

PHASING DIAGRAM

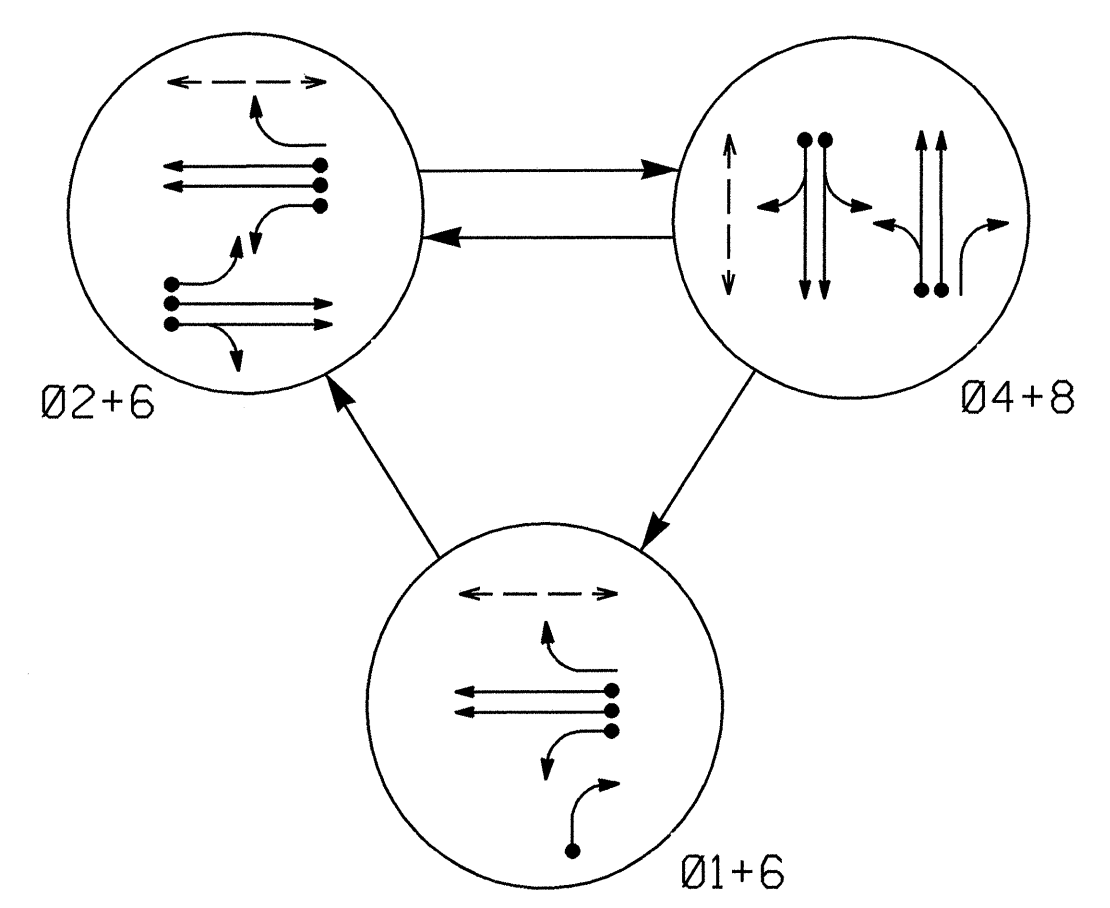
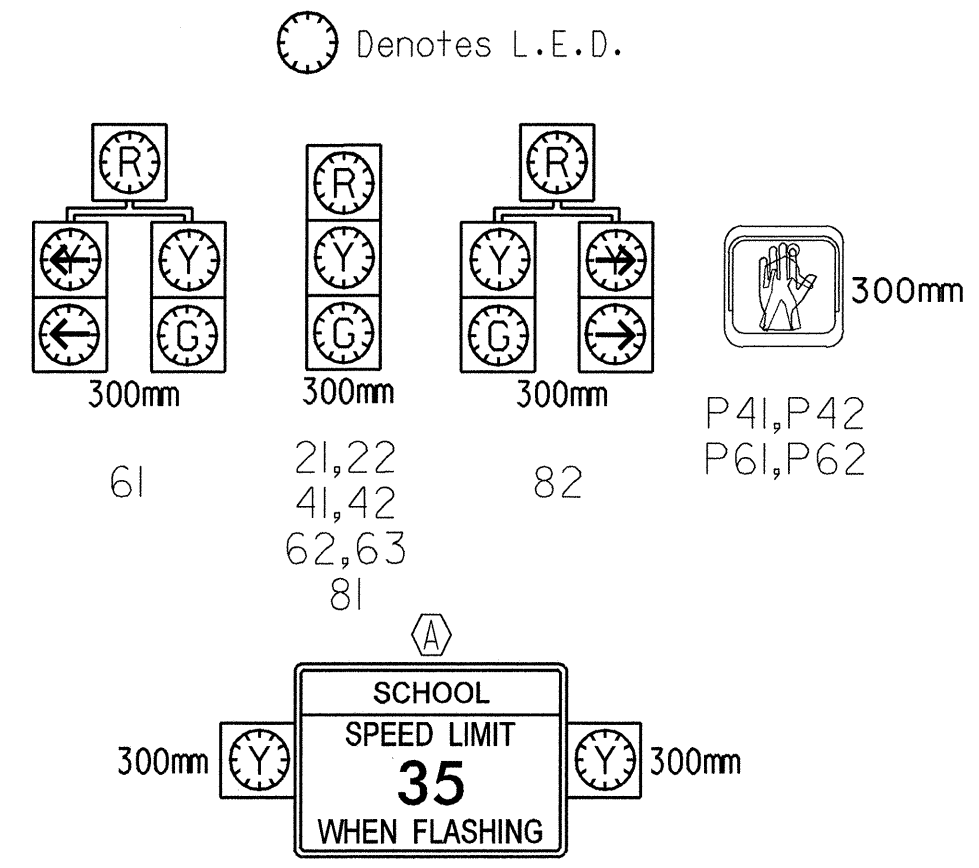


