONTROLLER SPECIAL PROVISION FOR MORE INFORMATION.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PROPOSED WIRING DIAGRAM
IL 57 & RADIO RD
ADAMS COUNTY

SCALE: VERT. DRAWN BY KDA
HORIZ. CHECKED BY
DATE AUG. 2004