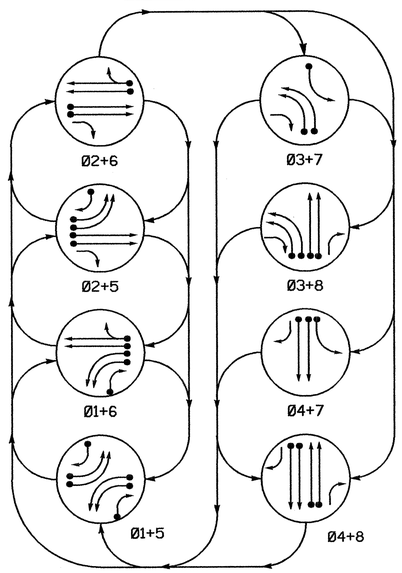
METRIC	PROJECT REFERENCE NO.	SHEET NO.
	U-2913 B	Sig.5

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3+7	Ø3+8	Ø4+7	Ø4+8	FLASH
11,12	←	←	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
21	R	R	G	G	R	R	R	R	Y
22	R	R	G	G	R/~~R~~	~~R~~/R	R	R	Y
31,32	~~R~~	~~R~~	~~R~~	~~R~~	←	←	~~R~~	~~R~~	~~R~~
41	R	R	R	R	R	R	G	G	R
42	R/~~R~~	R	R/~~R~~	R	R	R	G	G	R
51,52	←	~~R~~	←	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
61,62	R	G	R	G	R	R	R	R	Y
71	~~R~~	~~R~~	~~R~~	~~R~~	←	~~R~~	←	~~R~~	~~R~~
81	R	R	R	R	R	G	R	G	R
82	R/~~R~~	R/~~R~~	R	R	R	G	R	G	R

SIGNAL FACE I.D.

Denotes L.E.D.

