SEQUENCE OF OPERATION

MOVEMENT		5			← 6 ← 1		5 <u>+</u> 2 <u>+</u> +		2			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				F			
PHASE		1 -	+ 5		1 + 6 2		2 + 5		2 + 6			4 + 8							
INTERVAL	1	2	3	4	5	6	7	8	9	10	11	12	13A	13B	14	15	16A	16B	S
CHANGE TO		1+6	2+5	2+6	θ/	0	2+6	θ/	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	γY	R	R	R	R	R	R
50TH AVENUE N/B ALL SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	R
50TH AVENUE S/B NEAR RIGHT SIGNAL	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R.	R
50TH 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 50TH 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 50TH AVENUE ON SOUTH SIDE OF CERMAK ROAD	DW	*W	**FL DW	DW	*W	**FL	DW	DW.	DW	DW	DW	DW	А						
PEDESTRIAN SIGNALS CROSSING CERMAK ROAD ON EAST SIDE OF 50TH AVENUE	DW	DW	DW	DW	DW	DW	D₩	DW	DW	DW	DW	DW	DW	DW	*W	**FL DW	DW	DW	R
PEDESTRIAN SIGNALS CROSSING CERMAK ROAD ON WEST SIDE OF 50TH AVENUE	DW	DW	DW	DW	DW	DW	DW	DW	*W	**FL DW	DW	DW	к						

RAILROAD	PREEMPTION	SEQUENCE OF	F OPERATION

			-							PREEMPTOR NUMBER 2				
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1		5		8	1	1	1	4					
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1 G	1H	1J	2	3	4	5	CLEAR TO
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	1C	2	1E	2	1 G	2	1J	2	3	4	5		NORMAL SEQUENCE
CERMAK ROAD (22ND STREET) E/B FAR RIGHT MAST ARM SIGNAL	R	R	R	Y	R	Y	R	R	R	R	R	R	G	Δ
CERMAK ROAD (22ND STREET) E/B END MAST ARM AND FAR LEFT SIGNALS	R → Y	R	R	Y	R	Y	R	R	R	R	R	R	G	Δ
CERMAK ROAD (22ND STREET) W/B FAR RIGHT MAST ARM SIGNAL	R	Y	R	R	R	Y	R	R	R	R	R	R	G	- Δ
CERMAK ROAD (22ND STREET) W/B END MAST ARM AND FAR LEFT SIGNALS	R → Y	Y	R	R	R	Υ	R	R	R	R	R	R	G	Δ
50TH AVENUE N/B ALL SIGNALS	R	R	R	R	R	R	R	Υ	R	R	R	R	R	Δ
50TH AVENUE S/B NEAR RIGHT SIGNAL	R	R	R	R	R	R	R	G	G	G	Y	R	R	Δ
50TH AVENUE S/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	G	G	G → G	Υ	R	R	Δ
PEDESTRIAN SIGNALS CROSSING 50TH AVENUE ON NORTH SIDE OF CERMAK ROAD	DW	FL DW	DW	DW	DW	FL DW	DW	DW	DW	DW	DW	DW	DW	Δ
PEDESTRIAN SIGNALS CROSSING 50TH AVENUE ON SOUTH SIDE OF CERMAK ROAD	DW	DW	DW	FL DW	DW	FL DW	DW	DW	DW	DW	DW	DW	DW	Δ
PEDESTRIAN SIGNALS CROSSING CERMAK ROAD ON EAST SIDE OF 50TH AVENUE	DW	DW	DW	DW	DW	DW	DW	FL DW	DW	DW	DW	DW	DW	Δ
PEDESTRIAN SIGNALS CROSSING CERMAK ROAD ON WEST SIDE OF 50TH AVENUE	DW	DW	DW	DW	DW	DW	DW.	FL DW	DW	DW	DW	DW	DW	, Δ

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.

	the state of the s		
LE NAME =	USER NAME =	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 '/ IN.	CHECKED -	REVISED ~
-	PLOT DATE =	DATE -	REVISED -

- * 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.

W = "WALK"

STATE OF ILLINOIS

FL DW = FLASHING "DON'T WALK"

DW = "DON'T WALK"

PHASE 2+6 SHALL BE PLACED ON RECALL.

TRAFFIC SIGNAL SEQUENCE OF OPERATION CERMAK ROAD (22ND St.) @ 50TH AVENUE SECTION 1453 2008-079 TS COOK **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 60F81 SCALE: SHEET NO. OF SHEETS STA. TO STA. FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT