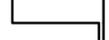
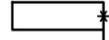
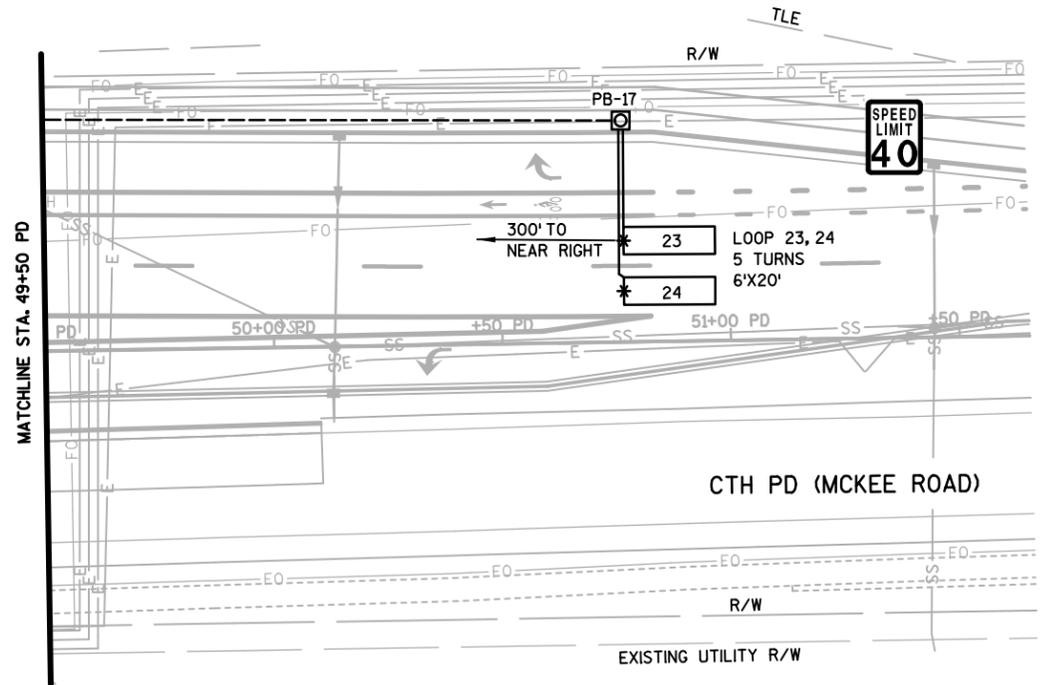
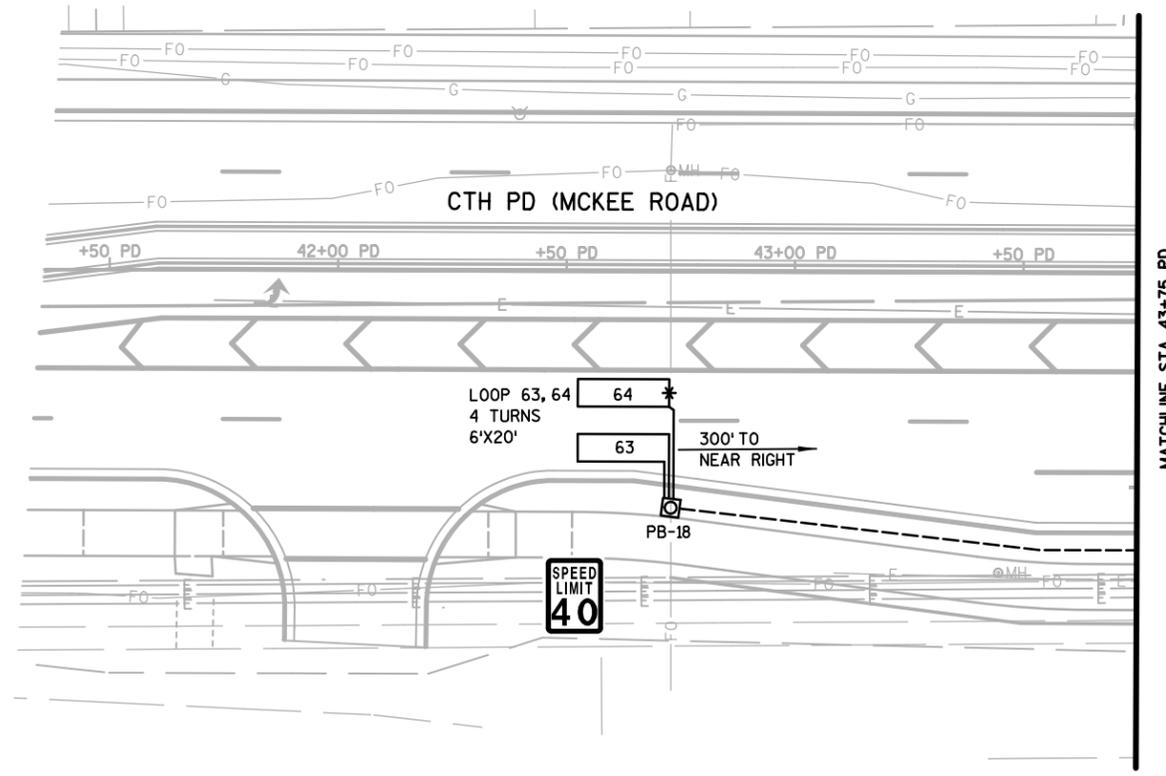


**LEGEND**

-  PULL BOX TYPE I
-  PULL BOX TYPE III
-  PULL BOX TYPE V
-  LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPlice) BOX OFF ROADWAY (OPTION 2)
-  LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
-  LANE DESIGNATION FOR INFORMATION ONLY
-  CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED
-  CONDUIT LOOP DETECTOR (1" NON-METALLIC)

NOTE: GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

- CONSTRUCTION NOTES:**
1. LOCATION OF LOOP DETECTOR IS TO FRONT CENTER OF LOOP, UNLESS OTHERWISE NOTED.
  2. LOOPS SHALL BE CENTERED IN THEIR RESPECTIVE LANES UNLESS OTHERWISE NOTED.
  3. ALL LOOP DETECTOR WIRES SHALL BE SEALED IMMEDIATELY AFTER INSTALLATION OF NEARBY HANDHOLES/PULL BOXES.
  4. ALL LOOP DETECTORS SHALL BE TESTED AS DESCRIBED IN SECTION 655 OF THE STANDARD SPECIFICATIONS.
  5. ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND SECTION 652 OF THE STANDARD SPECIFICATIONS.
  6. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
  7. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES.
  8. ALL CONDUIT IS SCHEDULE 40 EXCEPT UNDER ROADWAY AND DRIVEWAY ENTRANCES, WHERE SCHEDULE 80 SHALL BE USED.



