

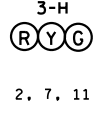
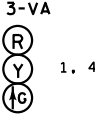
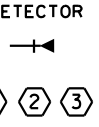

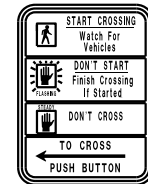


## GENERAL NOTE

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.

## CONFIGURATION WITH HEAD NUMBERS

4-VLFY	3-V	3-H	3-VA	EVP DETECTOR	1-P
 5, 9	 3, 8 10, 12	 2, 7, 11	 1, 4, 6	 ① ② ③	 13, 14




















R10-3BL  
9" X 12"  
INSTALL ON SB10



R10-3BR  
9" X 12"  
INSTALL ON SB9

## LEGEND

PULL BOX 24" X 36"	
PULL BOX 24" X 42"	
SIGNAL STANDARD, PEDESTAL MOUNT	
SIGNAL POLE, MAST-ARM MOUNT	
EVP DETECTOR	
LUMINAIRE (250W)	
CONTROL CABINET BASE	
2" CONDUIT (unless otherwise noted)	
LOOP DETECTOR (in 1" conduit)	
MICROWAVE DETECTION ZONE	
MICROWAVE UNIT (Intersector)	
SIGNAL HEAD NUMBER	
MOUNTING CONFIGURATION	
PEDESTRIAN HEAD NUMBER	
MOUNTING CONFIGURATION	
PEDESTRIAN STANDARD W/PUSH BUTTON	
YIELD SIGN	

PROJECT NO: 0083-03-01

HWY: USH 41

COUNTY: OUTAGAMIE

TRAFFIC CONTROL SIGNAL

S-309

SHEET

E

## CONTROLLER LOGIC

[illegible]

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

	Protected	Permissive
OL "A"	1	2
OL "B"		
OL "C"		
OL "D"		

TYPE OF INTERCONNECT COMMUNICATION	
NONE	
TBC	X
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
RADIO	
*LOCATION OF MASTER CONTROLLER NO: S-309	
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	
QUELUE DETECTOR	

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

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. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.
4. PROVIDE FOR HAND CONTROL
5. EMERGENCY VEHICLE PREEMPTION
  - UPON PREEMPTION, THE SIGNAL SHALL CLEAR TO PHASES 2+6 or 1+6 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+6 or 1+6 or 4 DURING PREEMPTION.
  - UPON TERMINATION OF PREEMPTION, VEHICLE CALLS SHALL BE PLACED IN ALL PHASES ACTIVE DURING NORMAL PHASE CYCLING.
  - FLASHING YELLOW ARROW SHALL BE DISABLED.

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

USH 41 NB & STH 96 (Wisconsin Ave)  
TOWN OF GRAND CHUTE  
OUTAGAMIE COUNTY

SIGNAL NO.	309
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CONTROLLER TYPE: EPAC TS2

DATE: 4-19-2013

PAGE NO. 2 OF 2

SHEET

**T**

\*\* 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.

D = DON'T WALK

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	6	2, 4
2	6	1, 4
3		
4	NONE	1, 2, 6
5		
6	1 or 2	4
7		
8		