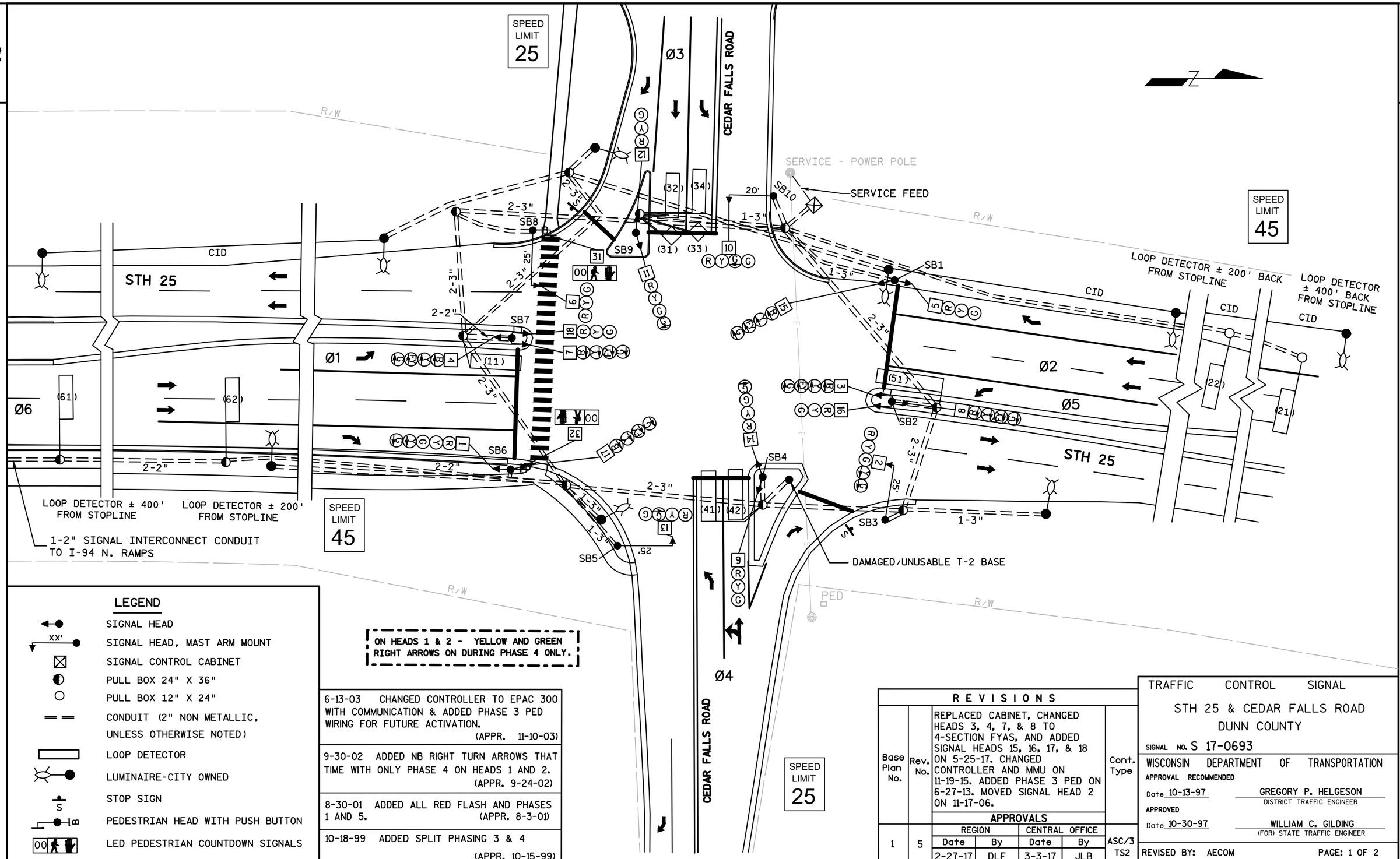


LEGEND

- SIGNAL HEAD
- XX' SIGNAL HEAD, MAST ARM MOUNT
- SIGNAL CONTROL CABINET
- PULL BOX 24" X 36"
- PULL BOX 12" X 24"
- CONDUIT (2" NON METALLIC, UNLESS OTHERWISE NOTED)
- LOOP DETECTOR
- LUMINAIRE-CITY OWNED
- S STOP SIGN
- PEDESTRIAN HEAD WITH PUSH BUTTON
- 00 LED PEDESTRIAN COUNTDOWN SIGNALS