TABLE OF OPERATION

SIGNAL FACE	PHASE			
	Ø1+6	Ø2+6	Ø4+8	FLASH
21,22	R	G	R	Y
41,42	R	R	G	R
61	G	G	R	Y
62,63	G	G	R	Y
81	R	R	G	R
82	R	R	G	R
P41,P42	DW	DW	W	DRK
P61,P62	W	W	DW	DRK

SIGNAL FACE I.D.



TIMING CHART
PEEK TS-2 CONTROLLER AND CABINET

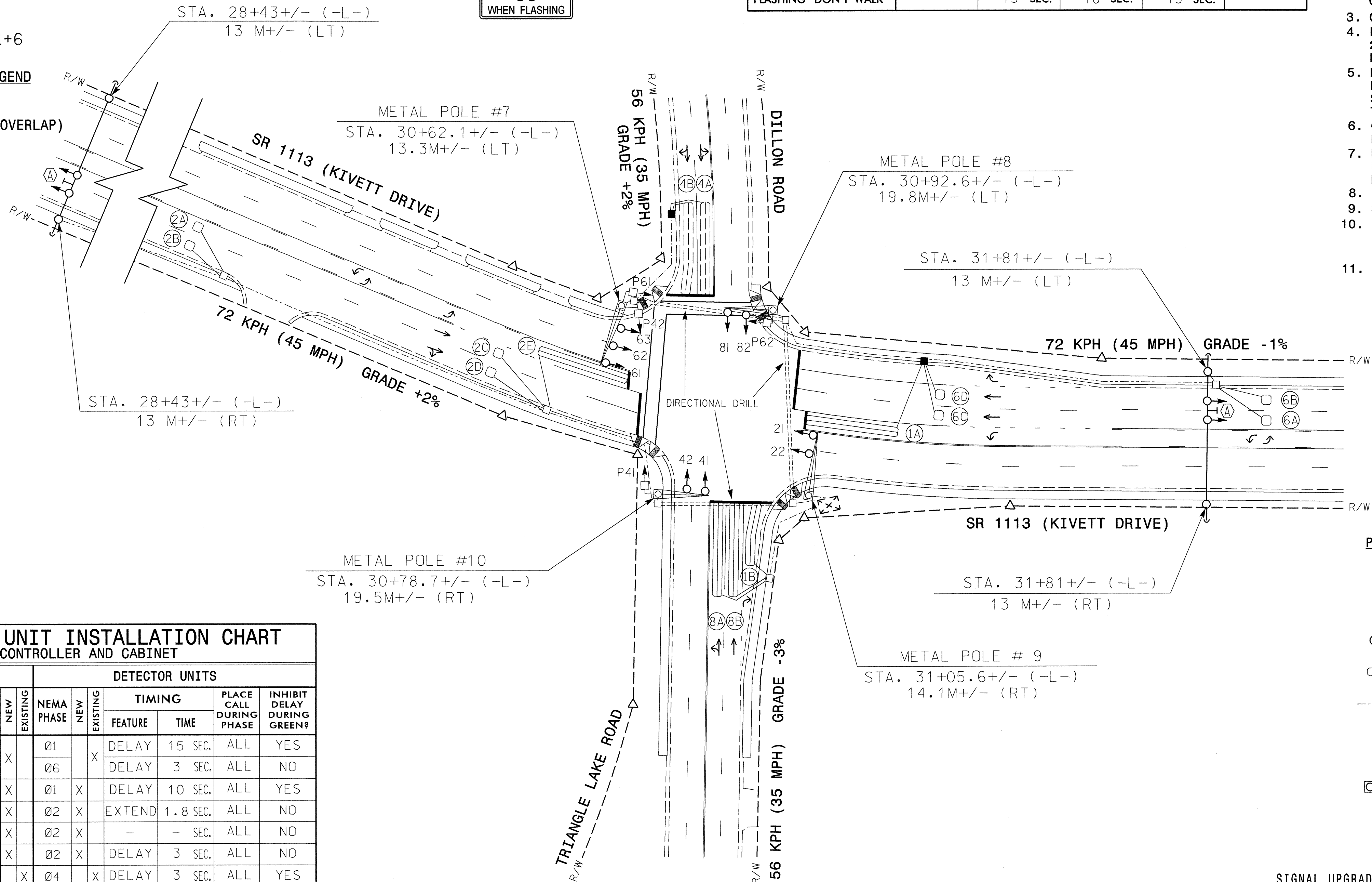
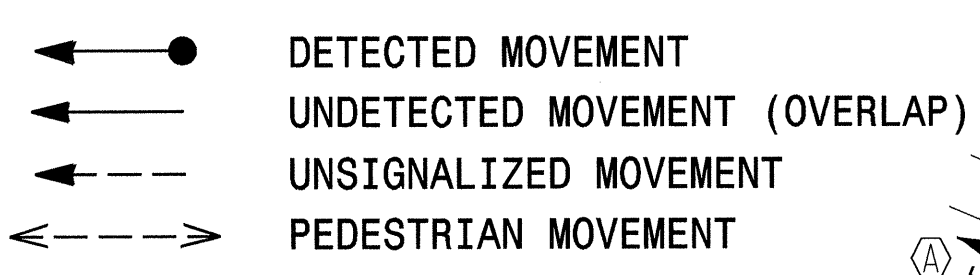
PHASE	Ø1	Ø2	Ø4	Ø6	Ø8
MINIMUM GREEN	7 SEC.	12 SEC.	7 SEC.	12 SEC.	7 SEC.
PASSAGE/GAP	1.0 SEC.	2.0 SEC.	1.0 SEC.	2.0 SEC.	1.0 SEC.
YELLOW CHANGE INT.	4.0 SEC.	4.7 SEC.	4.0 SEC.	4.7 SEC.	4.0 SEC.
RED CLEARANCE	2.0 SEC.	1.5 SEC.	2.5 SEC.	1.5 SEC.	2.5 SEC.
MAXIMUM 1	20 SEC.	60 SEC.	25 SEC.	60 SEC.	25 SEC.
RECALL POSITION	NONE	MIN. RECALL	NONE	MIN. RECALL	NONE
VEHICLE CALL MEMORY	NONLOCK	LOCK	NONLOCK	LOCK	NONLOCK
WALK	—	7 SEC.	7 SEC.	7 SEC.	—
FLASHING DON'T WALK	—	15 SEC.	18 SEC.	15 SEC.	—

