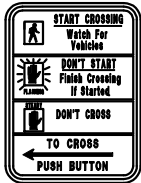




R10-3BR  
9" X 12"

INSTALL ON SB2

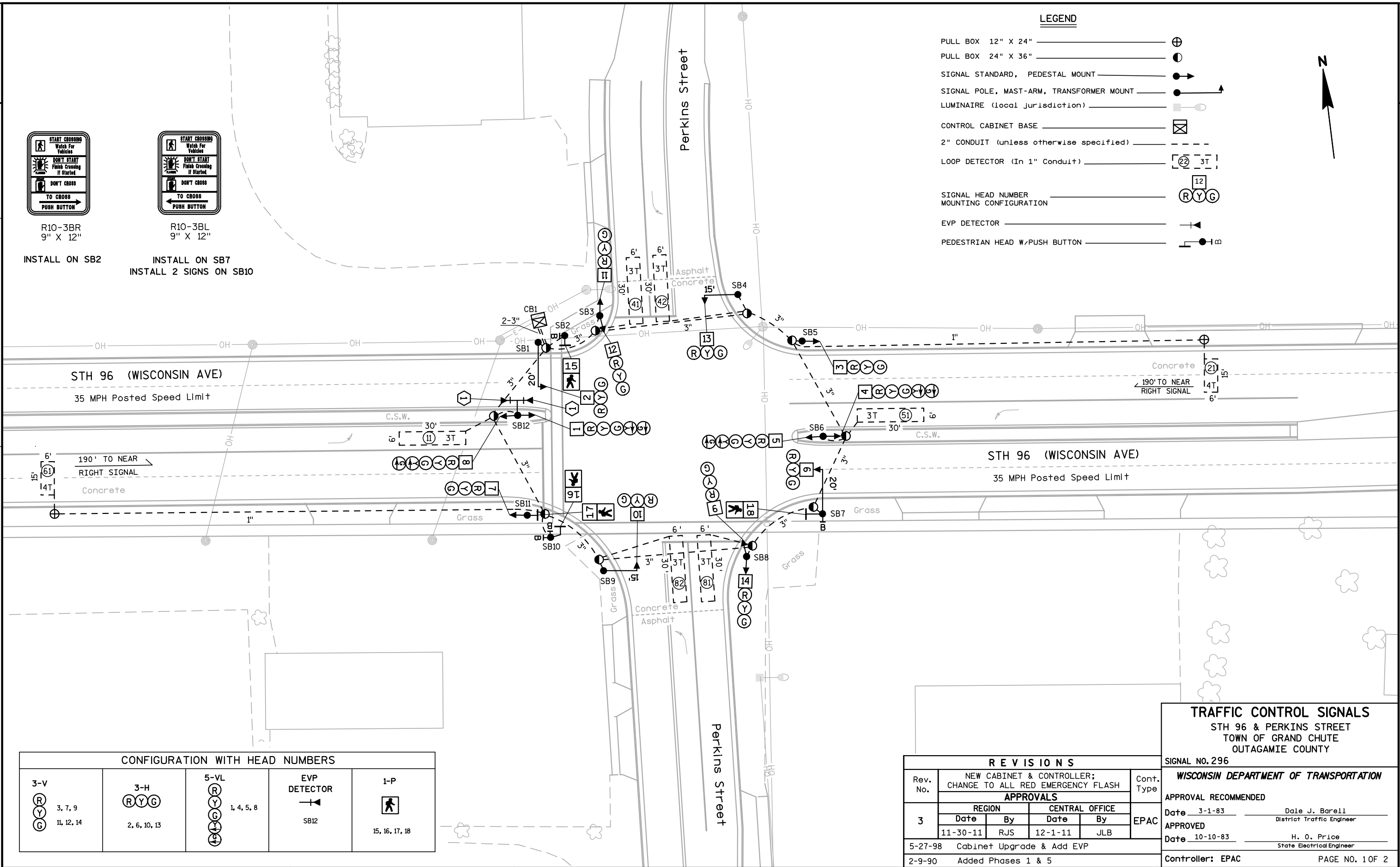


R10-3BL  
9" X 12"

INSTALL ON SB7  
INSTALL 2 SIGNS ON SB10

LEGEND

- PULL BOX 12" X 24"
- PULL BOX 24" X 36"
- SIGNAL STANDARD, PEDESTAL MOUNT
- SIGNAL POLE, MAST-ARM, TRANSFORMER MOUNT
- LUMINAIRE (local jurisdiction)
- CONTROL CABINET BASE
- 2" CONDUIT (unless otherwise specified)
- LOOP DETECTOR (In 1" Conduit)
- SIGNAL HEAD NUMBER MOUNTING CONFIGURATION
- EVP DETECTOR
- PEDESTRIAN HEAD W/PUSH BUTTON



