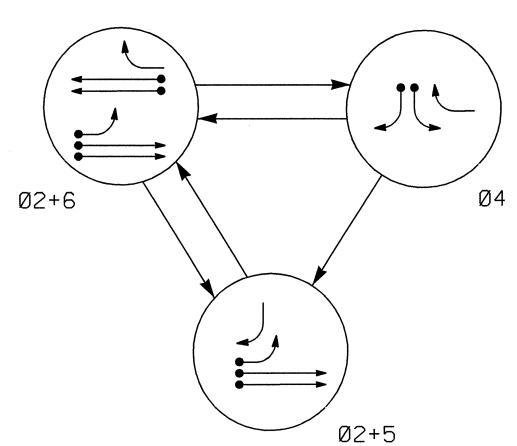
### PHASING DIAGRAM



DETECTED MOVEMENT

UNSIGNALIZED MOVEMENT

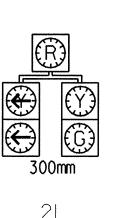
PEDESTRIAN MOVEMENT

				-		
TABLE OF OPERATION						
	PHASE					
SIGNAL	Ø۷	Ø2+6	Ø 4	F_L^		
FACE	Ø2+5	+ 6	4	LANT		
21	91	G	R	Υ		
22	G	G	R	Υ		
41	R	R	G	R		
42	R/	R	G	R		
61	R	G	R	Υ		
62	R	G	R/	Υ		

# SIGNAL FACE I.D.

Denotes L.E.D.

(R) (S) 300mm



(	<u>P</u>
30	)0mm
(	42 62

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

INDUCTIVE LOOPS					DETECTOR UNITS							
LOOP NO	OOP NO. SIZE (m)  TURNS DIST. FROM STOPBAR (m)  SIZE (m)  SIZE (m)  NEMA NEMA NEMA NEMA NEMA NEMA NEMA NEMA		1	>	D N I	NEMA	>	D N I	TIMING		PLACE CALL	INHIBIT DELAY
LOOP NO.		EXIST	FEATURE	TIME		DURING GREEN?						
2A,2B	1.8X1.8	5	90	Χ		Ø2	Χ		EXTEND	1.8 SEC.	ALL	NO
2C,2D	1.8X1.8	4	27	Χ		Ø2	Χ			- SEC.	ALL	NO
4 A	1.8X18	2-4-2	0	Χ		Ø4	Χ		DELAY	3 SEC.	ALL	YES
5 A	1.0.7/10	2 4 2	0	V		Ø2	V			– SEC.	ALL	NO
) A	1.8XI8	2-4-2		X		Ø5	X		DELAY	15 SEC.	ALL	YES
5B	1.8X18	2-4-2	0	Χ		Ø5	Χ		DELAY	15 SEC.	ALL	YES
6A,6B	1.8X1.8	4	90	Χ		Ø6	Χ		EXTEND	1.8 SEC.	ALL	NO
6C,6D	1.8X1.8	4	27	Χ		Ø6	Χ		<u> </u>	– SEC.	ALL	NO

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

PROJECT REFERENCE NO. | SHEET NO.

SIG.9

#### NOTES

- 1. REFER TO "ROADWAY STANDARD DRAWINGS NCDOT" - RALEIGH, NC, DATED JANUARY 2002 AND "STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES" DATED JANUARY 2002.
- 2. LOCATE NEW CABINET SO AS NOT TO OBSTRUCT SIGHT DISTANCE OF VEHICLES TURNING RIGHT ON RED.
- 3. MAXIMUM TIMES SHOWN IN TIMING CHART ARE FOR FREE-RUN OPERATIONS ONLY. COORDINATED SIGNAL SYSTEM TIMING VALUES SHALL SUPERSEDE THESE VALUES.
- 4. DO NOT PROGRAM SIGNAL FOR FOR LATE NIGHT FLASHING OPERATION UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- 5. SET ALL DETECTOR UNITS TO PRESENCE MODE.
- 6. SIGNAL SYSTEM INTERSECTION ID # 709

PLAN QUANT	PLAN QUANTITIES						
Pay Item	Meters						
Signal Cable	190						
Messenger Cable							
Lead-in Cable	435						

LEGEND

Traffic Signal Head Modified Signal Head Sign

Pedestrian Signal Head With Push Button & Sign

Signal Pole with Guy

Junction Box ----- 50mm Underground Conduit -----Directional Drill 2-50 mm Polyethylene Conduit