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.
- OMIT PHASE 1 DURING PHASE 2 ON.
- PROGRAM CONTROLLER TO CLEAR FROM PHASE 2+6 TO PHASE 1+6 BY PROGRESSING THROUGH PHASE 4+8 (SEE ELECTRICAL DETAILS).
- MAXIMUM TIMES SHOWN IN TIMING CHART ARE FOR FREE-RUN OPERATIONS ONLY. COORDINATED SIGNAL SYSTEM TIMING VALUES SHALL SUPERSEDE THESE VALUES.
- OMIT "WALK" AND FLASHING "DON'T WALK" WITH NO PEDESTRIAN CALLS.
- DO NOT PROGRAM SIGNAL FOR FOR LATE NIGHT FLASHING OPERATION UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- PROGRAM PHASE 4 AND PHASE 8 FOR DUAL ENTRY.
- SET ALL DETECTOR UNITS TO PRESENCE MODE.
- PROGRAM SCHOOL FLASHER TO OPERATE WEEK DAYS FROM 7:25 AM TO 8:25 AM AND FROM 2:05 PM TO 3:05 PM.
- SIGNAL SYSTEM INTERSECTION ID # 710

PHASING DIAGRAM DETECTION LEGEND

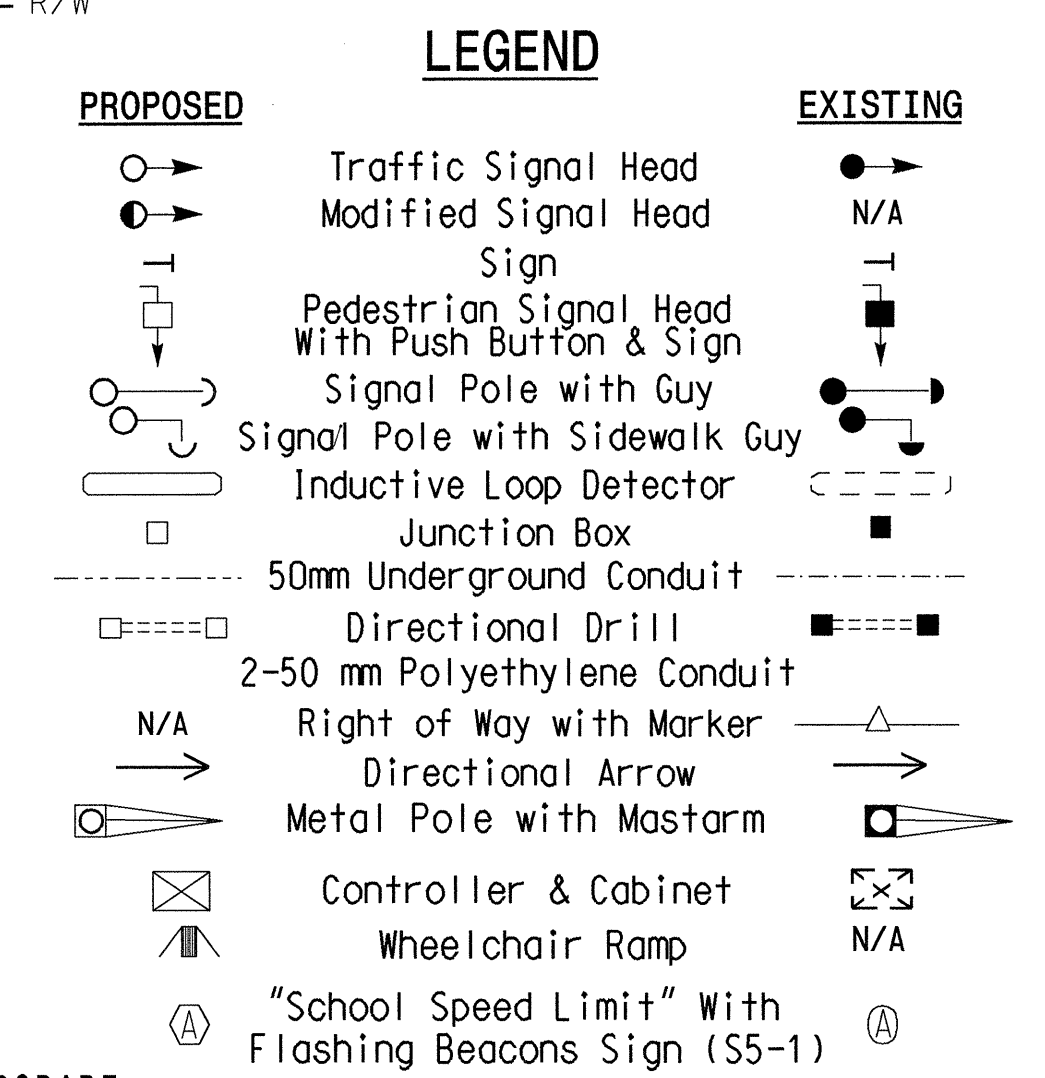


PLAN QUANTITIES

Pay Item	Meters
Signal Cable	720
Messenger Cable	60
Lead-in Cable	405

LOOP & DETECTOR UNIT INSTALLATION CHART
PEEK TS-2 CONTROLLER AND CABINET

LOOP NO.	INDUCTIVE LOOPS			NEW EXISTING	DETECTOR UNITS			PLACE CALL DURING PHASE	INHIBIT DELAY DURING GREEN?	
