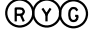
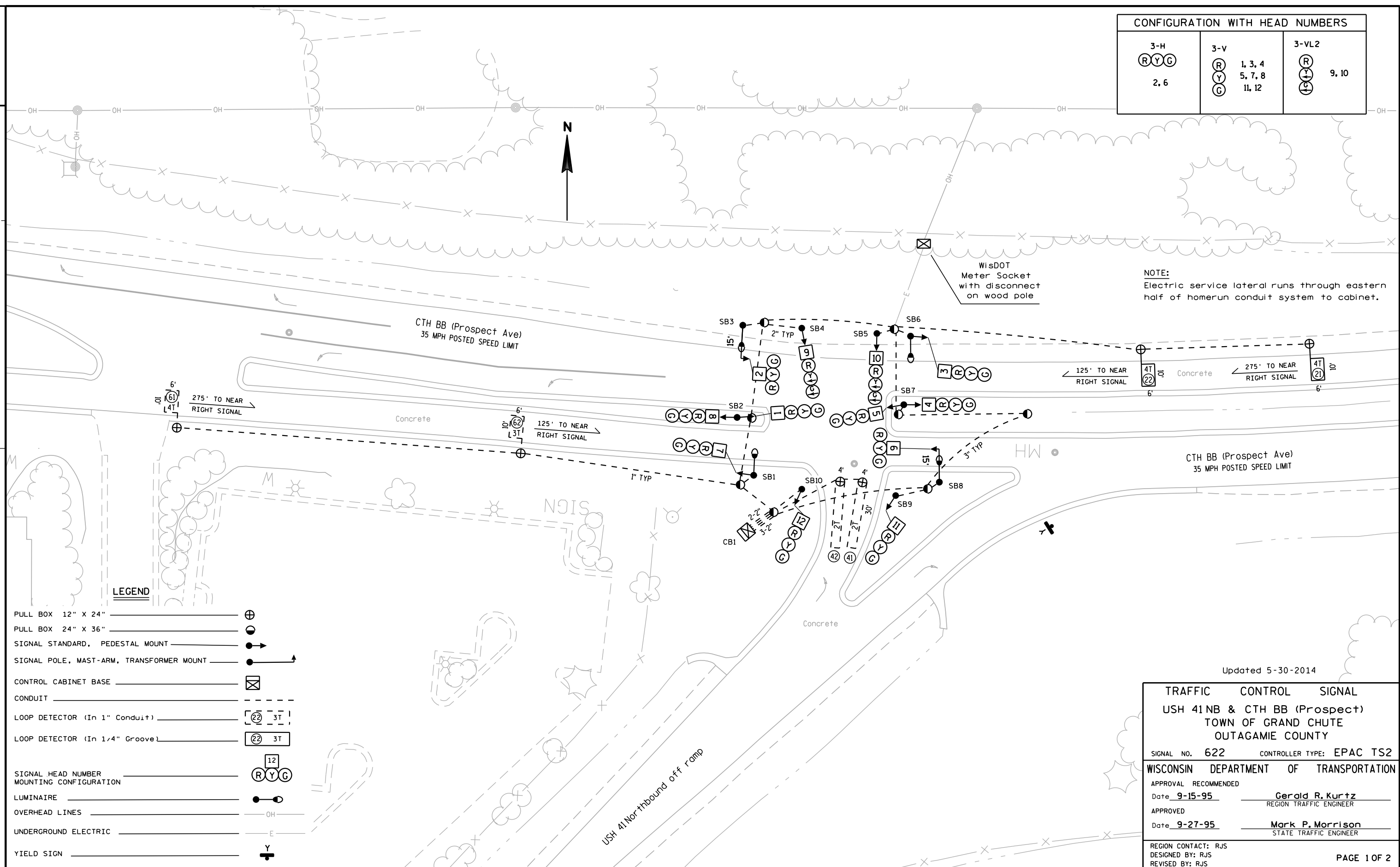


CONFIGURATION WITH HEAD NUMBERS		
3-H  2, 6	3-V  1, 3, 4 5, 7, 8 11, 12	3-VL2  9, 10

NOTE:
Electric service lateral runs through eastern half of homerun conduit system to cabinet.



Updated 5-30-2014

TRAFFIC CONTROL SIGNAL	
USH 41NB & CTH BB (Prospect)	
TOWN OF GRAND CHUTE	
OUTAGAMIE COUNTY	
SIGNAL NO. 622	CONTROLLER TYPE: EPAC TS2
WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVAL RECOMMENDED	
Date 9-15-95	Gerald R. Kurtz REGIONAL TRAFFIC ENGINEER
APPROVED	
Date 9-27-95	Mark P. Morrison STATE TRAFFIC ENGINEER
REGION CONTACT: RJS	
DESIGNED BY: RJS	
REVISED BY: RJS	

PAGE 1 OF 2

CONTROLLER LOGIC

[illegible]

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

[illegible]

TYPE OF INTERCONNECT COMMUNICATION		TYPE OF COORDINATION		TYPE OF PRE-EMPT		TYPE OF LIGHTING	
NONE		NONE		NONE	x	BY OTHER AGENCY	
TBC	x	TBC	x	RAILROAD		IN TRAFFIC SIGNAL CABINET	x
CLOSED LOOP TWISTED PAIR*		TRAFFIC RESPONSIVE		EMERGENCY VEHICLE		IN SEPARATE DOT LIGHTING CABINET	
CLOSED LOOP FIBER OPTIC*		ADAPTIVE		3M			
RADIO				TOMAR			
*LOCATION OF MASTER CONTROLLER NO:	S-xxx			HARDWIRE			
SIGNAL SYSTEM #:	SS-xxxx			OTHER			
				LIFT BRIDGE			
				QUEUE DETECTOR			

Updated 5-30-2014

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

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

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 1AT LEFT.)
3. PROVIDE FOR HAND CONTROL.

USH 41NB & CTH BB (Prospect)
TOWN OF GRAND CHUTE
OUTAGAMIE COUNTY

SIGNAL NO. 622

CONTROLLER TYPE: EPAC TS2

DATE: 9-27-1995

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