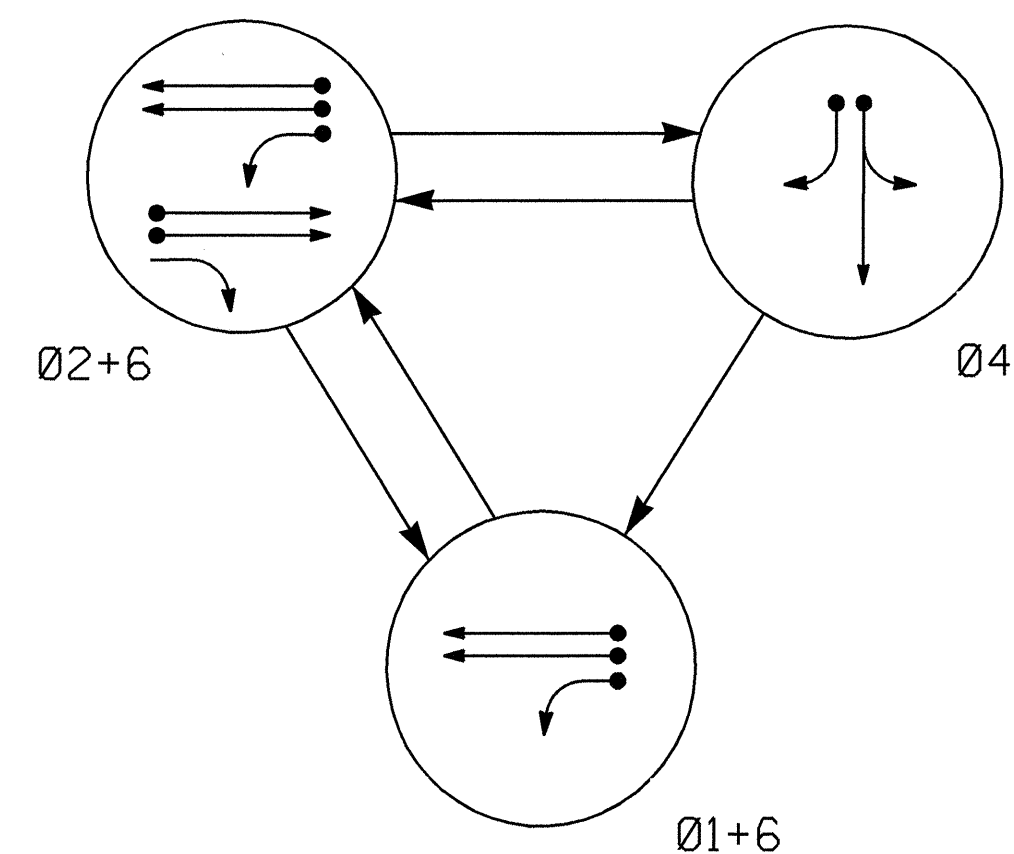
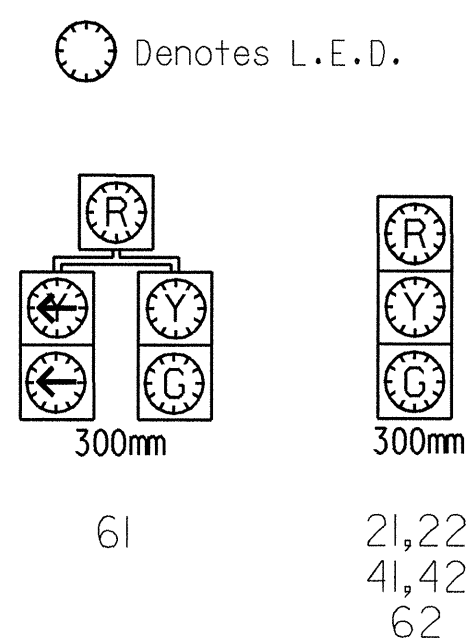


**PHASING DIAGRAM**



SIGNAL FACE	PHASE			
	Ø1+6	Ø2+6	Ø4	FLASH
21,22	R	G	R	Y
41,42	R	R	G	R
61	G	G	R	Y
62	G	G	R	Y

**SIGNAL FACE I.D.**



TIMING CHART				
PEEK TS-2 CONTROLLER AND CABINET				
PHASE	Ø1	Ø2	Ø4	Ø6
MINIMUM GREEN	7 SEC.	12 SEC.	7 SEC.	12 SEC.
PASSAGE/GAP	1.0 SEC.	2.0 SEC.	1.0 SEC.	2.0 SEC.
YELLOW CHANGE INT.	4.0 SEC.	4.7 SEC.	4.0 SEC.	4.7 SEC.
RED CLEARANCE	2.0 SEC.	1.0 SEC.	2.0 SEC.	1.0 SEC.
MAXIMUM 1	20 SEC.	60 SEC.	25 SEC.	60 SEC.
RECALL POSITION	NONE	MIN. RECALL	NONE	MIN. RECALL
VEHICLE CALL MEMORY	NONLOCK	LOCK	NONLOCK	LOCK

