

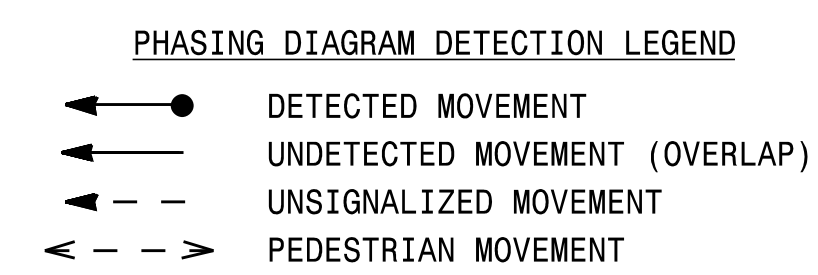
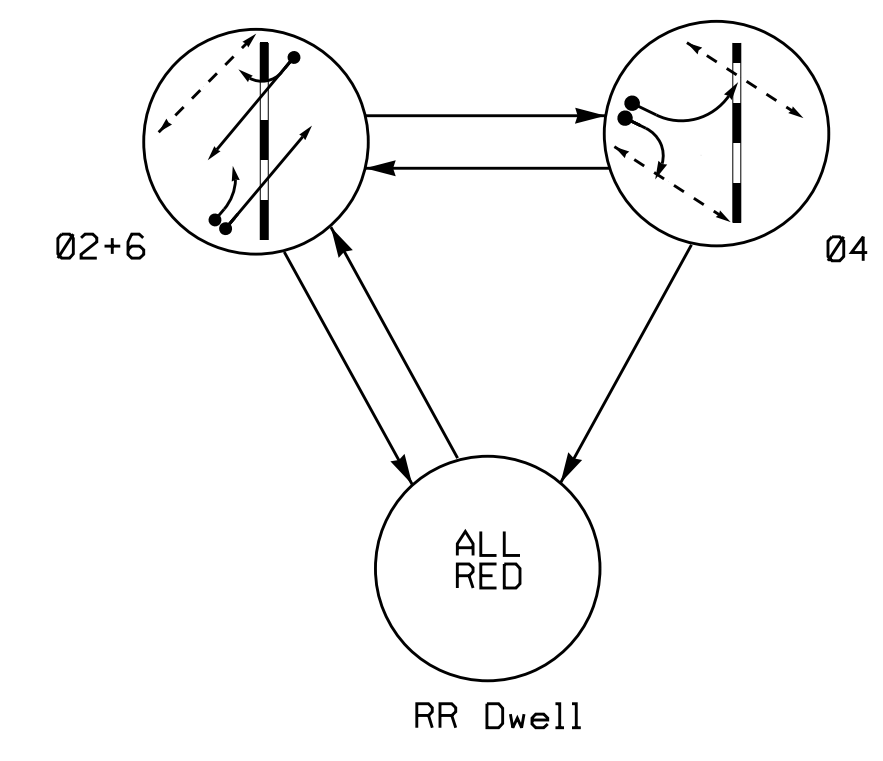
3 PHASE FULLY ACTUATED (GREENVILLE SIGNAL SYSTEM)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. This location contains railroad preemption phasing. Do not program signal for late night flashing operation.
3. Set all detector units to presence mode.
4. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
5. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
6. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values shall supersede these values.
7. Intersection Zone Number: 4
System Address Number: 89
8. Install black powder coated pedestals.
9. Pedestrian pedestals are conceptual and shown for reference only. See sheets P1-P3 for pushbutton location details.

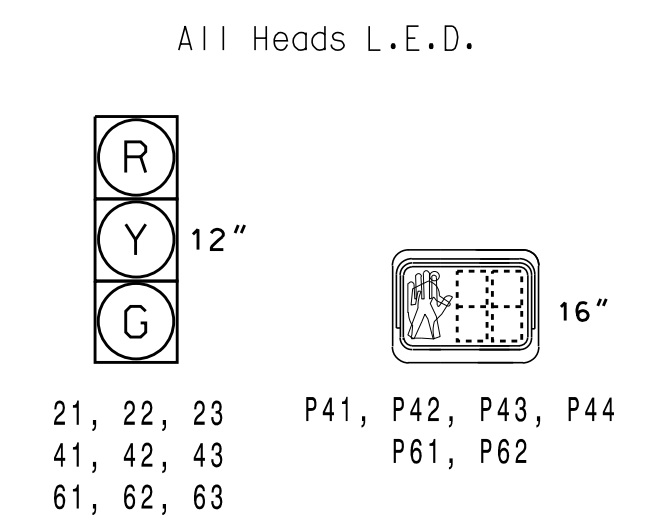
RAILROAD PREEMPTION	
FUNCTION	SECONDS
DELAY BEFORE PREEMPT	0
PED. CLEAR BEFORE PREEMPT	0
MIN. GREEN BEFORE PREEMPT	1
YELLOW CLEAR BEFORE PREEMPT	3.3
RED CLEAR BEFORE PREEMPT	4.0
TRACK CLEARANCE GREEN	0
TRACK CLEARANCE YELLOW	0.0
TRACK CLEARANCE RED	0.0
PREEMPT DWELL MIN. GREEN	0
YELLOW CLR AFTER PREEMPT	0.0
RED CLEAR AFTER PREEMPT	0.0
PED. CLEAR THROUGH YELLOW	0.0
EXIT PHASE	2.6