TRAFFIC CONTROL SIGNAL  
 CTH PD AND SEMINOLE HIGHWAY  
 CITY OF FITCHBURG  
 DANE COUNTY

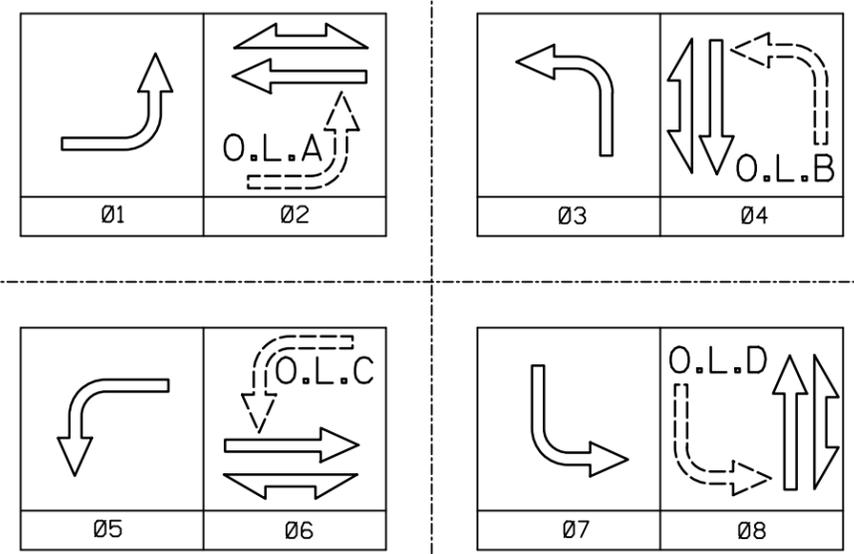
SIGNAL NO. LOCAL

REGION CONTACT:  
 DESIGNED BY:  
 REVISED BY:

PAGE 2 OF 4

	HEAD NUMBERS	FLASH
Ø1	14-15	R
Ø2	1-3	R
Ø3	19-20	R
Ø4	6-8	R
Ø5	4-5	R
Ø6	11-13	R
Ø7	9-10	R
Ø8	16-18	R
O.L. A	14-15	R
O.L. B	19-20	R
O.L. C	4-5	R
O.L. D	9-10	R
Ø2P	80,81	
Ø4P	82,83	
Ø6P	84,85	
Ø8P	86,87	

RING 1



BARRIER



CONTROLLER LOGIC

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

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

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

OVERLAPS

O.L. "A" =	NONE
O.L. "B" =	
O.L. "C" =	
O.L. "D" =	

SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
O.L. "A"	Ø1	Ø2
O.L. "B"	Ø3	Ø4
O.L. "C"	Ø5	Ø6
O.L. "D"	Ø7	Ø8

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
DETECTOR #(S)	12	23	24	32	---	---	52	63	64	72	---	---					DETECTOR #(S)
PHASE CALLED																	PHASE CALLED
PHASE EXTENDED	1	2	2	3			5	6	6	7							PHASE EXTENDED
DISCONNECT TIME																	DISCONNECT TIME
CALLING DELAY																	CALLING DELAY
EXTENSION STRETCH																	EXTENSION STRETCH
LOOP FUNCTION																	LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
DETECTOR #(S)	11	21	22	31	41	42	51	61	62	71	81	82					DETECTOR #(S)
PHASE CALLED	1	2	2	3	4	4	5	6	6	7	8	8					PHASE CALLED
PHASE EXTENDED	1	2	2	3	4	4	5	6	6	7	8	8					PHASE EXTENDED
DISCONNECT TIME																	DISCONNECT TIME
CALLING DELAY						15					15						CALLING DELAY
EXTENSION STRETCH																	EXTENSION STRETCH
LOOP FUNCTION																	LOOP FUNCTION

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE DETECTOR	1	2	3	4
MOVEMENT				
PHASE	5+2	1+6	3+8	7+4

AFTER PREEMPTION SEQUENCE 5+2 OR 1+6, CONTROLLER SHALL RETURN TO PHASES 2+6.  
 AFTER PREEMPTION SEQUENCE 3+8 OR 7+4, CONTROLLER SHALL RETURN TO PHASES 4+8.

CTH PD & SEMINOLE HIGHWAY CITY OF FITCHBURG DANE	
SIGNAL NO. LOCAL	
CONTROLLER TYPE: Econolite	
DATE ----	PAGE NO. 3 OF 4

GENERAL NOTES:

1. SEQUENCE OF OPERATIONS PROVIDED FOR INFORMATION ONLY

CTH PD & SEMINOLE HIGHWAY TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE						
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CONTROL CABINET TO SB-1	7/C	11	EB	R	R	Ø 6
				Y	O	
				G	G	
				D/WALK	BLK	
CONTROL CABINET TO SB-2	12/C	5	WBL	← R	R	Ø5 & O.L.C
				← Y	O	
				← FY	BLK	
				← G	G	
CONTROL CABINET TO SB-3	12/C	2	WB	← R	R/BLK	Ø 2
				← Y	O/BLK	
				← G	G/BLK	
				D/WALK	BLK	
CONTROL CABINET TO SB-4	12/C	6	SB	← R	R	Ø 4
				← Y	O	
				← G	G	
				D/WALK	BLK	
CONTROL CABINET TO SB-5	15/C	17	NB	← R	R/W	Ø 8
				← Y	BLU/W	
				← G	G/W	
				← R	R/BLK	
CONTROL CABINET TO SB-6	7/C	80	Ø 2 PED	← Y	O/BLK	Ø3 & O.L.B
				← FY	BLK/W	
				← G	G/BLK	
				D/WALK	BLK	
CONTROL CABINET TO SB-7	7/C	1	WB	← R	R	Ø 2
				← Y	O	
				← G	G	
				D/WALK	BLK	
CONTROL CABINET TO SB-8	7/C	15	EBL	← R	R	Ø1 & O.L.A
				← Y	O	
				← FY	BLK	
				← G	G	
CONTROL CABINET TO SB-9	7/C	4	WBL	← R	R	Ø5 & O.L.C
				← Y	O	
				← FY	BLK	
				← G	G	

CTH PD & SEMINOLE HIGHWAY TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE						
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CONTROL CABINET TO SB-10	12/C	12	EB	R	R	Ø 6
				Y	O	
				G	G	
				D/WALK	BLK	
CONTROL CABINET TO SB-11	12/C	9	SBL	← R	R/BLK	Ø7 & O.L.D
				← Y	O/BLK	
				← FY	BLK/W	
				← G	G/BLK	
CONTROL CABINET TO SB-12	15/C	7	SB	← R	R	Ø 4
				← Y	O	
				← G	G	
				D/WALK	BLK	
CONTROL CABINET TO SB-13	7/C	84	Ø 6 PED	← R	R	Ø 8
				← Y	O	
				← G	G	
				D/WALK	BLK	

