

CONFIGURATION WITH HEAD NUMBERS	
3-V 3,4,5 R 8,9,10 Y 11,12,13 G 14,15,16	3-VLFY R 1,2 Y 6,7 G

LEGEND

PULL BOX 12" X 24"

PULL BOX 24" X 36"

SIGNAL STANDARD, PEDESTAL MOUNT

SIGNAL POLE, MONOTUBE ARM, WITH LUMINAIRE

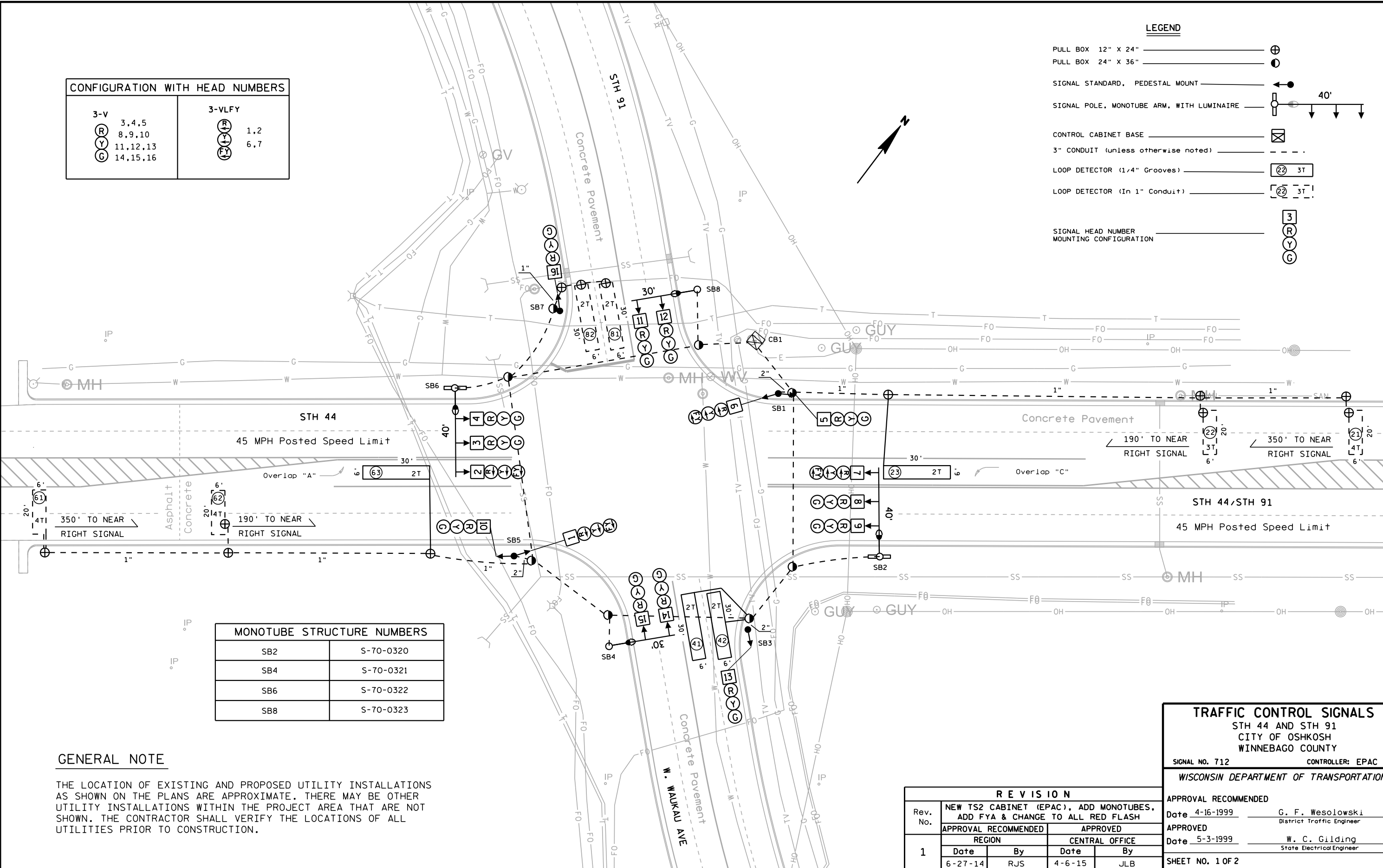
CONTROL CABINET BASE

3" CONDUIT (unless otherwise noted)

LOOP DETECTOR (1/4" Grooves) 3T

LOOP DETECTOR (In 1" Conduit) 3T

SIGNAL HEAD NUMBER MOUNTING CONFIGURATION



MONOTUBE STRUCTURE NUMBERS	
SB2	S-70-0320
SB4	S-70-0321
SB6	S-70-0322
SB8	S-70-0323

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.

R E V I S I O N			
1	Rev. No.	NEW TS2 CABINET (EPAC), ADD MONOTUBES, ADD FYA & CHANGE TO ALL RED FLASH	
	APPROVAL RECOMMENDED		APPROVED
	REGION		CENTRAL OFFICE
	Date	By	Date By
	6-27-14	RJS	4-6-15 JLB

TRAFFIC CONTROL SIGNALS
STH 44 AND STH 91
CITY OF OSHKOSH
WINNEBAGO COUNTY

SIGNAL NO. 712 CONTROLLER: EPAC TS2

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 4-16-1999 G. F. Wesolowski
District Traffic Engineer

APPROVED
Date 5-3-1999 W. C. Gilding
State Electrical Engineer

SHEET NO. 1 OF 2

SEQUENCE OF OPERATION

		NOT USED								NOT USED								
		← OL "A"				↑												
		← OL "C"				↓												
RING 1	HEAD NUMBERS	01				02				03				04				FLASH
		R/W	* *			R/W	* *			R/W	* *			R/W	* *			
	01																	
	02	3, 4, 5																
	03																	
	04	11, 12, 13																
	05																	
	06	8, 9, 10																
	07																	
	08	14, 15, 16																
OL "A"	6, 7																	
OL "B"																		
OL "C"	1, 2																	
OL "D"																		

		05				06				07				08			
		R/W	* *			R/W	* *			R/W	* *			R/W	* *		
RING 2	HEAD NUMBERS																
	01																
	02	3, 4, 5															
	03																
	04	11, 12, 13															
	05																
	06	8, 9, 10															
	07																
	08	14, 15, 16															
	OL "A"	6, 7															
OL "B"																	
OL "C"	1, 2																
OL "D"																	

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

BARRIER

CHART 1

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

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			2	2			X	6x20	4
22	4	X			2	2				6x20	3
23	1	X			2	2				6x30	2
41	7	X			4	4		X		6x30	2
42	8	X			4	4		X		6x30	2
61	5	X			6	6			X	6x20	4
62	6	X			6	6				6x20	4
63	11	X			6	6				6x30	2
81	9	X			8	8		X		6x30	2
82	10	X			8	8		X		6x30	2

CONTROLLER LOGIC

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

OVERLAP SPECIAL

	Protected	Permissive
OL "A"	1	2
OL "B"		
OL "C"	5	6
OL "D"		

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	

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 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 OPERATION.

Revision 1

STH 44 & STH 91
CITY OF OSHKOSH
WINNEBAGO COUNTY

SIGNAL NO. 712

CONTROLLER TYPE: EPAC TS2

DATE: 4-6-2015

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