	SIZE (m)	TURNS	DIST. FROM STOPBAR (m)		NEMA PHASE	NEW EXISTING	TIMING FEATURE			TIME
1A	1.8X18	2-4-2	0	X	Ø1	X	DELAY	15 SEC.	ALL	YES
					Ø6		DELAY	3 SEC.	ALL	NO
1B	1.8X12	2-4-2	0	X	Ø1	X	DELAY	10 SEC.	ALL	YES
2A, 2B	1.8X1.8	5	90	X	Ø2	X	EXTEND	1.8 SEC.	ALL	NO
2C, 2D	1.8X1.8	4	27	X	Ø2	X			ALL	NO
2E	1.8X18	2-4-2	0	X	Ø2	X	DELAY	3 SEC.	ALL	NO
4A	1.8X18	2-4-2	0	X	Ø4	X	DELAY	3 SEC.	ALL	YES
4B	1.8X18	2-4-2	0	X	Ø4	X	DELAY	10 SEC.	ALL	YES
6A, 6B	1.8X1.8	4	90	X	Ø6	X	EXTEND	1.8 SEC.	ALL	NO
6C, 6D	1.8X1.8	4	27	X	Ø6	X			ALL	NO
8A	1.8X18	2-4-2	0	X	Ø8	X	DELAY	3 SEC.	ALL	YES
8B	1.8X18	2-4-2	0	X	Ø8	X			ALL	NO



PLANS PREPARED BY :
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FOR
DIVISION OF HIGHWAYS

SR 1113 (KIVETT DRIVE) AT TRIANGLE LAKE ROAD / DILLON ROAD

DIVISION 07 GUILFORD COUNTY HIGH POINT
PLAN DATE: 03-19-04 REVIEWED BY: D. WORTON
PREPARED BY: C.B. HOLDEN PROJECT NO. 302-079-SIG6

SCALE: 1:500

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER DONALD W. MORTON

SIG. INVENTORY NO. 07-2052