EQUIPMENT GROUNDING CONDUCTOR 10 AWG (GREEN)	
FROM	TO
EXCB-1	SB-1
SB-1	SB-2
SB-2	SB-3
SB-3	SB-4
SB-4	SB-5
SB-5	SB-6
SB-6	SB-7
SB-7	SB-8
SB-8	SB-9
SB-9	SB-10
SB-10	SB-11
SB-11	SB-12
SB-12	SB-13
SB-13	EXCB-1

LIGHTING UF 12 AWG W/ GROUND	
FROM	TO
EXCB-1	SB-2
SB-2	SB-5
EXCB-1	SB-12
SB-12	SB-8

EMERGENCY VEHICLE PREEMPTION	
FROM	TO
EXCB-1	SB-3 (HEAD 1)
EXCB-1	SB-10 (HEAD 2)
EXCB-1	SB-5 (HEAD 3)
EXCB-1	SB-12 (HEAD 4)

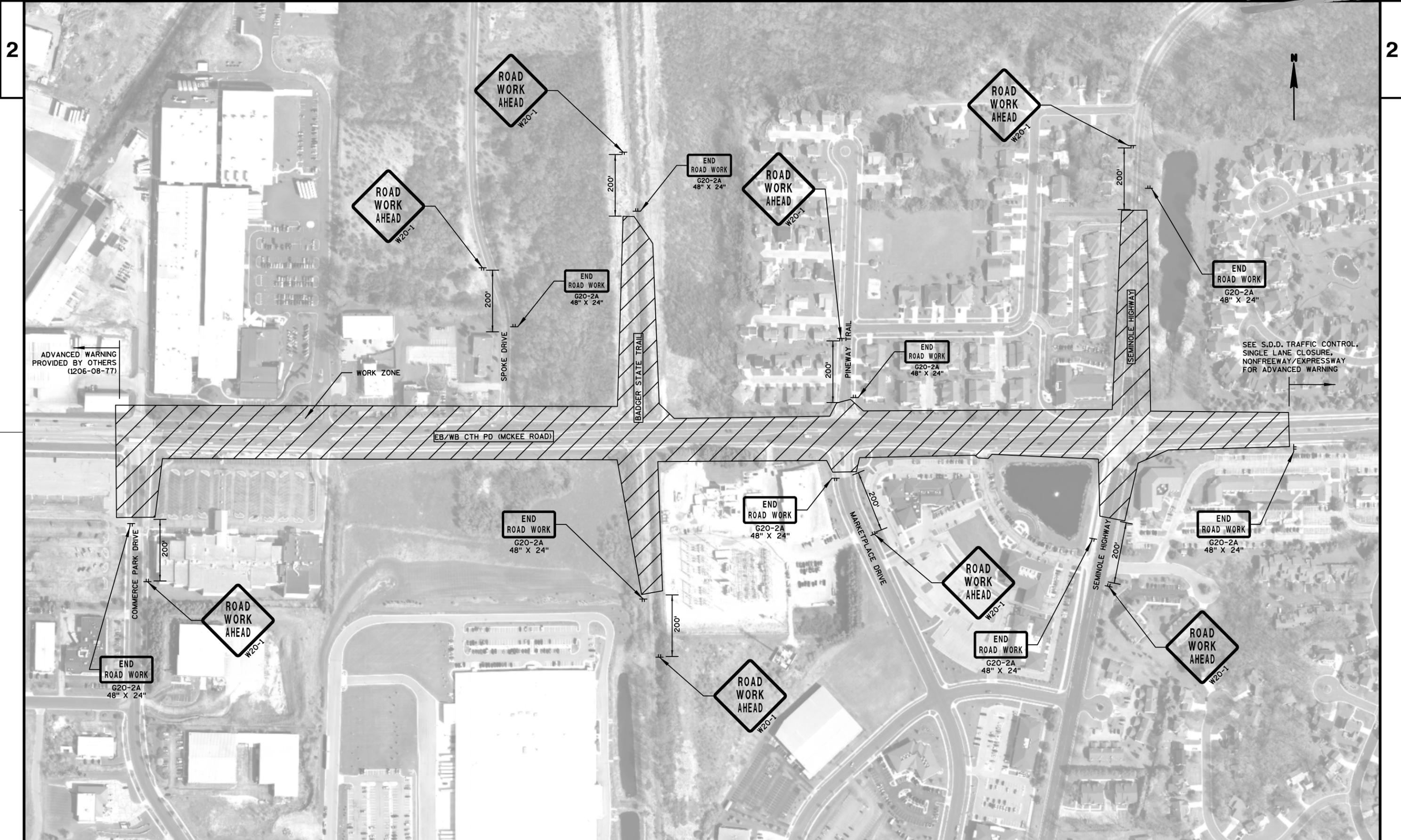
- ENSURE THE GROUNDED CONDUCTORS AND THE POLE CABLES ARE BOTH 12" LONGER THAN THE UNGROUNDED CONDUCTORS.
- AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART.
- USE SEPARATE WHITE CONDUCTOR AS THE GROUNDED CONDUCTOR (NEUTRAL) FOR ALL TRAFFIC SIGNAL INDICATIONS.

BLK = BLACK  
W = WHITE  
R = RED  
G = GREEN  
O = ORANGE  
BLU = BLUE

**TRAFFIC CONTROL SIGNAL**  
**CTH PD & SEMINOLE HIGHWAY**  
**CITY OF FITCHBURG**  
**DANE COUNTY**

SIGNAL NO. LOCAL  
DESIGNED BY: STRAND  
REVISED BY:

PAGE 4 OF 4



GENERAL NOTES FOR TRAFFIC CONTROL

1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
2. DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTORS METHODS OR SEQUENCES OF OPERATION.
3. THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.
4. EXISTING TRAFFIC SIGNS WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. COVER EXISTING SIGNS IN ACCORDANCE WITH STANDARD SPECS 643.2.3.3 AND 643.3.4.3.
5. PROPOSED TRAFFIC SIGNS ARE ANTICIPATED TO BE INSTALLED DURING VARIOUS STAGES OF CONSTRUCTION AS SIGN MESSAGES BECOME APPLICABLE.
6. EXISTING TRAFFIC SIGNS MAY REQUIRE RELOCATION DURING STAGES OF CONSTRUCTION AND SHALL BE LOCATED AS REQUIRED BY THE ENGINEER IN THE FIELD.
7. CONSIDER GEOMETRICS WHEN LOCATING SIGNS, ARROW BOARDS AND SIGN MESSAGE BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS, SIGN MESSAGE BOARDS, AND LANE CLOSURE DRUMS FOR A MINIMUM OF 1500 FEET IN FRONT OF THE DRUMS.
8. FOR ANY LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS WITH A MINIMUM MOUNTING HEIGHT OF 5 FEET.
9. THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.
10. PAVEMENT MARKING CONFLICTING WITH STAGED TRAFFIC PATTERNS SHALL BE REMOVED. MARKINGS REMOVED ON PERMANENT PAVEMENTS OR EXISTING PAVEMENT TO REMAIN SHALL BE REMOVED USING MARKING REMOVAL WATER BLASTING ITEMS.
11. A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE WORK AREAS IF WARRANTED BY CONDITIONS OR AS DIRECTED BY THE ENGINEER. HOWEVER, CONTRACTOR SHALL NOT USE FLAG PERSONS TO DIRECT, STOP OR CONTROL TRAFFIC ON CTH PD (MCKEE ROAD) OR SEMINOLE HWY AT ANY TIME.
12. ROAD MACHINERY, TRUCK ENTRANCE, FLAGMEN AHEAD, ETC., SIGNS SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED WHEN THE ACTIVITY OR CONDITION DOES NOT EXIST. NO WARNING LIGHT SHALL BE USED WITH A COVERED SIGN.
13. LOCAL ACCESS SHALL BE MAINTAINED AT ALL TIMES.
14. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
15. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
16. DETAILS OF TRAFFIC CONTROL NOT SHOWN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
17. FOR NIGHTTIME OPERATION ALL DRUMS IN TAPERS AND SHIFTS SHALL HAVE A TYPE C WARNING LIGHT.
18. ALL TYPE III BARRICADES SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE "A" (LOW INTENSITY FLASHING) LIGHTS. TYPE III BARRICADES SHOWN GRAPHICALLY ONLY. PLACE TYPE III BARRICADES IN ACCORDANCE WITH SECTION 6 OF THE MUTCD.

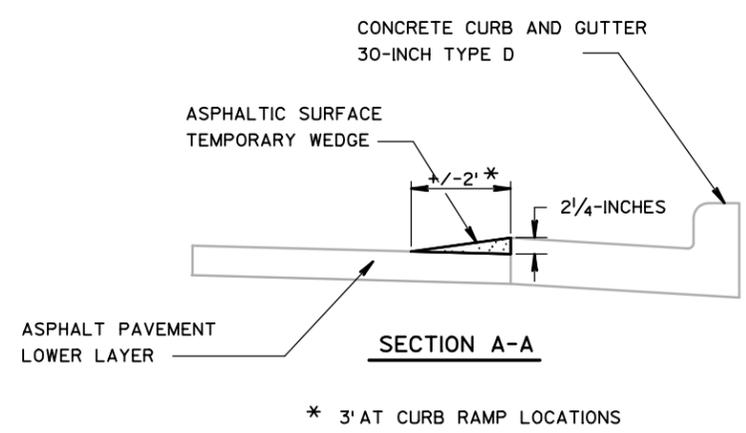
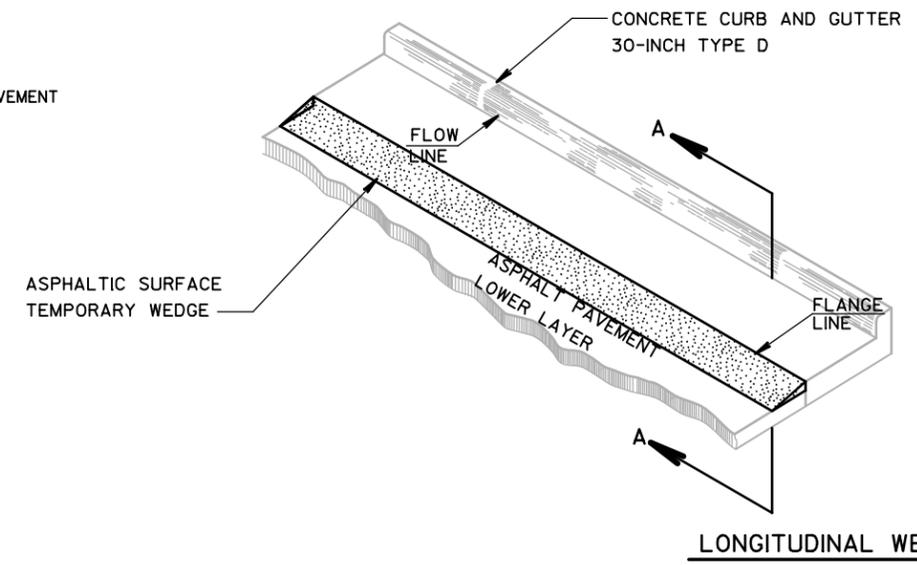
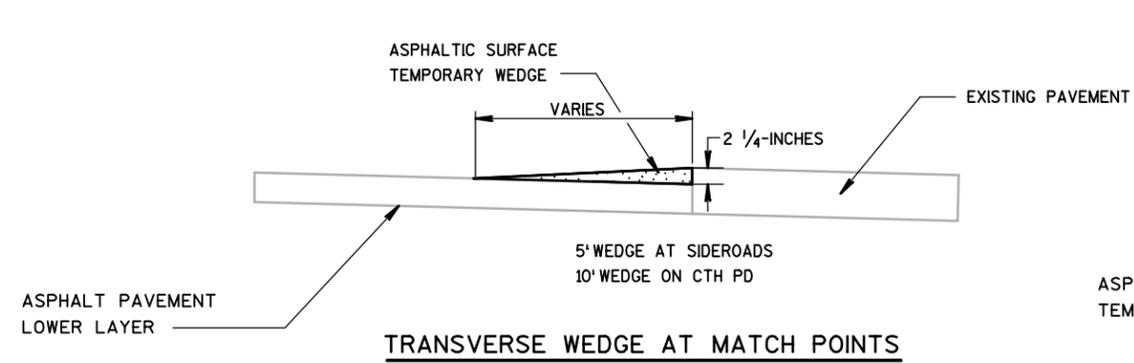
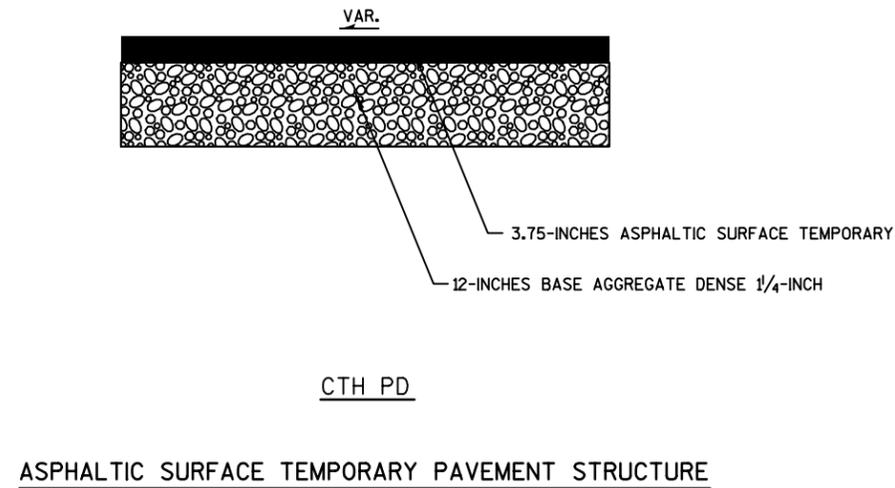
LEGEND: TEMPORARY PAVEMENT MARKING (ALL STAGES)