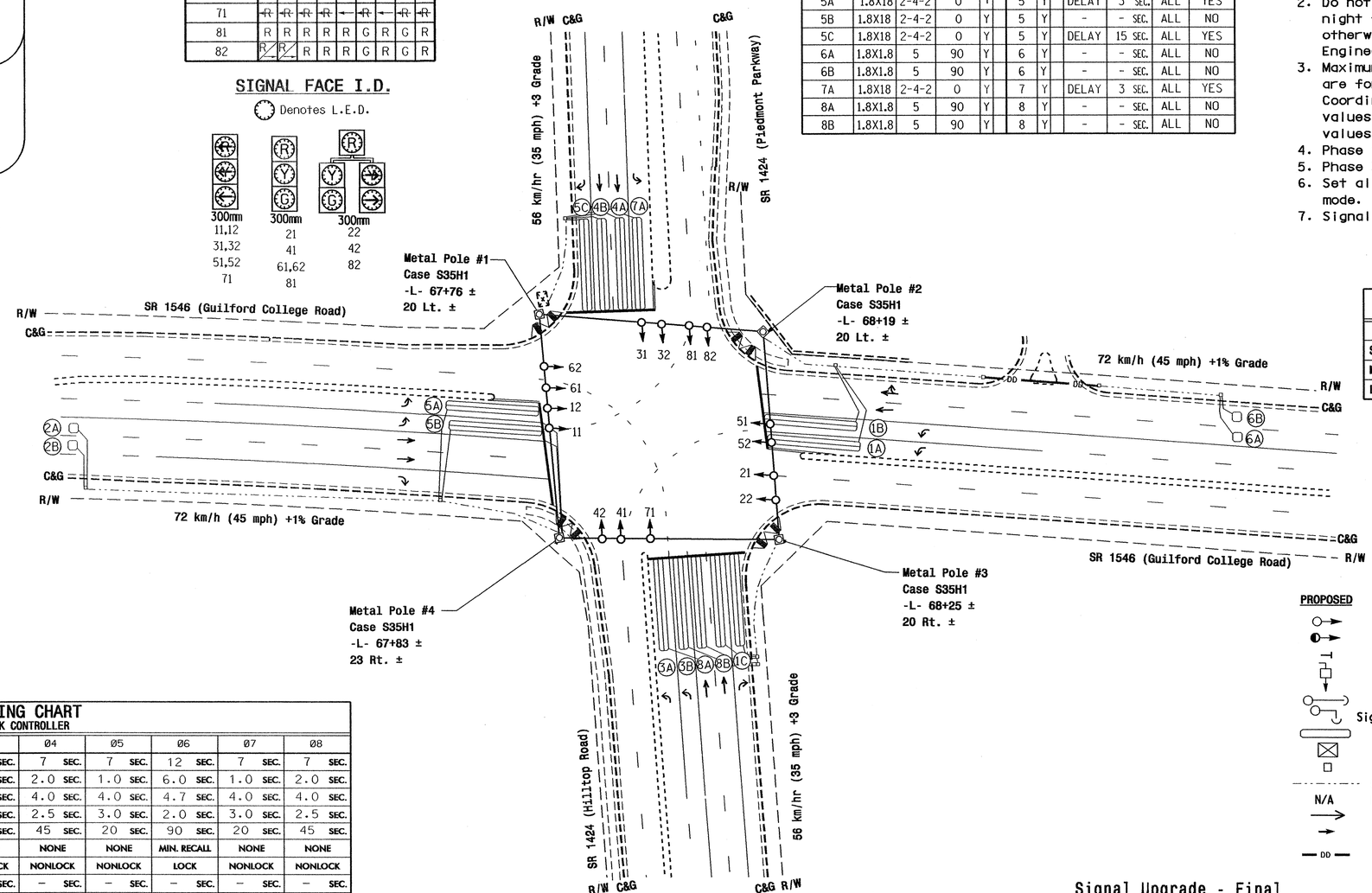
LOOP & DETECTOR UNIT INSTALLATION CHART
PEEK TS-2 CONTROLLER AND CABINET

INDUCTIVE LOOPS						DETECTOR UNITS					
LOOP NO.	SIZE (m)	TURNS	DIST. FROM STOPBAR (m)	NEW	EXISTING	NEMA PHASE	NEW	EXISTING	TIMING FEATURE	TIMING TIME	PLACE CALL DURING PHASE	INHIBIT DELAY DURING GREEN?
1A	1.8X18	2-4-2	0	Y		1	Y		DELAY	3 SEC.	ALL	YES
1B	1.8X18	2-4-2	0	Y		1	Y		-	- SEC.	ALL	NO
1C	1.8X18	2-4-2	0	Y		1	Y		DELAY	15 SEC.	ALL	YES
2A	1.8X1.8	5	90	Y		2	Y		-	- SEC.	ALL	NO
2B	1.8X1.8	5	90	Y		2	Y		-	- SEC.	ALL	NO
3A	1.8X18	2-4-2	0	Y		3	Y		-	- SEC.	ALL	NO
3B	1.8X18	2-4-2	0	Y		3	Y		-	- SEC.	ALL	NO
4A	1.8X18	2-4-2	0	Y		4	Y		-	- SEC.	ALL	NO
4B	1.8X18	2-4-2	0	Y		4	Y		-	- SEC.	ALL	NO
5A	1.8X18	2-4-2	0	Y		5	Y		DELAY	3 SEC.	ALL	YES
5B	1.8X18	2-4-2	0	Y		5	Y		-	- SEC.	ALL	NO
5C	1.8X18	2-4-2	0	Y		5	Y		DELAY	15 SEC.	ALL	YES
6A	1.8X1.8	5	90	Y		6	Y		-	- SEC.	ALL	NO
6B	1.8X1.8	5	90	Y		6	Y		-	- SEC.	ALL	NO
7A	1.8X18	2-4-2	0	Y		7	Y		DELAY	3 SEC.	ALL	YES
8A	1.8X1.8	5	90	Y		8	Y		-	- SEC.	ALL	NO
8B	1.8X1.8	5	90	Y		8	Y		-	- SEC.	ALL	NO

8 Phase
Fully Actuated
High Point City System

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2002 and "Standard Specifications for Roads and Structures" dated January 2002.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values shall supersede these values.
4. Phase 1 or phase 5 may be lagged.
5. Phase 3 or phase 7 may be lagged.
6. Set all detector units to presence mode.
7. Signal system intersection ID # 736.



