













LEGEND


PULL BOX 12" X 24" 
PULL BOX 24" X 36" 
SIGNAL HEAD PEDESTAL MOUNT 
SIGNAL HEAD MAST-ARM MOUNT 
CONTROL CABINET BASE 
CONDUIT 


SIGNAL HEAD NUMBER 
MOUNTING CONFIGURATION 


LOOP DETECTOR (in 1" conduit) 

LOOP DETECTOR (in 1/4" groove) 

PEDESTRIAN HEAD WITH 
PUSH BUTTON 

LUMINAIRE 

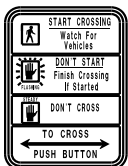
STOP SIGN 

GUARD RAIL 

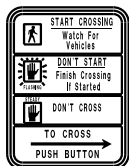
EVP DETECTOR 



R10-3BL
9" X 12"
INSTALL ON
SB11 & SB16



R10-3BR
9" X 12"
INSTALL ON
SB13

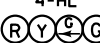




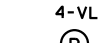








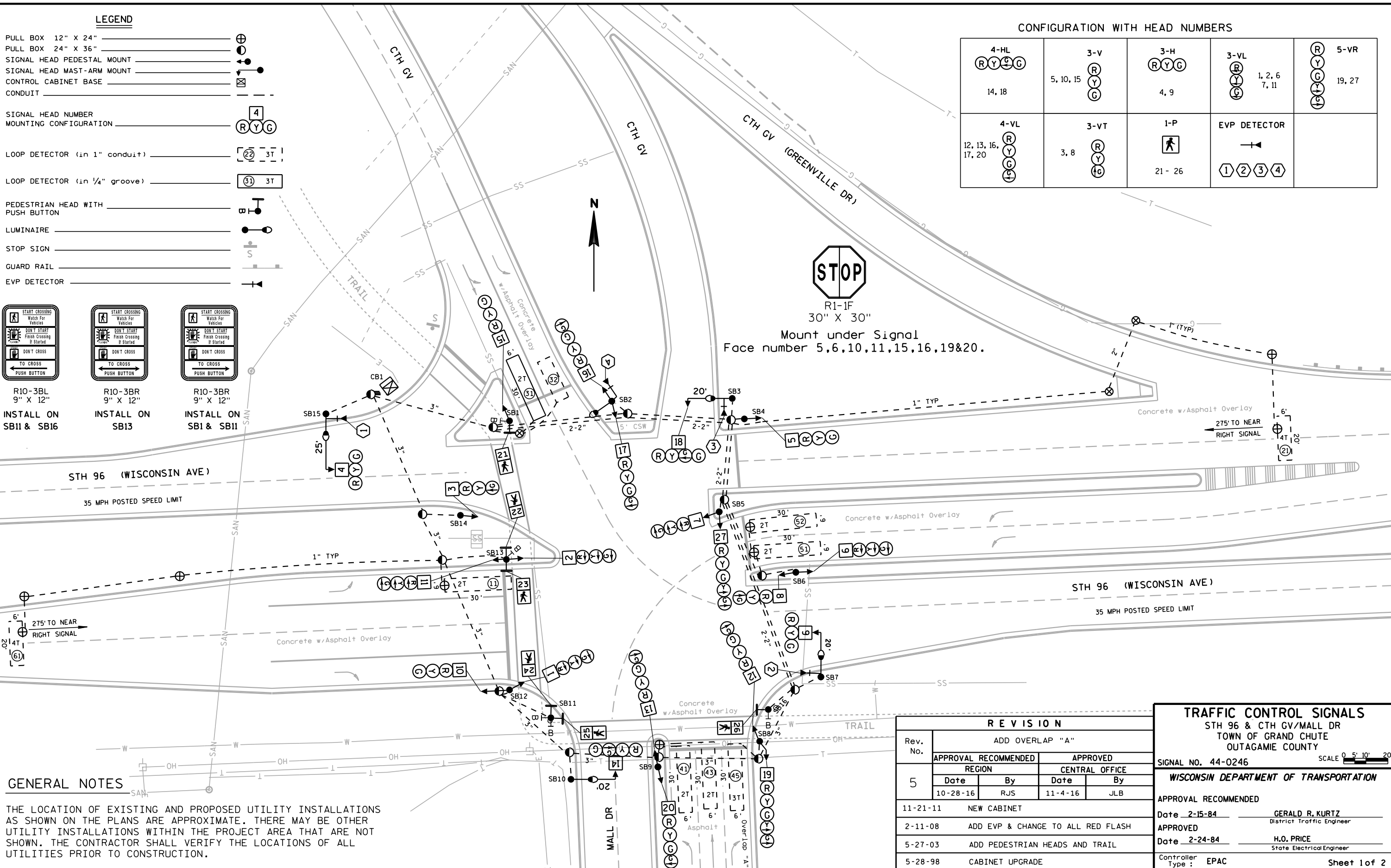
R10-3BR
9" X 12"
INSTALL ON
SB1 & SB11

GENERAL NOTES

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.