-  TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
-  TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
-  TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
-  TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE, CROSSWALK)
-  TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH
-  TEMPORARY MARKING ARROW REMOVABLE TAPE
-  TEMPORARY MARKING WORD REMOVABLE TAPE
-  MARKING LINE EPOXY 4-INCH (WHITE)
-  TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
-  TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
-  TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
-  TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
-  TEMPORARY MARKING STOP LINE PAINT 18-INCH
-  TEMPORARY MARKING ARROW PAINT
-  TEMPORARY MARKING WORD PAINT
  
-  SEALING PIPE TEMPORARY

19. ANCHOR CONCRETE BARRIER TEMPORARY PRECAST PER SDD "CONCRETE BARRIER TEMPORARY PRECAST". ANCHORING THE CONCRETE BARRIER TEMPORARY PRECAST IS INCLUDED IN THE ITEM CONCRETE BARRIER TEMPORARY PRECAST INSTALLED ITEM WHEN LOCATED OUTSIDE THE LIMITS OF A BRIDGE DECK. ANCHOR THE CONCRETE BARRIER TEMPORARY PRECAST AT LOCATIONS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER.
20. CONCRETE BARRIER TEMPORARY PRECAST LOCATIONS IN TRAFFIC CONTROL PLANS ARE TYPICAL AND MAY VARY. PROVIDE 2' CLEAR TO THE TOE OF THE BARRIER UNLESS SHOWN OTHERWISE IN THE PLANS.
21. PROTECTION OF THE EXCAVATIONS IS THE CONTRACTORS RESPONSIBILITY AND IS INCLUDED WITH THE OPERATION FOR WHICH IT IS REQUIRED.
22. CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CLEAR ZONE OR WITHIN 10' OF BACK OF SIDEWALK WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST.

LEGEND: SYMBOLS ALL STAGES

-  TRAFFIC CONTROL BARRICADES TYPE III
-  TRAFFIC CONTROL BARRICADES TYPE III, W/TRAFFIC CONTROL SIGN
-  TRAFFIC CONTROL DRUMS
-  TRAFFIC CONTROL DRUMS W/TRAFFIC CONTROL WARNING LIGHTS TYPE C
-  TRAFFIC CONTROL ARROW BOARDS
-  TRAFFIC CONTROL SIGNS ON PERMANENT SUPPORT
-  TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT
-  TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE
-  CONCRETE BARRIER (SEE PLAN SHEETS FOR PAY ITEMS)
-  WORK AREA
-  DIRECTION OF TRAFFIC
-  TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE SIGN
  
-  TEMPORARY PEDESTRIAN SAFETY FENCE
-  SAWING ASPHALT
-  SAWING CONCRETE
-  ASPHALTIC SURFACE TEMPORARY OR TEMPORARY PEDESTRIAN SURFACE ASPHALT FROM PREVIOUS STAGE
-  ASPHALTIC SURFACE TEMPORARY OR TEMPORARY PEDESTRIAN SURFACE ASPHALT (SEE TRAFFIC CONTROL PLANS)
-  ASPHALTIC SURFACE TEMPORARY WEDGE AND ASPHALTIC SURFACE MILLING (SEE CONSTRUCTION DETAILS - STAGING AND TRAFFIC CONTROL PLANS)
-  BASE AGGREGATE DENSE 1/4-INCH
-  REMOVING PAVEMENT MARKINGS
-  CONSTRUCTION REQUIRED DURING OFF PEAK HOURS

