



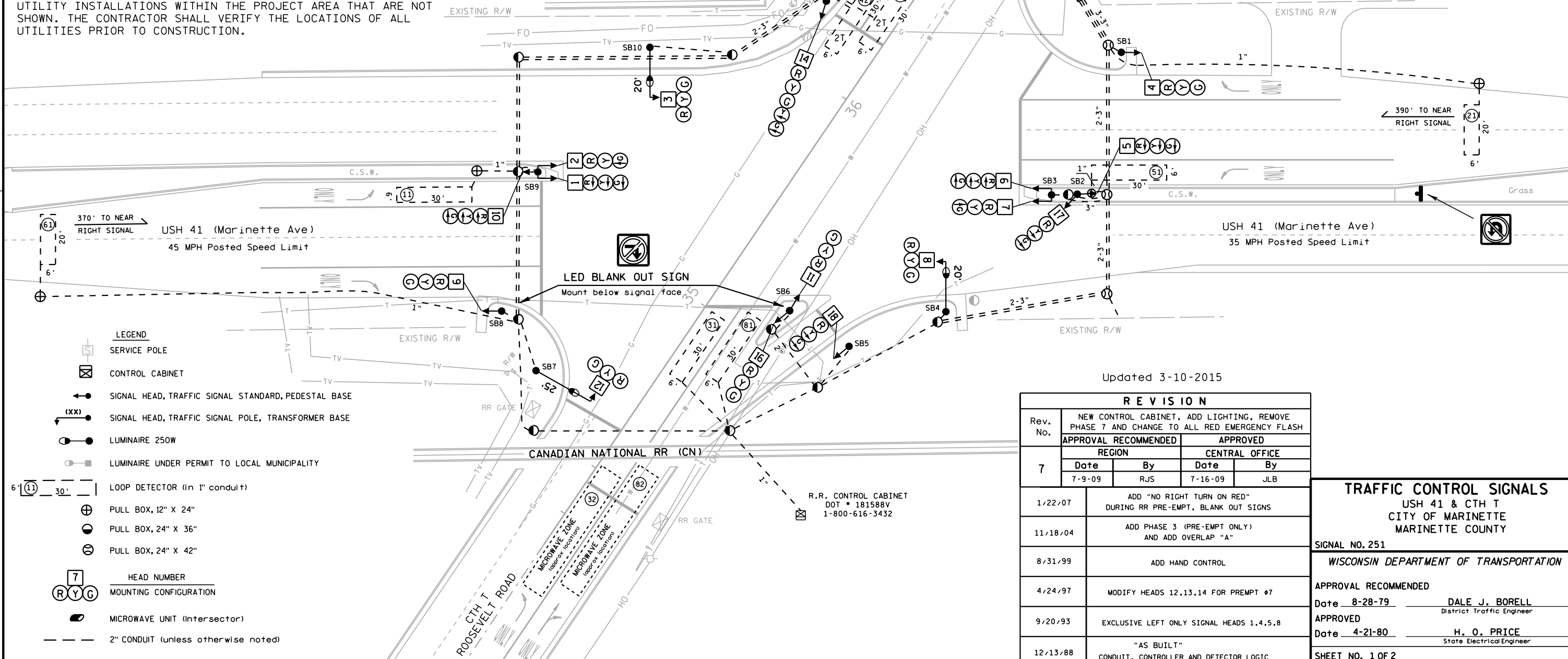
R10-5  
18" X 24"

Mounted below signal faces  
1, 5, 6 & 10

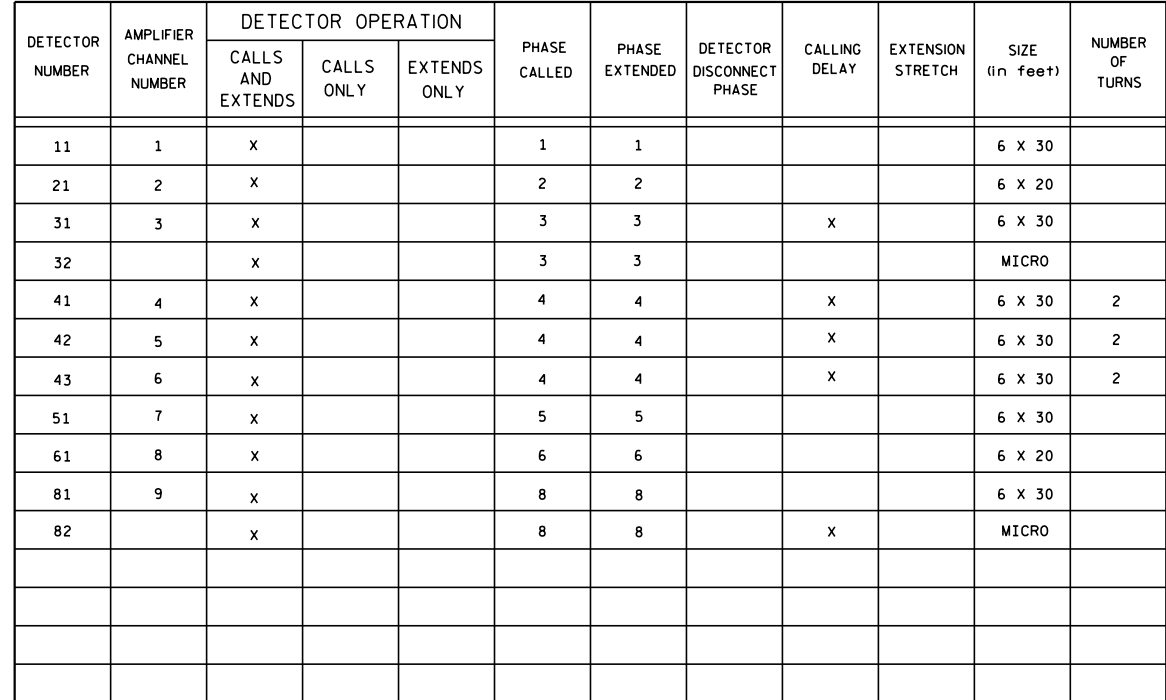
CONFIGURATION WITH HEAD NUMBERS			
3-V R Y G 4,9,11 13,16	5-VL R Y G 14	3-VA R Y G 2,7	3-VR R Y G 17,18
5-HL R Y G 15	3-VL R Y G 1,5,6,10	3-H R Y G 3,8,12	