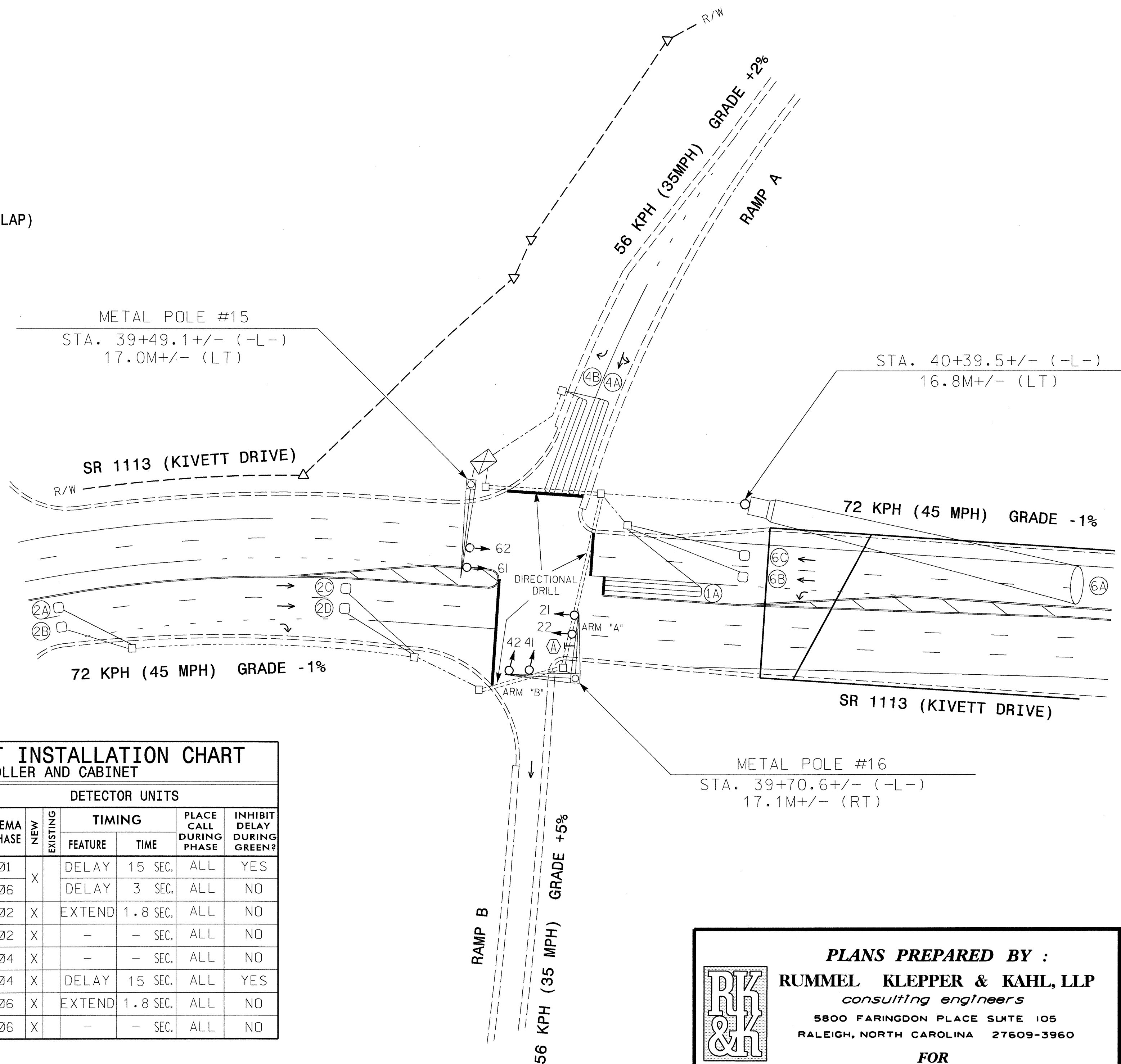
**3 Phase Actuated (High Point City Signal System)**