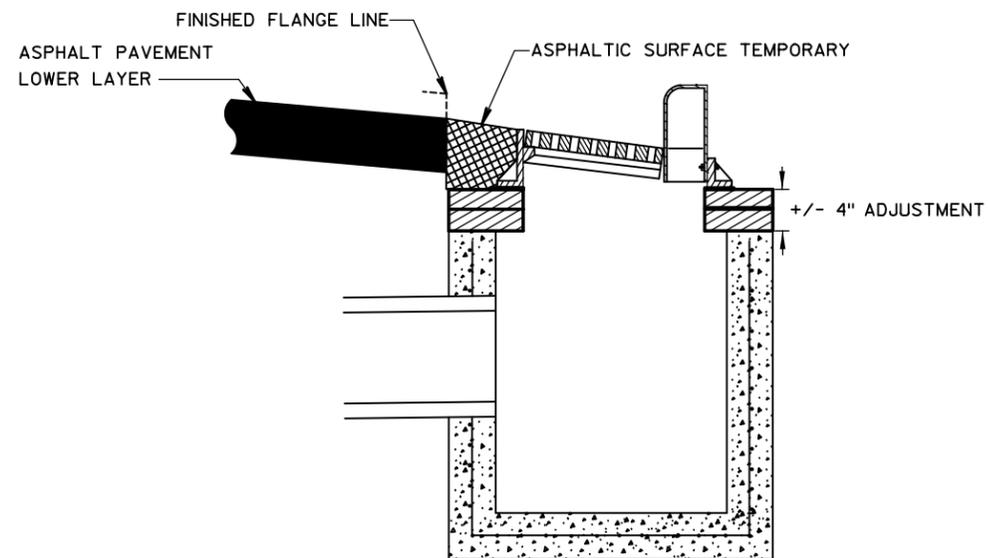
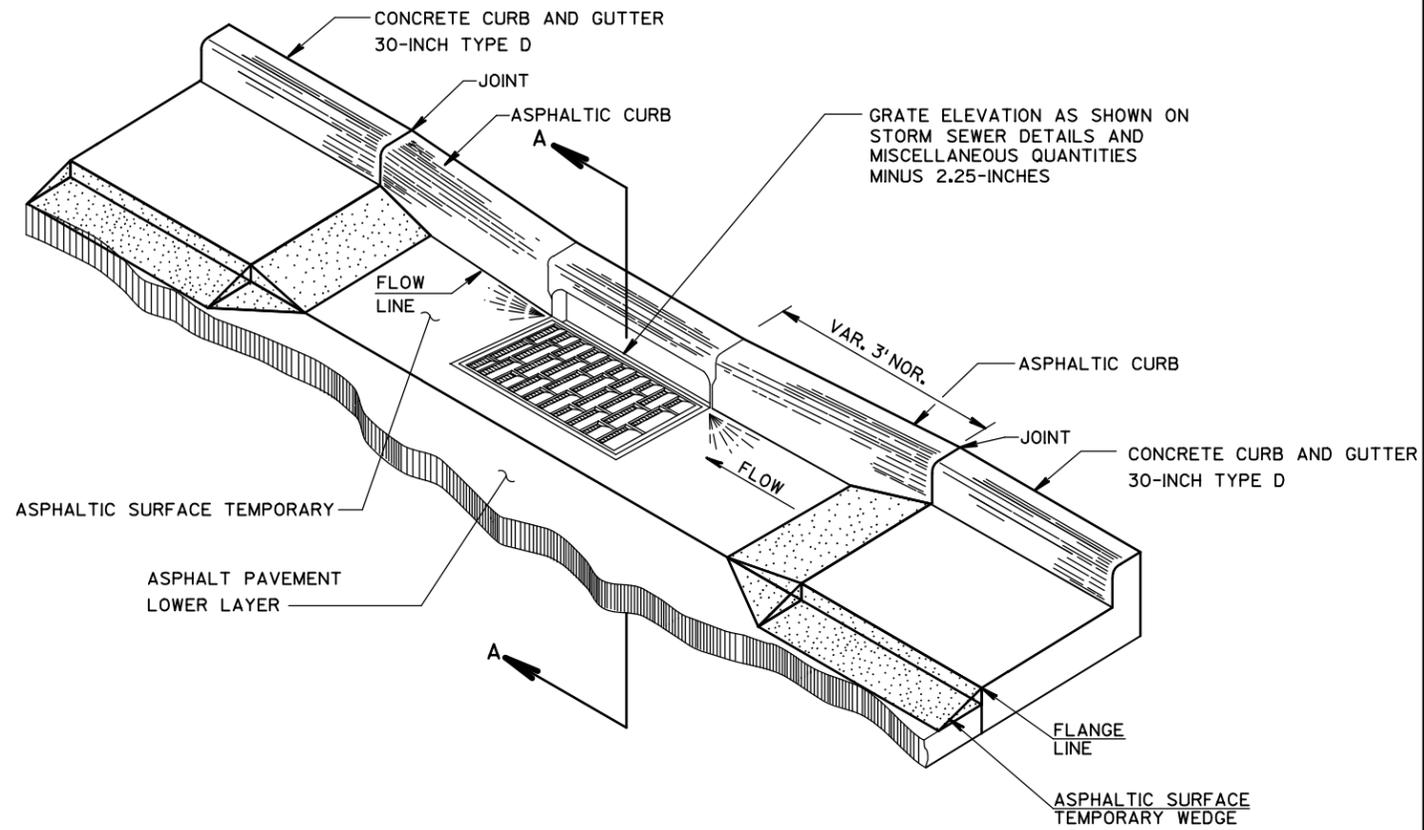


NOTE: ASPHALTIC SURFACE TEMPORARY WEDGE TO BE PAID AS ASPHALTIC SURFACE TEMPORARY.

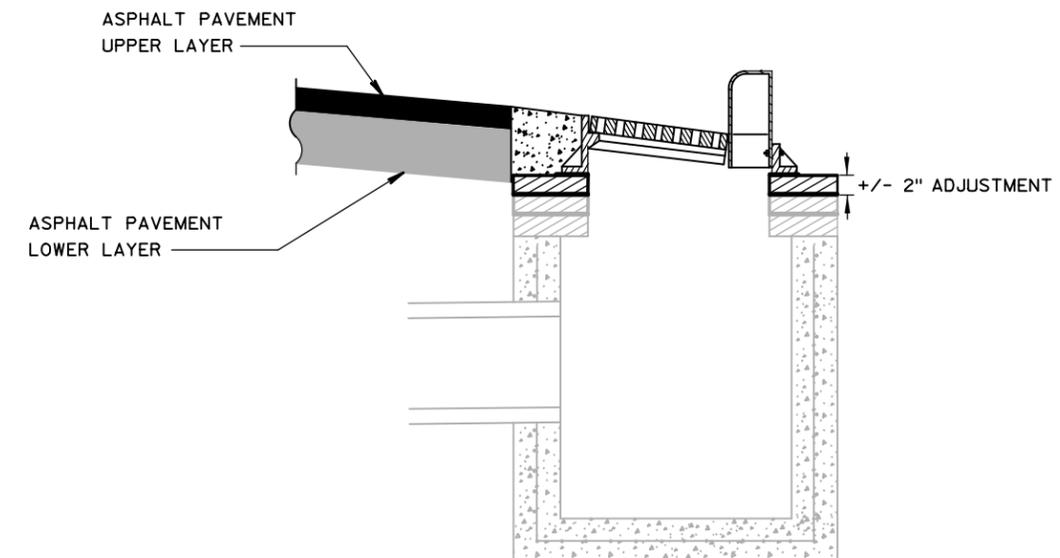
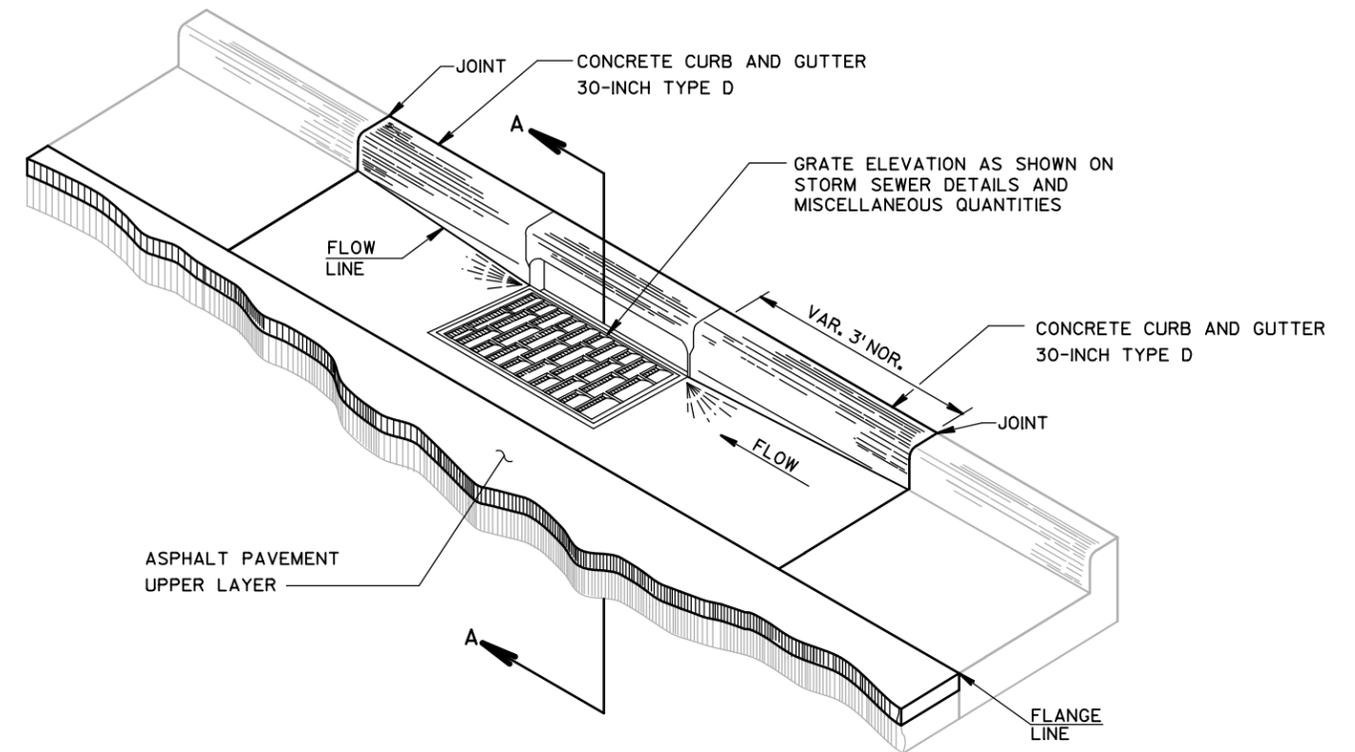
ASPHALTIC SURFACE TEMPORARY WEDGE TO BE REMOVED BY REMOVING ASPHALTIC SURFACE MILLING PRIOR TO PLACING SURFACE LAYER.

