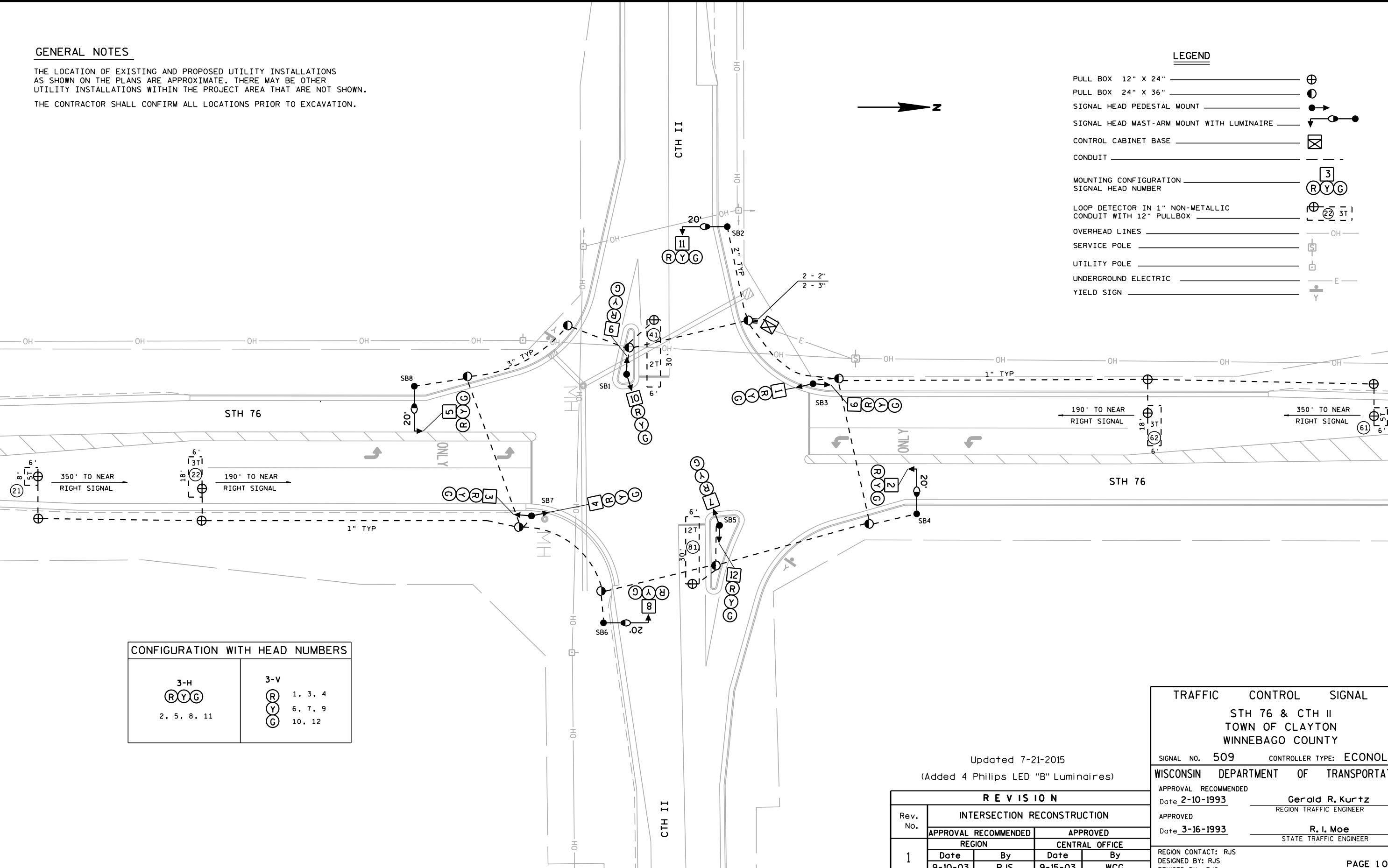


GENERAL NOTES

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 CONFIRM ALL LOCATIONS PRIOR TO EXCAVATION.