Directional Arrow

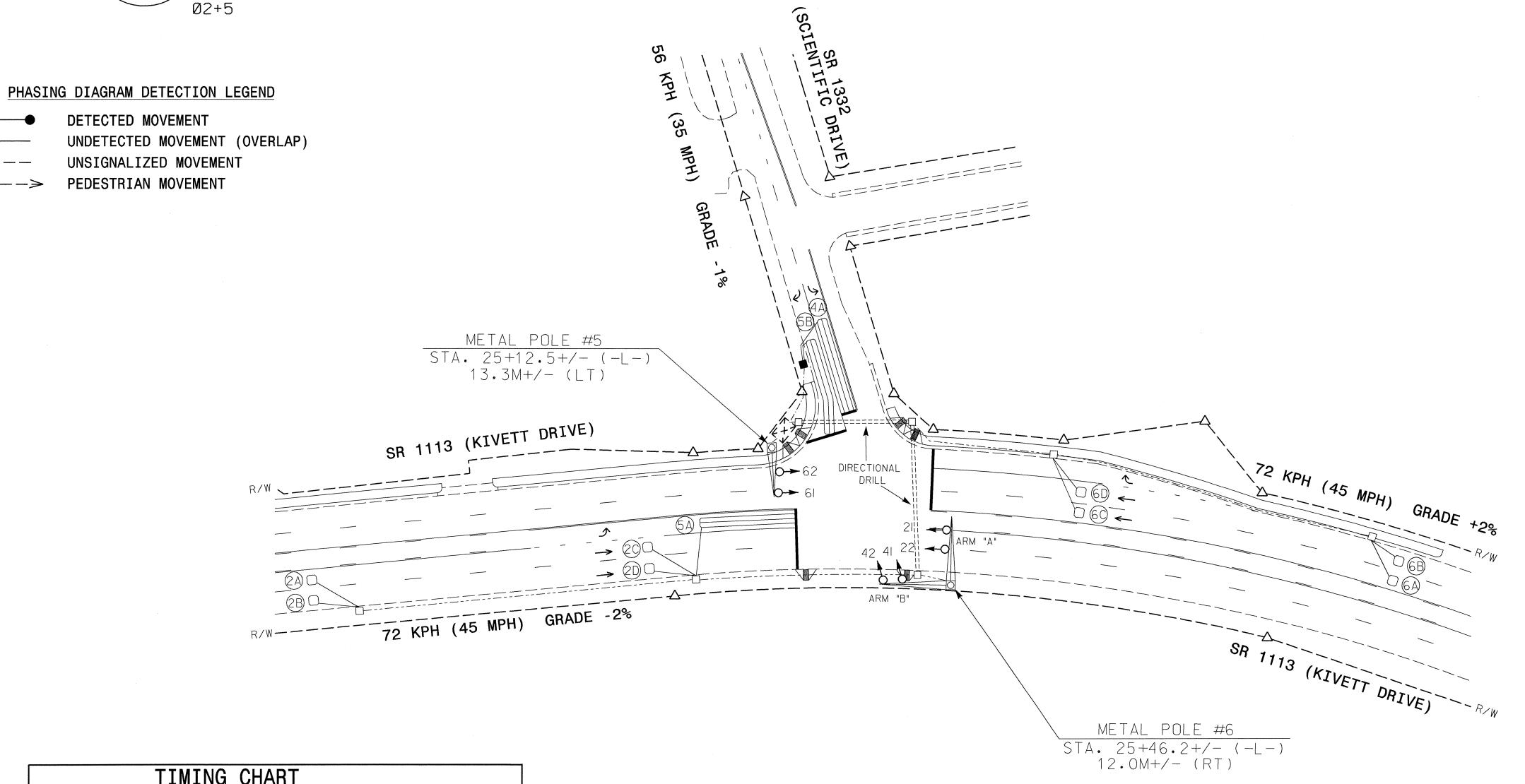
Metal Pole with Mastarm

Controller & Cabinet

Wheelchair Ramp

Inductive Loop Detector

Right of Way with Marker ——△



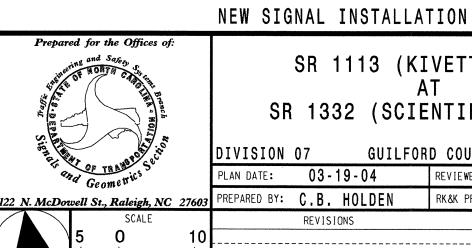
TIMING CHART PEEK TS-2 CONTROLLER AND CABINET							
PHASE	Ø2	Ø4	Ø5	Ø6			
MINIMUM GREEN	12 <b>SEC.</b>	7 <b>SEC</b> .	7 <b>SEC.</b>	12 <b>SEC.</b>			
PASSAGE/GAP	2.0 <b>SEC</b> .	1 . O SEC.	1.0 <b>SEC</b> .	2.0 <b>SEC</b> .			
YELLOW CHANGE INT.	4.7 <b>SEC</b> .	4.0 <b>SEC</b> .	4.0 <b>SEC</b> .	4.7 <b>SEC</b> .			
RED CLEARANCE	1.5 <b>SEC</b> .	2.0 <b>SEC</b> .	2.0 <b>SEC</b> .	1.5 <b>SEC</b> .			
MAXIMUM 1	60 <b>SEC</b> .	25 <b>SEC</b> .	20 <b>SEC</b> .	60 <b>SEC</b> .			
RECALL POSITION	MIN. RECALL	NONE	NONE	MIN. RECALL			
VEHICLE CALL MEMORY	LOCK	NONLOCK	NONLOCK	LOCK			

## PLANS PREPARED BY:

## RUMMEL KLEPPER & KAHL, LLP

consulting engineers 5800 FARINGDON PLACE SUITE 105 RALEIGH, NORTH CAROLINA 27609-3960

**FOR DIVISION OF HIGHWAYS** 

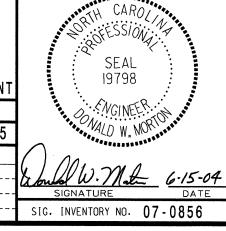


# SR 1113 (KIVETT DRIVE) SR 1332 (SCIENTIFIC DRIVE)

**PROPOSED** 

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GUILFORD COUNTY HIGH POINT DIVISION 07 REVIEWED BY: D. MORTON 2 N. McDowell St., Raleigh, NC 27603 PREPARED BY: C.B. HOLDEN RK&K PROJECT NO. 302-079-SIG REVISIONS INIT. DATE



N/A

**EXISTING**