PLAN QUANTITIES

Pay Item	Meters
Signal Cable	410
Messenger Cable	170
Lead-in Cable	780

LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head With Push Button & Sign	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	50mm Underground Conduit	
N/A	Right of Way with Marker	
	Directional Arrow	
	Pavement Marking Arrow	
DD	Directional Drill 1- 50mm Conduit	N/A

TIMING CHART
PEEK CONTROLLER

PHASE	01	02	03	04	05	06	07	08
MINIMUM GREEN*	7 SEC.	12 SEC.	7 SEC.	7 SEC.	7 SEC.	12 SEC.	7 SEC.	7 SEC.
PASSAGE/GAP*	1.0 SEC.	6.0 SEC.	1.0 SEC.	2.0 SEC.	1.0 SEC.	6.0 SEC.	1.0 SEC.	2.0 SEC.
YELLOW CHANGE INT.	4.0 SEC.	4.7 SEC.	4.0 SEC.	4.0 SEC.	4.0 SEC.	4.7 SEC.	4.0 SEC.	4.0 SEC.
RED CLEARANCE	3.0 SEC.	2.0 SEC.	3.5 SEC.	2.5 SEC.	3.0 SEC.	2.0 SEC.	3.0 SEC.	2.5 SEC.
MAX. 1*	20 SEC.	90 SEC.	20 SEC.	45 SEC.	20 SEC.	90 SEC.	20 SEC.	45 SEC.
RECALL POSITION	NONE	MIN. RECALL	NONE	NONE	NONE	MIN. RECALL	NONE	NONE
VEHI. CALL MEMORY	NONLOCK	LOCK	NONLOCK	NONLOCK	NONLOCK	LOCK	NONLOCK	NONLOCK
WALK	– SEC.	– SEC.	– SEC.	– SEC.	– SEC.	– SEC.	– SEC.	– SEC.
FLASHING DON'T WALK	– SEC.	– SEC.	– SEC.	– SEC.	– SEC.	– SEC.	– SEC.	– SEC.
VOLUME DENSITY	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF
ACTUATION B4 ADD*	– VEH.	0 VEH.	– VEH.	– VEH.	– VEH.	0 VEH.	– VEH.	– VEH.
SEC. PER ACTUATION*	– SEC.	1.5 SEC.	– SEC.	– SEC.	– SEC.	1.5 SEC.	– SEC.	– SEC.
MAX. INITIAL*	– SEC.	34 SEC.	– SEC.	– SEC.	– SEC.	34 SEC.	– SEC.	– SEC.
TIME B4 REDUCTION*	– SEC.	15 SEC.	– SEC.	– SEC.	– SEC.	15 SEC.	– SEC.	– SEC.
TIME TO REDUCE*	– SEC.	45 SEC.	– SEC.	– SEC.	– SEC.	45 SEC.	– SEC.	– SEC.
MINIMUM GAP	– SEC.	3.0 SEC.	– SEC.	– SEC.	– SEC.	3.0 SEC.	– SEC.	– SEC.

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

Signal Upgrade - Final

Prepared in the Offices of:
Traffic Engineering and Safety Systems Branch
Signals and Geometric Section
122 N. McDowell St., Raleigh, NC 27603

SR 1546 (Guilford College Road) At SR 1424 (Hilltop Road)/ Piedmont Parkway

Division 7 Guilford County S. of Greensboro

PLAN DATE: July 2004 REVIEWED BY: J. P. Galloway
PREPARED BY: C. J. Collins REVIEWED BY:

SCALE 5 0 10 1:500

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 24393 ENGINEER TIMOTHY J. WILLIAMS
SIGNATURE 8/17/04 DATE
SIG. INVENTORY NO. 07-1217

17-AUG-2004 10:52
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sbrown