PHASING DIAGRAM

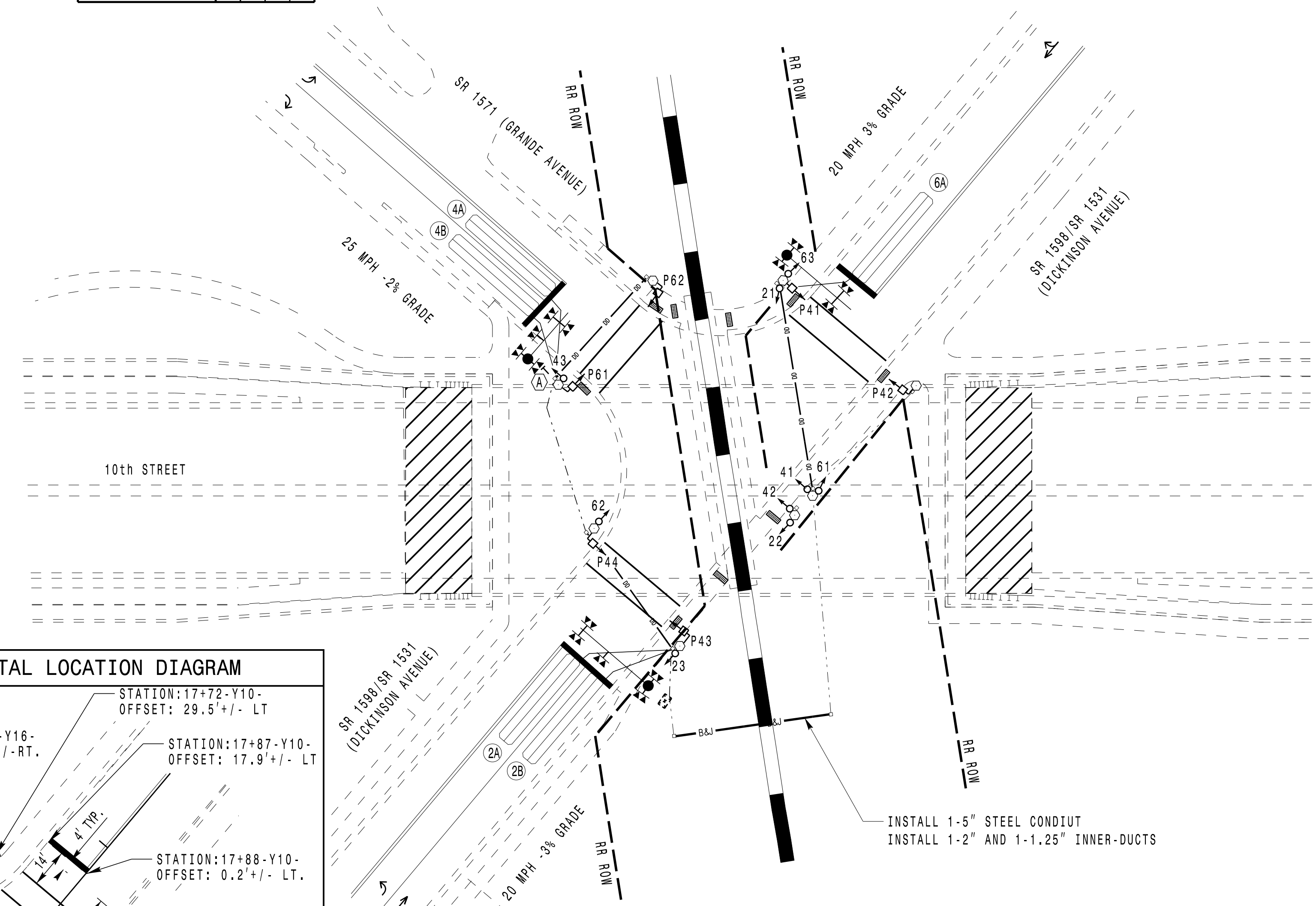


SIGNAL FACE	PHASE			
	02+6	04	RR DWELL	FLASH
21, 22, 23	G	R	R	Y
41, 42, 43	R	G	R	R
61, 62, 63	G	R	R	Y
P41, P42, P43, P44	DW	W	DW	DRK
P61, P62	W	DW	DW	DRK