SEE TRAFFIC CONTROL PLANS FOR LOCATIONS.

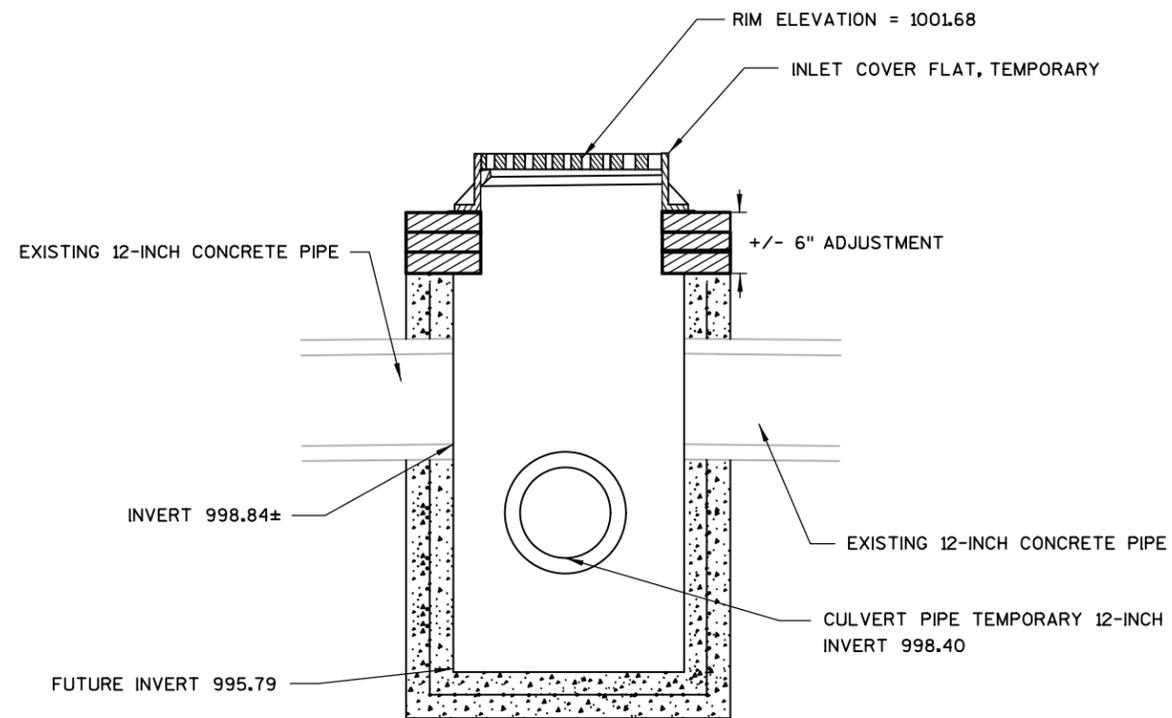
**ASPHALTIC SURFACE TEMPORARY WEDGE DETAIL**