ON HEADS 1 & 2 - YELLOW AND GREEN RIGHT ARROWS ON DURING PHASE 4 ONLY.

6-13-03 CHANGED CONTROLLER TO EPAC 300 WITH COMMUNICATION & ADDED PHASE 3 PED WIRING FOR FUTURE ACTIVATION. (APPR. 11-10-03)
9-30-02 ADDED NB RIGHT TURN ARROWS THAT TIME WITH ONLY PHASE 4 ON HEADS 1 AND 2. (APPR. 9-24-02)
8-30-01 ADDED ALL RED FLASH AND PHASES 1 AND 5. (APPR. 8-3-01)
10-18-99 ADDED SPLIT PHASING 3 & 4 (APPR. 10-15-99)

REVISIONS

Base Plan No.	Rev. No.		Cont. Type
		REPLACED CABINET, CHANGED HEADS 3, 4, 7, & 8 TO 4-SECTION FYAS, AND ADDED SIGNAL HEADS 15, 16, 17, & 18 ON 5-25-17. CHANGED CONTROLLER AND MMU ON 11-19-15. ADDED PHASE 3 PED ON 6-27-13. MOVED SIGNAL HEAD 2 ON 11-17-06.	
		APPROVALS	
		REGION: Date 2-27-17, By DLF; CENTRAL OFFICE: Date 3-3-17, By JLB	
1	5		ASC/3 TS2

TRAFFIC CONTROL SIGNAL

STH 25 & CEDAR FALLS ROAD

DUNN COUNTY

SIGNAL NO. S 17-0693

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED

Date 10-13-97 — GREGORY P. HELGESON, DISTRICT TRAFFIC ENGINEER

APPROVED

Date 10-30-97 — WILLIAM C. GILDING, (FOR) STATE TRAFFIC ENGINEER

REVISED BY: AECOM

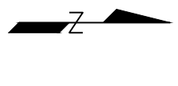
PAGE: 1 OF 2

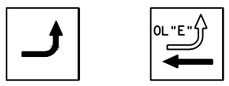
PROJECT NO: 3700-50-25	HWY: STH 25 & CEDAR FALLS ROAD	COUNTY: DUNN	TRAFFIC SIGNAL PLAN	SCALE, FEET 0 20 40	SHEET:	E

FILE NAME : \\EAURTOPFLPPI01\N3PUBLIC\OPS\TRAFFIC\ELECTRICAL\SIGNALS\PLANS\AUTOCAD\~_PLANS\S 17-0693\02_FYA\S 17-0693.DWG PLOT DATE : 12/12/2017 1:40 PM

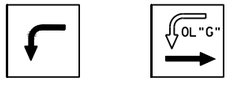
WISDOT/CADDS SHEET 42

SEQUENCE OF OPERATION





	HEAD NUMBERS	Ø1 R/W	Ø1 CLEAR TO **	Ø2 R/W	Ø2 CLEAR TO **	Ø3 R/W	Ø3 CLEAR TO **	Ø4 R/W	Ø4 CLEAR TO **	FLASH
	Ø1	3,4,15	G Y R	-	- -	R	R R	R	R R	R
	Ø2	5,6,18	R R R	G	Y R	R	R R	R	R R	R
	Ø3	12,13,14	R R R	R	R R	G G	Y R	R	R R	R
	Ø4	9,10,11	R R R	R	R R	R	R R	G G	Y R	R
RING 1	Ø4	1,2	- - -	-	- -	-	- -	G	Y -	-
	Ø5	7,8,17	R R R	R	R R	R	R R	R	R R	R
	Ø6	1,2,16	R R R	R	R R	R	R R	R	R R	R
	OLE	3,4,15	- - -	FY	Y R	-	- -	-	- -	-
	OLG	7,8,17	- - -	-	- -	-	- -	-	- -	-
	Ø3P	31,32	DW DW DW	DW	DW DW	*	DW DW	DW	DW DW	