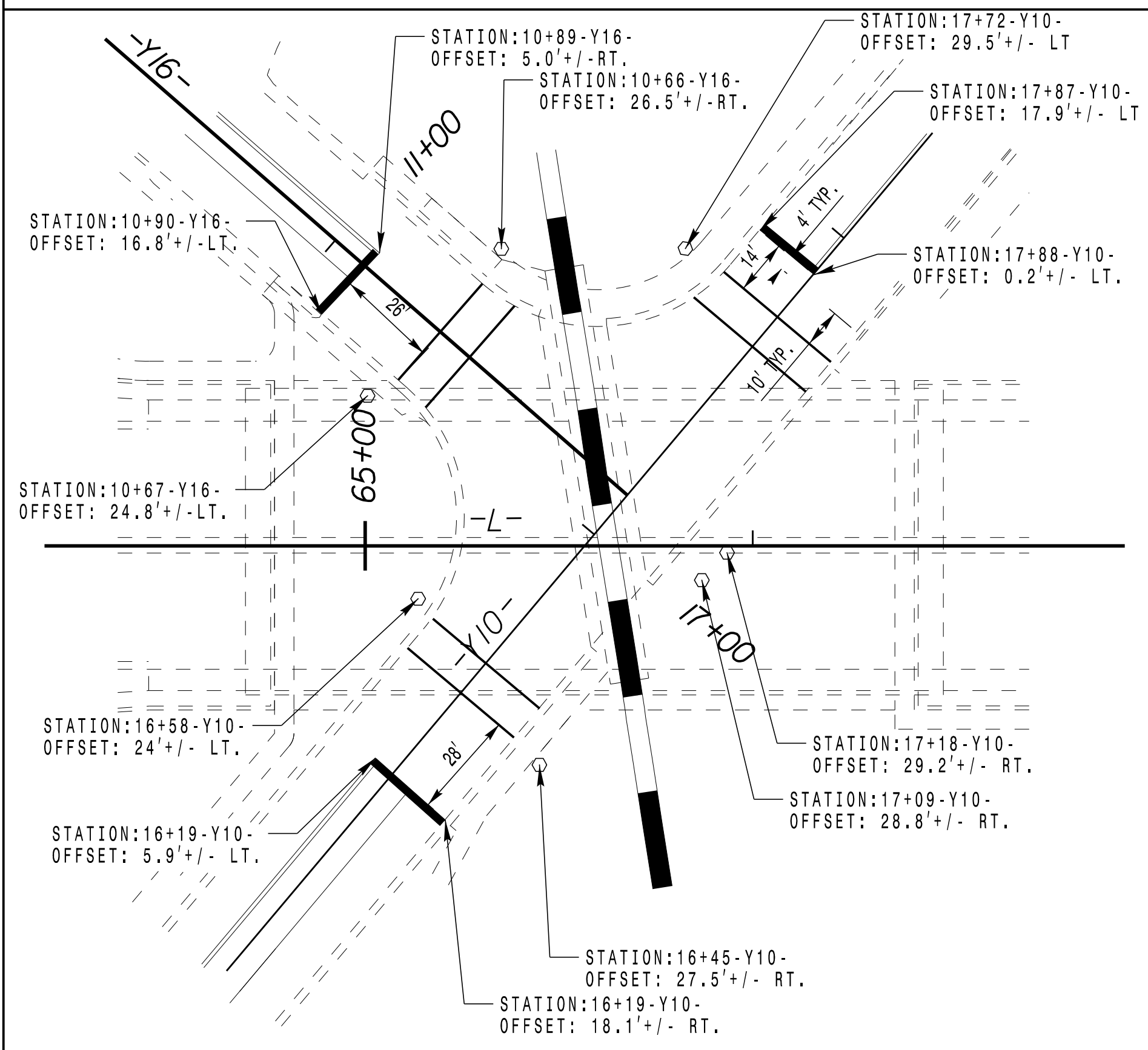
SIGNAL FACE I.D.



NEMA LOOP & DETECTOR INSTALLATION CHART with TS-2 CABINET										
LOOP NO.	SIZE (ft)	DIST. FROM STOPBAR (ft)	TURNS	NEW EXISTING	DETECTOR UNITS					
					NEMA PHASE	NEW EXISTING	TIMING FEATURE	TIME	INHIBIT DELAY DURING GREEN?	
2A	6X40	0	2-4-2	X	-	2	X	-	-	NO
2B	6X40	0	2-4-2	X	-	2	X	-	-	NO
4A	6X40	0	2-4-2	X	-	4	X	-	-	NO
4B	6X40	0	2-4-2	X	-	4	X	-	-	NO
6A	6X40	0	2-4-2	X	-	6	X	-	-	NO

