F.A.U. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.							
1332	2004-022	TS	COOK	20	11							
STA. TO STA.												
FED. ROA	AD DIST. NO.	ILLIN	OIS FED. AIL	PROJECT								
CONTR	ACT NO. 62	L										

SEQUENCE OF OPERATION

MOVEMENT 4			5			1			Ŧ	— 6 — 1		5 2	1	2		_	-	— 6	3-	•	-7	'		3	8			4	7	•	4	4	8	
PHASE			1 -	+ 5					1 -			2	+ 5			2 + 6	;			3 -	+ 7			3 -	+ 8			4	+ 7			4 + 8	8	F
INTERVAL	1	2	ЗА	38	3C	44	48	5	6A	68	6C	7	8	9	10A	10B	10C	100	n	12	13	14	15	16A	168	17	18	19A	198	20	21	22A	228	۱
CHANGE TO		1+6		2+5		2	:+6			2+6			2+6			34 34 44	-8 -7			3+8	4+7	1+5 1+6 2+5 2+6 4+8	/	1+ 1+ 2+ 2+	6 15	418	/	14 14 2- 2-	16 15	4+8	/	14 24	+5 +6 +5 +6	S H
OAKTON STREET E/B END MAST ARM AND FAR LEFT SIGNALS	R • G	R ⊸-Y	R ⊸-G	R G	R 	R Y	R	R	R	R	R	G → G	G	6	6	G	Υ	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	6	G	G	G	- 6	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	G	6	R	R	G	Y	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 	R ⊸ G	R — Y	R	R	R Y	G	G -4-G	6 	G	G	R	R	6	Υ	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
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 → G	G Y	G → G	G 	G G	G Y	R	R	6	G	G	Υ	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
OAKTON STREET (WEST OF TRACKS) W/B FAR RIGHT SIGNAL	R	R	R	R	R	R	G	G	G	6	G	R	R	6	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	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 ∓ G	R ⊸ G	R -Y	R ⊸-Y	G ⊸-G	Υ	R	G Y	R	R	R	R	G	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	Υ	R	G	R	R	R	R	G	Y	R	R
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	R →Y	R	R	R	R	G G	Y	R	G Y	G	γ	R	R
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	γ	R	R

PHASE 2+6 SHALL BE PLACED ON RECALL

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

																															PREEMPTOR NUMBER 3		
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1		1		5			5		7		7	9			9		1	1	11	1!	5	15	:	18	18	2	1	21	· ·		CLEAR TO
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	18	10	1D	1E	1F	16	1H	1,j	1K	1L	1M	1N	1P	10	1R	15	1T	10	17	1W	1X	17	17	1AA	188	icc	1DD	1EE	1FF	2	3	NORMAL SEQUENC
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	18	2	1D	3	1F	16	2	1,1	1K	3	2	1N	3	2	1R	18	17	3	17	2	3	1Y	2	3	188	2	3	1EE	2	3			\(\)
OAKTON STREET E/B END MAST ARM AND FAR LEFT SIGNALS	R —Y	R	R Y	R	R	R	R	R	R	R	G Y	Y	R	G	6	G	Y	R	R	R	R	R	R	R	R	R	R	R	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	G	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	6	Y	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 (EAST OF TRACKS) W/B NEAR LEFT SIGNAL	R ⊸Y		R 	R	G ⊸-Y	G	G	Υ	R	R	R	R	R	G	Y	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 	R ⊸ G	R ⊸-Y	G G	6 Y	6	6	Y	R	R	R	R	G	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	6	R	R	G	G	G	6	Y	R	R	R	R	G	G	G	γ	R	R	R	R	R	R	R	R	R	R	R	R	R	6	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	Y	R	G Y	R	R	R	γ	R	G	R	G	♦
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	Y	R	G	R	R	R	Υ	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 ⊸-Y	R	R Y	R	R	R	Υ	R	G Y	γ	R	G	R	G	. •
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	Υ	R	G	Υ	R	G	R	G	\

[♦] 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 PREEMFTOR INTERVAL 2 OR 3 IS TERMINATED.

RAILROAD PREEMPTION SEQUENCE OF OPERATION

																PREE!	MPTOR SER 3	PREE	IPTOR IER 4	PREEMPTOR NUMBER 2			
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1		5		7		9		li.		15		18	. 2	1								
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER																7	2	3	1				
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	18	10	1D	1E	1F	16	1H	IJ	1K	11.	1N	1N	1P	1Q	1R	15	1T	1U	2	3	4	CLEAR TO
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	10	2	1E	2	16	2	1.1	2	1L	2	1N	2	1Q	2	15	2	10	2	3	4		NORMAL SEQUENCE
DAKTON STREET E/B END MAST ARM AND FAR LEFT SIGNALS	R — Y	R	R	Y	R	Y	R	R	R	R	R	R	R	R	R	Y	R	R	R	R:	. R	R	\triangle
DAKTON 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
DAKTON STREET (EAST OF TRACKS) W/B MAST ARM SIGNALS	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	Υ	R	R	R	R	R	R	\triangle
DAKTON 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	γ	R	R	R	R	R	R	\triangle
DAKTON STREET (WEST OF TRACKS) W/B END MAST ARM AND FAR LEFT SIGNALS	R → G	G → G	G ⊸ G	R	R	G	6	R	R	R	R	R	R	R	R	G	G	R	R	G ⊸G	Υ	R	\triangle
DAKTON STREET (WEST OF TRACKS) W/B FAR RIGHT SIGNAL	R	G	G	R	R	G	G	R	R	R	R	R	R	R	R	6	G	R	R	6	Υ	R	_
.EHIGH AVENUE N/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R 	R	Y	R	R	R	γ	R	R	R	G	Y	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	Y	R	R	R	G	Y	R	R	R	_
.EHIGH AVENUE S/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R ⊸-Y	R	R	R	Y	R	Y	R	R	R	6	Y	R	R	R	\triangle
.EHIGH AVENUE S/B NEAR RIGHT AND FAR RIGHT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	Y	R	Y	Ř	R	R	6	Υ	R	R	R	
NTERNALLY ILLUMINATED NO LEFT TURN SIGNS	NLT	NLT	NLT	NLT	NLT	NET	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NET	NLT	NLT	NLT	_
NTERNALLY 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	

A RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE

NRT = "NO RIGHT TURN" OR

NLT = "NO LEFT TURN" OR

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.

·	REVISIONS NAME	DATE	ILLINOIS DEPARTMEN	T OF TRANSPORTATION
TON ENGINEEDING				ERATION, RAILROAD CE OF OPERATION AND
SETON ENGINEERING WHIP SERVICE CORPORATION CIVIL ENGINEERS		-	EMERGENCY VEHICLE	PREEMPTION SEQUENCE
19 S. BOTHWELL STREET PALATINE, ILLINOIS 60067			ł	AT LEHIGH AVENUE ROVE, ILLINOIS
VOICE: 847-776-7200 FAX: 847-776-7239			SCALE: N.T.S.	DRAWN BY BR DESIGNED BY VO
SETON PROJECT * 2002001-201-206			DATE 09-20-2004	CHECKED BY TJM