NOT USED

NOT USED

	HEAD NUMBERS	Ø5 R/W	Ø5 CLEAR TO **	Ø6 R/W	Ø6 CLEAR TO **	Ø7 R/W	Ø7 CLEAR TO **	Ø8 R/W	Ø8 CLEAR TO **
	Ø1	R	R R	R	R R				
	Ø2	R	R R	R	R R				
	Ø3	R	R R	R	R R				
	Ø4	R	R R	R	R R				
RING 2	Ø4	-	- -	-	- -				
	Ø5	G	Y R	-	- -				
	Ø6	R	R R	G	Y R				
	OLE	-	- -	-	- -				
	OLG	-	- -	FY	Y R				
	Ø3P	DW	DW DW	DW	DW DW				

BARRIER

* WHEN CALLED, TIMED STEADY WALK, FOLLOWED BY FLASHING DON'T WALK WITH PED COUNTDOWN TIMER ACTIVATED, THEN STEADY DON'T WALK.

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

DETECTOR LOGIC

LOOP NUMBER	DETECTOR NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	LOOP SIZE	NUMBER OF TURNS
11	1	X			1	1				6' X 20'	3
21	2	X			2	2				6' X 18'	4
22	3	X			2	2				6' X 18'	3
31	4	X			3	3				6' X 6'	4
32	5	X			3	3				6' X 20'	3
33	6	X			3	3		(X=3")		6' X 6'	3
34	7	X			3	3				6' X 20'	4
41	8	X			4	4		(X=3")		6' X 20'	3
42	9	X			4	4				6' X 20'	4
51	10	X			5	5				6' X 25'	3
61	11	X			6	6				6' X 18'	4
62	12	X			6	6				6' X 18'	3

CONTROLLER LOGIC

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

OVERLAPS

O.L. "A" =

O.L. "B" =

O.L. "C" =

O.L. "D" =

TYPE OF INTERCONNECT COMMUNICATION	
NONE	
CLOSED LOOP TWISTED PAIR	
FIBER OPTIC NETWORK	X
INTERSECTION ONLY (CELL MODEM)*	
LOCATION OF CELL MODEM	
CONTROLLER NO: S-	
SIGNAL SYSTEM : SS-17-0150	

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

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

SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
O.L. "E" =	1	2
O.L. "F" =		
O.L. "G" =	5	6
O.L. "H" =		

CHART 1

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

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. NO RED SHOWN ON THE CHART FOR PHASE 4 (NB RIGHT) SINCE COMPOSITE HEADS ARE USED.
4. THE NB RIGHT TURN ARROWS TIME WITH ONLY PHASE 4.

CONTROLLER TYPE: ASC/3 TS2

REVISION:
REPLACED CABINET, CHANGED HEADS 3, 4, 7, & 8 TO 4-SECTION FYAS, AND ADDED SIGNAL HEADS 15, 16, 17, & 18 ON 5-25-17. CHANGED CONTROLLER AND MMU ON 11-19-15. ADDED PHASE 3 PED ON 6-27-13. MOVED SIGNAL HEAD 2 ON 11-17-06.

BASE PLAN NO: 1 REVISION NO: 5

REVISION DATE: PAGE: 2 OF 2

PROJECT NO: 3700-50-25	HWY: STH 25 & CEDAR FALLS ROAD	COUNTY: DUNN	SEQUENCE OF OPERATIONS (SIGNAL NO. S 17-0693)	SHEET:	E