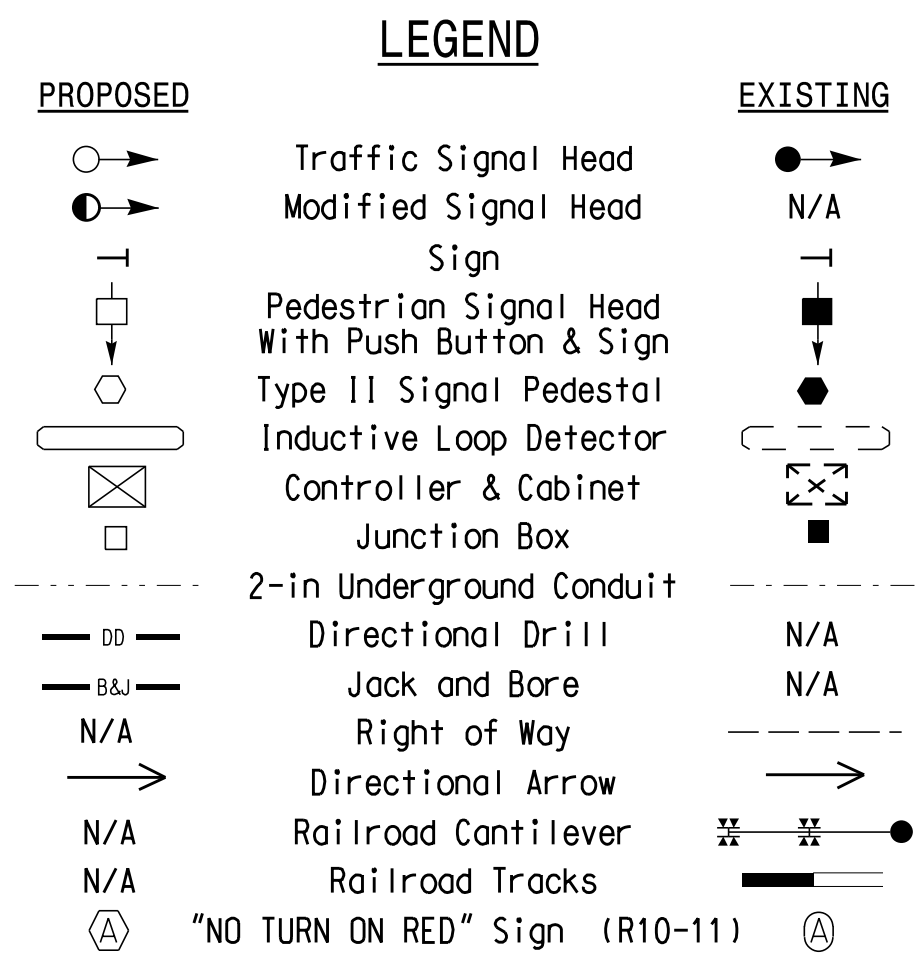


STOP LINE AND SIGNAL HEAD PEDESTAL LOCATION DIAGRAM



FEATURE	PHASE		
	02	04	06
MINIMUM GREEN *	7 SEC.	7 SEC.	7 SEC.
PASSAGE GAP *	2.0 SEC.	2.0 SEC.	2.0 SEC.
YELLOW CHANGE INT.	3.0 SEC.	3.3 SEC.	3.0 SEC.
RED CLEARANCE	4.0 SEC.	3.2 SEC.	3.9 SEC.
MAX. I *	30 SEC.	15 SEC.	30 SEC.
RECALL POSITION	MIN. RECALL	NONE	MIN. RECALL
VEHICLE CALL MEMORY	LOCK	NONLOCK	LOCK
WALK *	- SEC.	7 SEC.	7 SEC.
FLASHING DON'T WALK	- SEC.	9 SEC.	7 SEC.
VOLUME DENSITY	OFF	OFF	OFF
ACTUATION B4 ADD *	- VEH.	- VEH.	- VEH.
SEC. PER ACTUATION *	- SEC.	- SEC.	- SEC.
MAX. INITIAL *	- SEC.	- SEC.	- SEC.
TIME B4 REDUCTION *	- SEC.	- SEC.	- SEC.
TIME TO REDUCE *	- SEC.	- SEC.	- SEC.
MINIMUM GAP	- 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.



FINAL DESIGN

Prepared For:

SR 1598/SR 1531 (DICKINSON AVENUE)
 AT
 SR 1571 (GRANDE AVENUE)
 DIVISION 2 PITT COUNTY GREENVILLE

PLAN DATE: JUNE 2014 REVIEWED BY: SL PHILLIPS

PREPARED BY: SP PENNINGTON REVIEWED BY:

SEAL

PLANS PREPARED IN THE OFFICE OF:
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SCALE
 0 30'
 1" = 30'

DocuSigned by:

 9/2/2014
 SIGNATURE DATE
 SIG. INVENTORY NO. 02-0007

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