LEGEND

- PULL BOX 12" X 24"
- PULL BOX 24" X 36"
- SIGNAL HEAD PEDESTAL MOUNT
- SIGNAL HEAD MAST-ARM MOUNT WITH LUMINAIRE
- CONTROL CABINET BASE
- CONDUIT
- MOUNTING CONFIGURATION
- SIGNAL HEAD NUMBER
- LOOP DETECTOR IN 1" NON-METALLIC CONDUIT WITH 12" PULLBOX
- OVERHEAD LINES
- SERVICE POLE
- UTILITY POLE
- UNDERGROUND ELECTRIC
- YIELD SIGN



CONFIGURATION WITH HEAD NUMBERS	
<div>3-H</div> <div><div>R</div><div>Y</div><div>G</div></div> <div>2, 5, 8, 11</div>	<div>3-V</div> <div><div>R</div><div>Y</div><div>G</div></div> <div>1, 3, 4 6, 7, 9 10, 12</div>

Updated 7-21-2015  
(Added 4 Philips LED "B" Luminaires)

R E V I S I O N			
Rev. No.	INTERSECTION RECONSTRUCTION		
	APPROVAL RECOMMENDED		APPROVED
	REGION	CENTRAL OFFICE	
1	Date	By	Date By
	9-10-03	RJS	9-15-03 WCG

TRAFFIC CONTROL SIGNAL

STH 76 & CTH II

TOWN OF CLAYTON

WINNEBAGO COUNTY

SIGNAL NO. 509

CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED

Date 2-10-1993

APPROVED

Date 3-16-1993

Gerald R. Kurtz

REGION TRAFFIC ENGINEER

R. I. Moe

STATE TRAFFIC ENGINEER

REGION CONTACT: RJS

DESIGNED BY: RJS

REVISED BY: RJS

SEQUENCE OF OPERATION



	HEAD NUMBERS	Ø1				Ø2				Ø3				Ø4			
		CLEAR TO				CLEAR TO				CLEAR TO				CLEAR TO			
		R/W	**			R/W	**			R/W	**			R/W	**		
Ø1																	
Ø2	1, 2, 3					G	Y	R						R	R	R	
Ø3																	
Ø4	7, 8, 9					R	R	R						G	Y	R	
Ø5																	
Ø6	4, 5, 6					R	R	R						R	R	R	
Ø7																	
Ø8	10, 11, 12					R	R	R						R	R	R	
Ø2P																	
Ø4P																	
Ø6P																	
Ø8P																	

FLASH

R

R

R

R

R

DETECTOR LOGIC

DETECTOR NUMBER	DETECTOR RACK CHANNEL	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
21	3	X			Ø2	Ø2			X	6X8	5
22	4	X			Ø2	Ø2				6X18	3
41	1	X			Ø4	Ø4		X		6X30	2
61	7	X			Ø6	Ø6			X	6X8	5
62	8	X			Ø6	Ø6				6X18	3
81	5	X			Ø8	Ø8		X		6X30	2

CONTROLLER LOGIC

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



	HEAD NUMBERS	Ø5				Ø6				Ø7				Ø8			
		CLEAR TO				CLEAR TO				CLEAR TO				CLEAR TO			
		R/W	**			R/W	**			R/W	**			R/W	**		
Ø1																	
Ø2	1, 2, 3					R	R	R						R	R	R	
Ø3																	
Ø4	7, 8, 9					R	R	R						R	R	R	
Ø5																	
Ø6	4, 5, 6					G	Y	R						R	R	R	
Ø7																	
Ø8	10, 11, 12					R	R	R						G	Y	R	
Ø2P																	
Ø4P																	
Ø6P																	
Ø8P																	

BARRIER

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

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
Ø1		
Ø2	6	4, 8
Ø3		
Ø4	8	2, 6
Ø5		
Ø6	2	4, 8
Ø7		
Ø8	4	2, 6

GENERAL NOTES:

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

TYPE OF INTERCONNECT COMMUNICATION	
NONE	
TBC	X
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM *:	SS- -

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	

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

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

Updated 7-21-2015

TRAFFIC CONTROL SIGNAL		
STH 76 & CTH II		
TOWN OF CLAYTON		
WINNEBAGO COUNTY		
SIGNAL NO. 509	CONTROLLER TYPE: ECONOLITE	
REGION CONTACT: RJS		
DESIGNED BY: RJS		
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