#### GENERAL NOTE

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.



## DETECTOR LOGIC



PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1	YES			YES
2			MIN	YES
3				YES
4		W/8		YES
5	YES			YES
6			MIN	YES
7				
8		W/4		YES

## OVERLAPS

O.L. "A" =  $\phi 5, \phi 8$   
 O.L. "B" =  
 O.L. "C" =  
 O.L. "D" =

TYPE OF INTERCONNECT COMMUNICATION	
NONE	
TBC	x
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
RADIO	

\*LOCATION OF MASTER  
CONTROLLER NO: S-

SIGNAL SYSTEM #:	SS0000
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TYPE OF COORDINATION	
NONE	
TBC	x
TRAFFIC RESPONSIVE	
ADAPTIVE	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	X
EMERGENCY VEHICLE	
3M	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

TYPE OF LIGHTING	
BY OTHER AGENCY	x
IN TRAFFIC SIGNAL CABINET	x
IN SEPARATE DOT LIGHTING CABINET	

## RR PREEMPTION

- UPON R.R. PREEMPTION THE SIGNAL SHALL CLEAR TO PHASES 3 AND 8, THEN CLEAR PHASES 3 AND 8.
- ANY GREEN INTERVAL IN EFFECT SHALL TIME A MINIMUM 7 SECOND DURATION BEFORE ENTERING THE PREEMPT SEQUENCE. ELAPSED GREEN TIME PRIOR TO THE PREEMPT SHALL BE CONSIDERED IN THE MINIMUM TIME.
- ANY CLEARANCE INTERVAL IN EFFECT SHALL TIME ITS FULL NORMAL DURATION BEFORE ENTERING THE PREEMPT SEQUENCE.
- PHASES 1, 2, AND 6 SHALL REMAIN OPERATIONAL DURING R.R. PREEMPTION.
- THE PHASE IN EFFECT WHEN PREEMPT ENDS SHALL TIME A MINIMUM 7 SECOND GREEN INTERVAL BEFORE RETURNING TO NORMAL PHASING.
- ANY CLEARANCE INTERVAL IN EFFECT SHALL TIME ITS FULL NORMAL DURATION BEFORE ENTERING NORMAL PHASING.
- UPON TERMINATION OF PREEMPTION, THE SIGNAL SHALL EXIT INTO PHASES 3 & 8 AND VEHICLE CALLS SHALL BE PLACED IN ALL OTHER PHASES.

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL.  
(SEE CHART 1 AT LEFT.)
3. PROVIDE HAND CONTROL
4. "NO RIGHT TURN ON RED" BLANK OUT SIGN SHALL BE ILLUMINATED WHILE SIGNAL IS IN RR PREEMPTION.

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
Ø1	5 or 6	2, 3, 4, 8
Ø2	5 or 6	1, 3, 4, 8
Ø3	8	1, 2, 4, 5, 6
Ø4	8	1, 2, 3, 5, 6
Ø5	1 or 2	3, 4, 6, 8
Ø6	1 or 2	3, 4, 5, 8
Ø7		
Ø8	3 or 4	1, 2, 5, 6

Updated 3-10-2015

USH 41 & CTH T  
CITY OF MARINETTE  
MARINETTE COUNTY

SIGNAL NO. 251

CONTROLLER TYPE: EPAC

DATE: 7-16-2009

PAGE NO. 2 OF 2

PROJECT NO: 9072-03-71

HWY: USH 41

COUNTY: MARINETTE

SEQUENCE OF OPERATIONS S-251

SHEET NO:

# E