**NOTES**

- REFER TO "ROADWAY STANDARD DRAWINGS NCDOT" - RALEIGH, NC, DATED JANUARY 2002 AND "STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES" DATED JANUARY 2002.
- LOCATE NEW CABINET SO AS NOT TO OBSTRUCT SIGHT DISTANCE OF VEHICLES TURNING RIGHT ON RED.
- MAXIMUM TIMES SHOWN IN TIMING CHART ARE FOR FREE-RUN OPERATIONS ONLY. COORDINATED SIGNAL SYSTEM TIMING VALUES SHALL SUPERSEDE THESE VALUES.
- DO NOT PROGRAM SIGNAL FOR FOR LATE NIGHT FLASHING OPERATION UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- SET ALL DETECTOR UNITS TO PRESENCE MODE.
- MICROWAVE TRAFFIC DETECTOR SHALL BE FIELD ADJUSTED.
- SIGNAL SYSTEM INTERSECTION ID # 712

**PHASING DIAGRAM DETECTION LEGEND**

- DETECTED MOVEMENT
- ← UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT



PLAN QUANTITIES	
Pay Item	Meters
Signal Cable	205
Messenger Cable	—
Lead-in Cable	300

**LEGEND**

- |                                                  |                 |
|--------------------------------------------------|-----------------|
| <b>PROPOSED</b>                                  | <b>EXISTING</b> |
| ○ Traffic Signal Head                            | ● N/A           |
| ○ Modified Signal Head                           | ○ N/A           |
| ○ Sign                                           | ○ N/A           |
| ○ Pedestrian Signal Head With Push Button & Sign | ○ N/A           |
| ○ Signal Pole with Guy                           | ○ N/A           |
| ○ Signal Pole with Sidewalk Guy                  | ○ N/A           |
| □ Inductive Loop Detector                        | □ N/A           |
| □ Junction Box                                   | □ N/A           |
| □ 50mm Underground Conduit                       | □ N/A           |
| □ Directional Drill                              | □ N/A           |
| □ 2-50 mm Polyethylene Conduit                   | □ N/A           |
| → N/A Right of Way with Marker                   | → N/A           |
| → Directional Arrow                              | → N/A           |
| ⊠ Metal Pole with Mastarm                        | ⊠ N/A           |
| ⊠ Controller & Cabinet                           | ⊠ N/A           |
| ⊠ RIGHT ARROW "ONLY" SIGN (R3-5R)                | ⊠ N/A           |

LOOP & DETECTOR UNIT INSTALLATION CHART										
INDUCTIVE LOOPS					DETECTOR UNITS					
LOOP NO.	SIZE (m)	TURNS	DIST. FROM STOPBAR (m)	NEW EXISTING	NEMA PHASE	NEW EXISTING	TIMING FEATURE	TIME	PLACE CALL DURING PHASE	INHIBIT DELAY DURING GREEN?
1A	1.8X1.8	2-4-2	0	X	Ø1	X	DELAY	15 SEC.	ALL	YES
					Ø6	X	DELAY	3 SEC.	ALL	NO
2A,2B	1.8X1.8	4	90	X	Ø2	X	EXTEND	1.8 SEC.	ALL	NO
2C,2D	1.8X1.8	4	27	X	Ø2	X	—	— SEC.	ALL	NO
4A	1.8X1.8	2-4-2	0	X	Ø4	X	—	— SEC.	ALL	NO
4B	1.8X1.8	2-4-2	0	X	Ø4	X	DELAY	15 SEC.	ALL	YES
6A**	1.8X7.0*	N/A	90	X	Ø6	X	EXTEND	1.8 SEC.	ALL	NO
6B,6C	1.8X1.8	4	27	X	Ø6	X	—	— SEC.	ALL	NO

\* ZONE OF DETECTION (SEE NOTE 6)  
\*\* MICROWAVE DETECTOR

**PLANS PREPARED BY :**  
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**FOR**  
**DIVISION OF HIGHWAYS**

**NEW SIGNAL INSTALLATION**

SR 1113 (KIVETT DRIVE)  
 AT  
 US 29-70, I-85 BUS  
 RAMP 'A' & RAMP 'B'

DIVISION 07 GUILFORD COUNTY HIGH POINT

PLAN DATE: 03-19-04 REVIEWED BY: D. NORTON

PREPARED BY: C.B. HOLDEN R/K&K PROJECT NO. 302-079-SIG5

REVISIONS: \_\_\_\_\_ INIT. DATE

Signature: *Donald W. Morton* 6-15-04  
 DATE: \_\_\_\_\_  
 SIG. INVENTORY NO. 07-1578