CONFIGURATION WITH HEAD NUMBERS

3-V	3-H	5-VL	EVP DETECTOR	1-P
 3, 7, 9 11, 12, 14	 2, 6, 10, 13	 1, 4, 5, 8	 SB12	 15, 16, 17, 18

REVISIONS

Rev. No.	DESCRIPTION	Cont. Type
3	NEW CABINET & CONTROLLER; CHANGE TO ALL RED EMERGENCY FLASH	EPAC
5-27-98	Cabinet Upgrade & Add EVP	
2-9-90	Added Phases 1 & 5	

TRAFFIC CONTROL SIGNALS

STH 96 & PERKINS STREET  
TOWN OF GRAND CHUTE  
OUTAGAMIE COUNTY

SIGNAL NO. 296

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED

Date 3-1-83 Dale J. Barell  
District Traffic Engineer




APPROVED

Date 10-10-83 H. O. Price  
State Electrical Engineer




Controller: EPAC

PAGE NO. 1 OF 2

## SEQUENCE OF OPERATION

																		Not Used											
		Ø1								Ø2										Ø3									
		CLEAR TO								CLEAR TO										CLEAR TO									
		R/W	*	*						R/W	*	*								R/W	*	*							
RING 1	Ø1	5, 8	G	Y	-					-	-	-								-	-	-							
	Ø2	1, 2, 3, 4	R	R	R					G	Y	R								R	R	R							
	Ø3																												
	Ø4	9, 10, 11	R	R	R					R	R	R								G	Y	R							
	Ø5	1, 4	-	-	-					-	-	-								-	-	-							
	Ø6	5, 6, 7, 8	R	R	R					R	R	R								R	R	R							
	Ø7																												
	Ø8	12, 13, 14	R	R	R					R	R	R								R	R	R							
	Ø2P																												
	Ø4P	15, 16	D	D	D					D	D	D								*	D	D							
	Ø6P	17, 18	D	D	D					D	D	D								D	D	D							
	Ø8P																												

RING 2

																		Not Used											
		Ø5								Ø6										Ø7									
		CLEAR TO								CLEAR TO										CLEAR TO									
		R/W	*	*						R/W	*	*								R/W	*	*							
RING 2	Ø1	5, 8	-	-	-					-	-	-								-	-	-							
	Ø2	1, 2, 3, 4	R	R	R					R	R	R								R	R	R							
	Ø3																												
	Ø4	9, 10, 11	R	R	R					R	R	R								R	R	R							
	Ø5	1, 4	G	Y	-					-	-	-								-	-	-							
	Ø6	5, 6, 7, 8	R	R	R					G	Y	R								R	R	R							
	Ø7																												
	Ø8	12, 13, 14	R	R	R					R	R	R								G	Y	R							
	Ø2P																												
	Ø4P	15, 16	D	D	D					D	D	D								D	D	D							
	Ø6P	17, 18	D	D	D					*	D	D								D	D	D							
	Ø8P																												

\*\* CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

\* WHEN CALLED, TIMED STEADY WALK, THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

## BARRIER

## CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	5 or 6	2, 4, 8
2	5 or 6	1, 4, 8
3		
4	8	1, 2, 5, 6
5	1 or 2	4, 6, 8
6	1 or 2	4, 5, 8
7		
8	4	1, 2, 5, 6

## DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE (in feet)	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
11	1	X			1	1				6x30	3
21	2	X			2	2				6x15	4
41	3	X			4	4		X		6x30	3
42	4	X			4	4		X		6x30	3
51	5	X			5	5				6x30	3
61	6	X			6	6				6x15	4
81	7	X			8	8		X		6x30	3
82	8	X			8	8		X		6x30	3

## CONTROLLER LOGIC

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

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

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	

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

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

## NOTES:

- ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
- WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1AT LEFT.)
- IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.
- PROVIDE FOR HAND CONTROL
- EMERGENCY VEHICLE PREEMPTION

-UPON PREEMPTION, THE SIGNAL SHALL CLEAR TO PHASES 2 + 6 .

-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 + 6 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+6
TOMAR CHANNEL	I

Revision 3

STH 96 & PERKINS STREET  
TOWN OF GRAND CHUTE  
OUTAGAMIE COUNTY

SIGNAL NO. 296

CONTROLLER TYPE: EPAC

DATE: 12-1-2011

PAGE NO. 2 OF 2