CONFIGURATION WITH HEAD NUMBERS

4-HL  14, 18	3-V  5, 10, 15	3-H  4, 9	3-VL  1, 2, 6 7, 11	5-VR  19, 27
4-VL  12, 13, 16, 17, 20	3-VT  3, 8	1-P  21 - 26	EVP DETECTOR    	



PROJECT NO: 0083-03-01

HWY: STH 96

COUNTY: OUTAGAMIE

TRAFFIC CONTROL SIGNAL S44-0246

SHEET

E

SEQUENCE OF OPERATION



	HEAD NUMBERS	Ø1						Ø2						Ø3							Ø4						FLASH
		R/W	CLEAR TO				R/W	CLEAR TO				R/W	CLEAR TO				R/W	CLEAR TO									
			✖	✖				✖	✖				✖	✖				✖	✖								
RING 1	Ø1	7, 11	<u>G</u>	<u>Y</u>	<u>R</u>				<u>R</u>	<u>R</u>	<u>R</u>					<u>R</u>	<u>R</u>	<u>R</u>					<u>R</u>				
	Ø2	3-5	R	R	R				G	Y	R					R	R	R					R				
	Ø3	12-16	R	R	R				R	R	R				G	Y	R					R					
	Ø4	17-20	R	R	R				R	R	R					R	Y	R					R				
	Ø5	1, 2, 6	<u>R</u>	<u>R</u>	<u>R</u>				<u>R</u>	<u>R</u>	<u>R</u>					<u>R</u>	<u>R</u>	<u>R</u>					<u>R</u>				
	Ø6	8-10	R	R	R				R	R	R					R	R	R					R				
	Ø7																										
	Ø8																										
OL*A*	Ø3P	21-24	DW	DW	DW				DW	DW	DW				*	DW	DW		DW	DW	DW						
	Ø6P	25,26	DW	DW	DW				DW	DW	DW				DW	DW	DW		DW	DW	DW						
		19, 27	-	-	-				-	-	-				-	Y	-										

		OL "A"															
		05				06				07				08			
		CLEAR TO				CLEAR TO				CLEAR TO				CLEAR TO			
	HEAD NUMBERS	R/W	* *			R/W	* *			R/W	* *			R/W	* *		
RING 2	01	7, 11	<u>R</u>	<u>R</u>	<u>R</u>					<u>R</u>	<u>R</u>	<u>R</u>					
	02	3-5	R	R	R					R	R	R					
	03	12-16	R	R	R					R	R	R					
	04	17-20	R	R	R					R	R	R					
	05	1, 2, 6	<u>G</u>	<u>Y</u>	<u>R</u>					<u>R</u>	<u>R</u>	<u>R</u>					
	06	8-10	R	R	R					G	Y	R					
	07																
	08																
	03P	21-24	DW	DW	DW					DW	DW	DW					
	06P	25, 26	DW	DW	DW					*	DW	DW					
OL "A"		19, 27	<u>G</u>	<u>Y</u>	-					-	-	-					

BARRIER

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** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1BELOW)
* WHEN CALLED, TIMED STEADY WALK, THEN FLASHING DON'T WALK, THEN GOES TO
  STEADY DON'T WALK.

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CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
01	05,06	02,03,04
02	05,06	01,03,04
03	NONE	01,02,04,05,06
04	NONE	01,02,03,05,06
05	01,02	03,04,06
06	01,02	03,04,05
07		
08		

DETECTOR LOGIC

[illegible]

CONTROLLER LOGIC

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

OVERLAPS

O.L. "A" = $\phi 4, \phi 5$
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 #:	SS0078

TYPE OF COORDINATION

NONE	
TBC	
TRAFFIC RESPONSIVE	
ADAPTIVE	

TYPE OF PRE-EMPT

NONE	
RAILROAD	
EMERGENCY VEHICLE	
3M	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	









TYPE OF LIGHTING

BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	
IN SEPARATE DOT LIGHTING CABINET	

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 FOR HAND CONTROL
4. EMERGENCY VEHICLE PREEMPTION
 - UPON PREEMPTION, THE SIGNAL SHALL CLEAR TO PHASES 2+5, 1+6, 3, or 4.
 - ANY GREEN INTERVAL IN EFFECT SHALL TIME A MINIMUM 5 SECOND DURATION BEFORE ENTERING THE PREEMPT SEQUENCE. ELAPSED GREEN TIME PRIOR TO THE PREEMPT CALL SHALL BE CONSIDERED THE MINIMUM TIME.
 - ANY CLEARANCE INTERVAL IN EFFECT SHALL TIME ITS FULL NORMAL DURATION BEFORE ENTERING THE PREEMPT SEQUENCE.
 - THE SIGNAL SHALL DWELL IN PHASES 2+5 or 1+6 or 3 or 4 DURING PREEMPTION.
 - UPON TERMINATION OF PREEMPTION, VEHICLE CALLS SHALL BE PLACED IN ALL PHASES ACTIVE DURING NORMAL PHASE CYCLING.

EMERGENCY VEHICLE PREEMPTION

EMERGENCY VEHICLE DETECTOR				
MOVEMENT				
PHASE	2+5	1+6	4	3
3M CHANNEL	A	B	C	D

Revision 5

STH 96 & CTH GV/MALL DR
TOWN OF GRAND CHUTE
OUTAGAMIE COUNTY

SIGNAL NO. 44-0246

CONTROLLER: EPAC TS1

DATE: 11-4-2016

SHEET NO. 2 OF 2