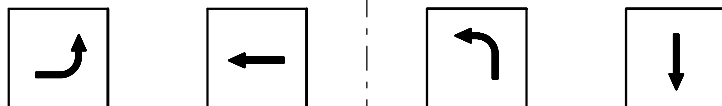


DETECTOR LOGIC

CONTROLLER LOGIC

[illegible]

FLASH

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
11	1	X			1	1				6'X30'	2
12	2	X			1	1				6'X30'	2
21	3	X			2	2				6'X20'	5
22	4	X			2	2		X		6'X20'	4
23	5	X			2	2				6'X20'	3
31	6	X			3	3				6'X30'	2
41	7	X			4	4		X		6'X20'	2
42	8	X			4	4				6'X30'	2
43	9	X			4	4				6'X30'	3
44	10	X			4	4				6'X30'	2
51	11	X			5	5				6'X30'	3
52	12	X			5	5				6'X30'	2
53	13	X			5	5				6'X30'	3
54	14	X			5	5				6'X30'	2
61	15	X			6	6				6'X20'	4
62	16	X			6	6		X		6'X20'	4
63	17	X			6	6				6'X20'	3
81	18	X			8	8		X		6'X30'	2
82	19	X			8	8				6'X30'	3
83	20	X			8	8				6'X30'	2
84	21	X			8	8				6'X30'	3

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









TYPE OF LIGHTING

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

TYPE OF PRE-EMPT

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

EMERGENCY VEHICLE PREEMPTION

EMERGENCY VEHICLE DETECTOR				
MOVEMENT				
PHASE	2+5	1+6	4+8	3+8
3M CHANNEL	A	B	C	D

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. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.
4. PROVIDE FOR HAND CONTROL
5. STREET LIGHT BOARD WITH HEAVY DUTY CONTACTOR REQUIRED FOR THE 11 LUMINAIRES.
6. EMERGENCY VEHICLE PREEMPTION
 - UPON PREEMPTION, THE SIGNAL SHALL CLEAR TO PHASES 2+5, 1+6, 4+8 or 3+8.
 - 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 4+8 or 3+8 DURING PREEMPTION.
 - UPON TERMINATION OF PREEMPTION, VEHICLE CALLS SHALL BE PLACED IN ALL PHASES ACTIVE DURING NORMAL PHASE CYCLING.

As-Built 8-6-2009

TRAFFIC CONTROL SIGNALS
 STH 96 & CASSALOMA DRIVE
 TOWN OF GRAND CHUTE
 OUTAGAMIE COUNTY

SIGNAL NO. 383

CONTROLLER TYPE:

DATE: 3-14-08

PAGE NO. 2 OF 2

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

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

TYPE OF COORDINATION

NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	

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