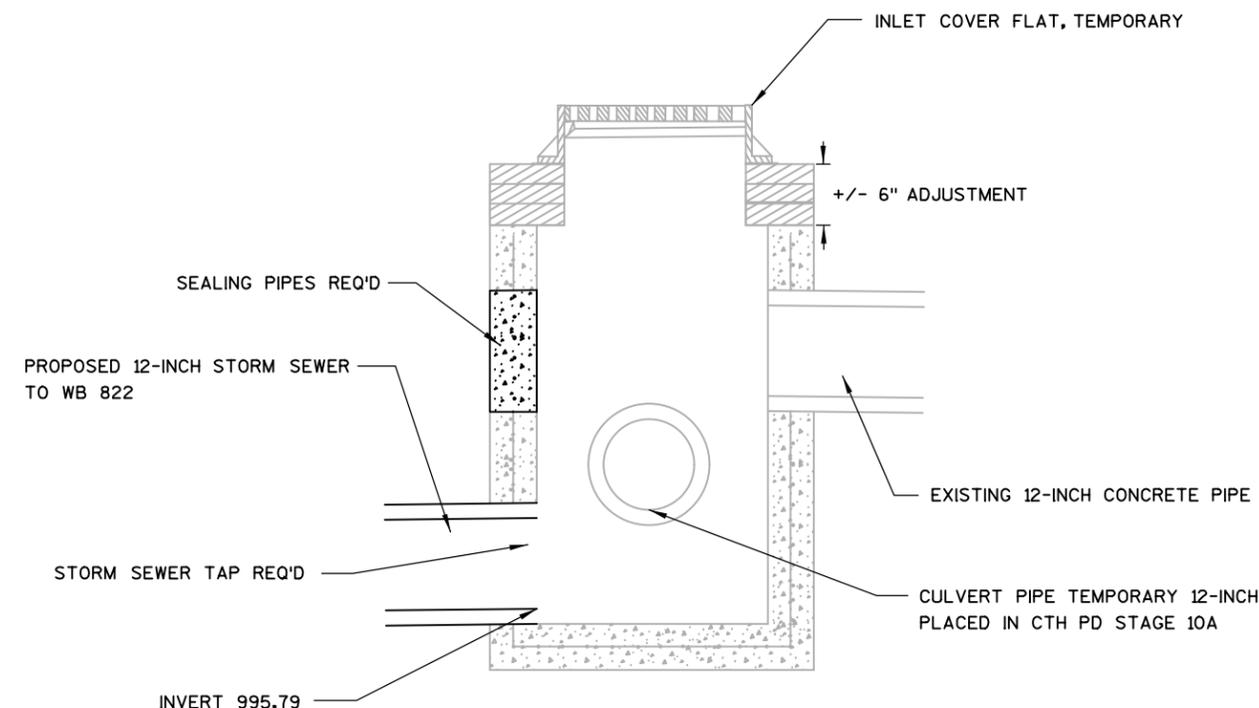
SECTION A-A  
(CATCH BASIN 2X3-FT, H SHOWN)  
**LOW POINT INLET STAGED**



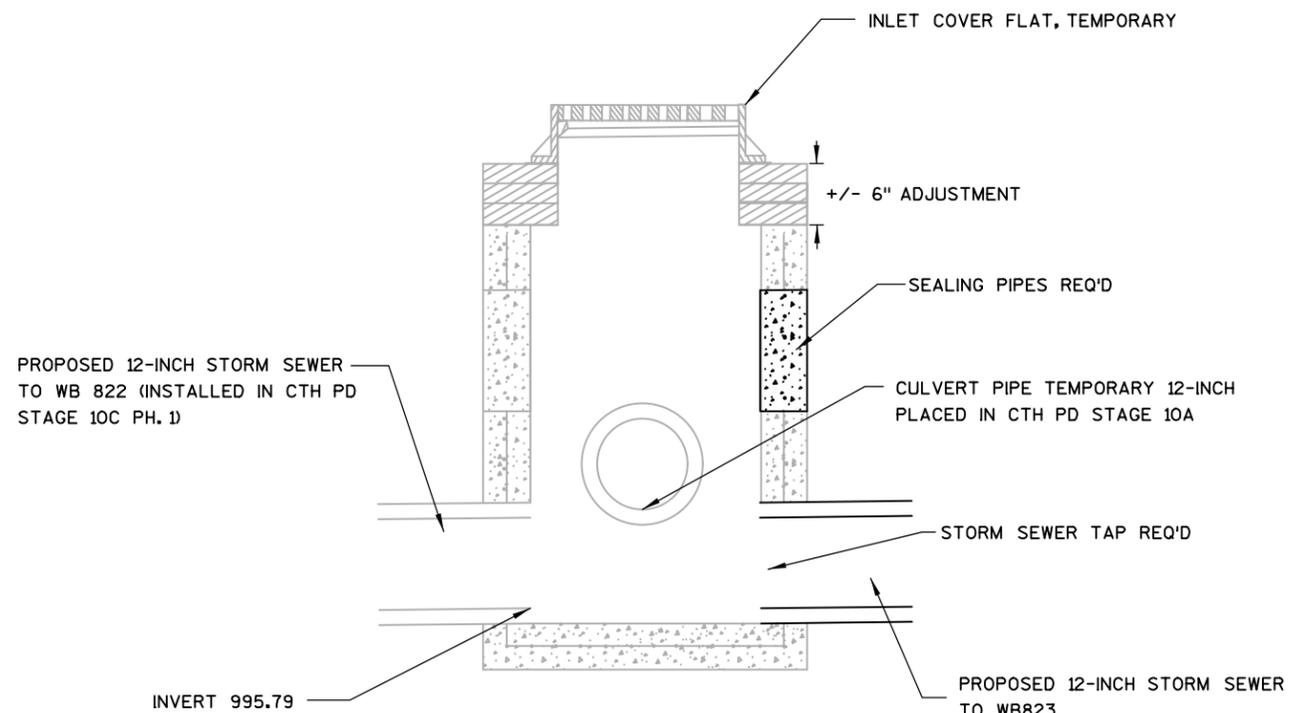
SECTION A-A  
(CATCH BASIN 2X3-FT, H SHOWN)  
**LOW POINT INLET FINAL**



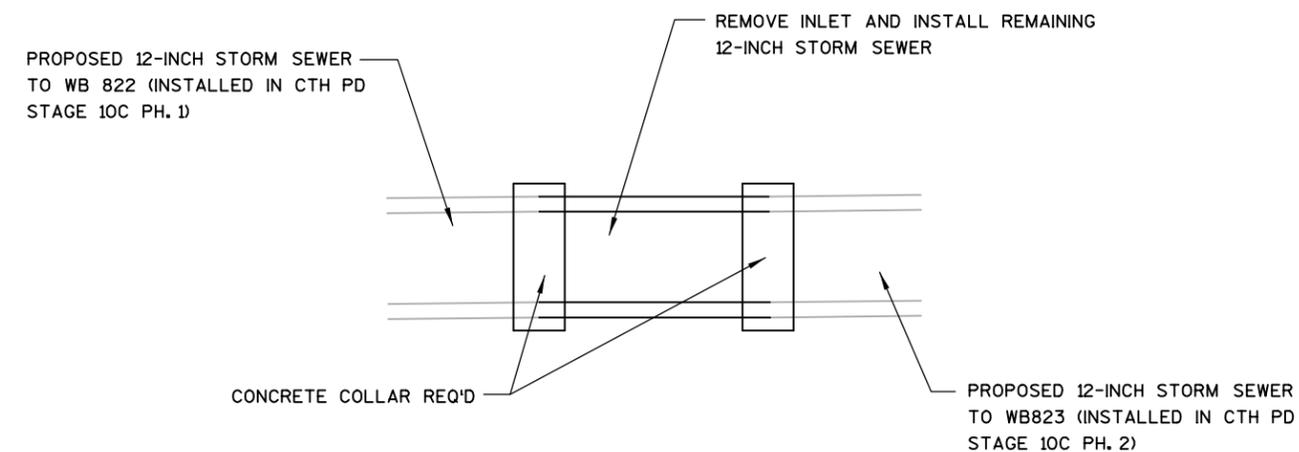
**CTH PD STAGE 10A**



**CTH PD STAGE 10C PH. 1**



**CTH PD STAGE 10C PH. 2**



**CTH PD STAGE 10D**

