PHASING DIAGRAM

02+6

02+5

04+8

01+6

01+5

PHASING DIAGRAM DETECTION LEGEND

- ●→ DETECTED MOVEMENT
- ← UNDETECTED MOVEMENT (OVERLAP)
- ◄- - UNSIGNALIZED MOVEMENT
- ◄- - - PEDESTRIAN MOVEMENT
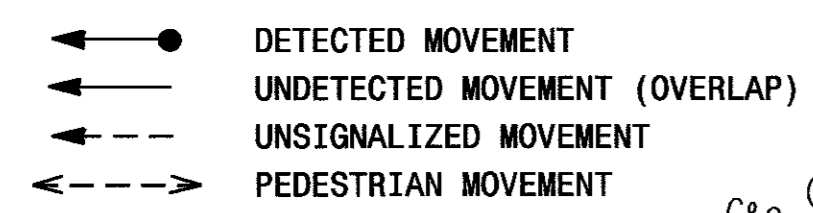
TABLE OF OPERATION

SIGNAL FACE	PHASE 01+5	01+6	02+5	02+6	FLASH
21	R	R	G	G	R	Y
22, 23	R	R	G	G	R	Y
41, 42	R	R	R	R	G	R
61	R	G	R	G	R	Y
62, 63	R	G	R	G	R	Y
81, 82	R	R	R	R	G	R
P21, P22	DW	DW	W	W	DW	DRK
P41, P42	DW	DW	DW	DW	W	DRK
P61, P62	DW	W	DW	W	DW	DRK
P81, P82	DW	DW	DW	DW	W	DRK

W – Walk
DW – Don't Walk
DRK – Dark

SIGNAL FACE I.D.

All Heads L.E.D.

21
61

22, 23
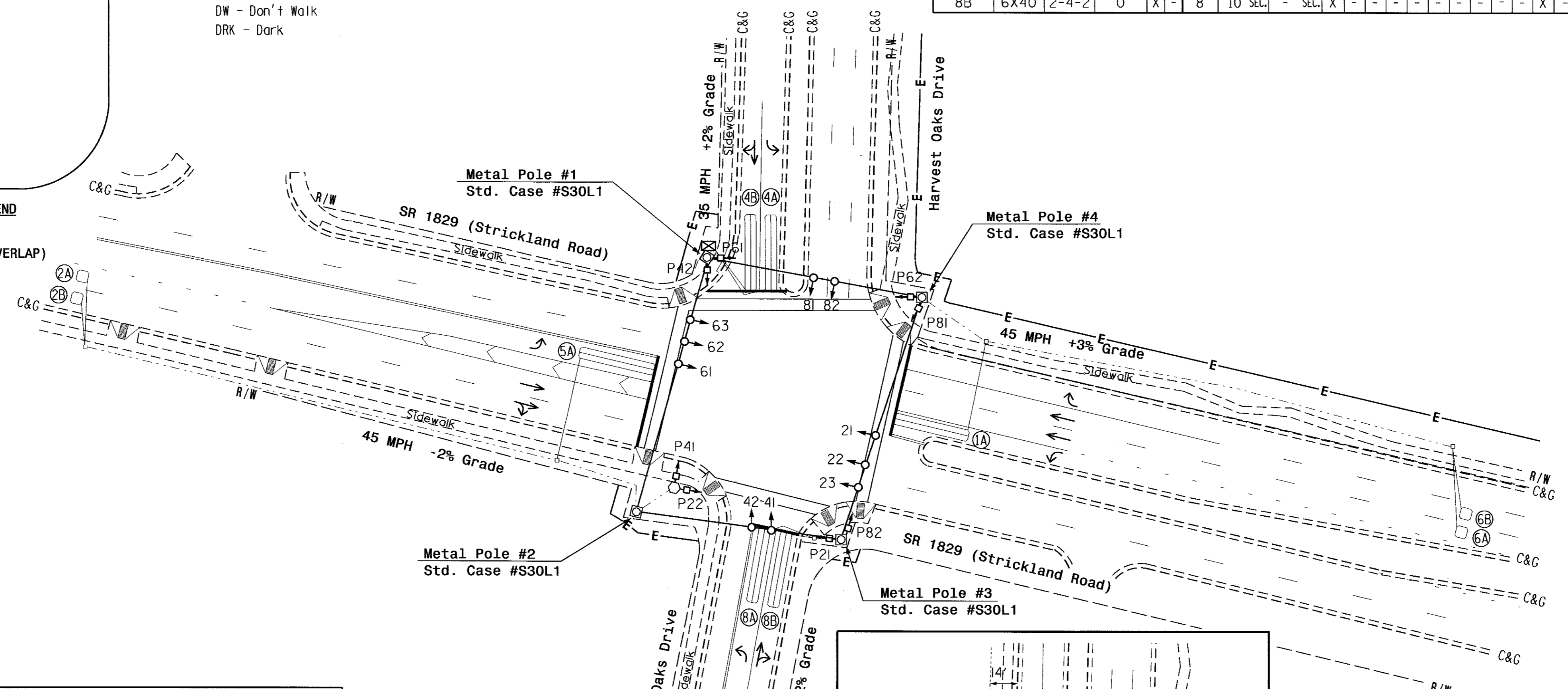41, 42
62, 63
81, 82

P21, P22
P41, P42
P61, P62
P81, P82
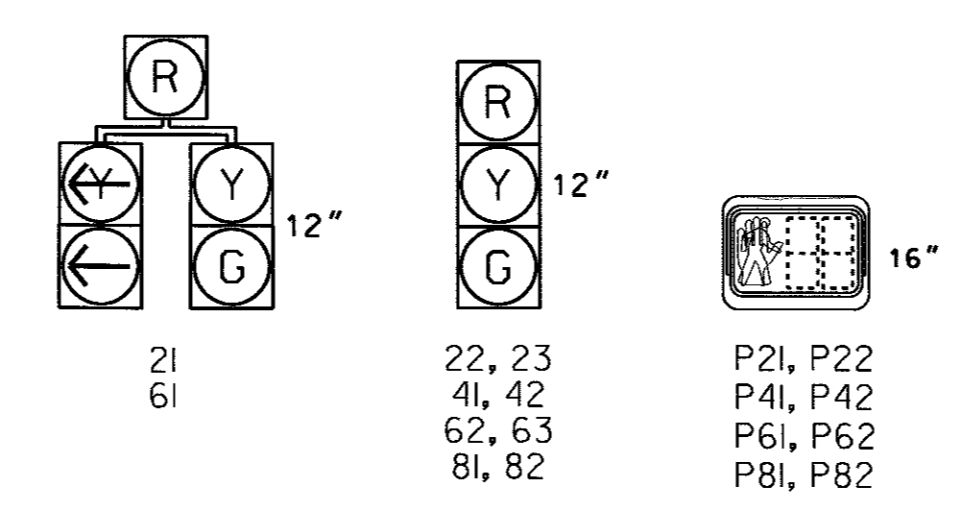
SE-PAC 2070 LOOP & DETECTOR UNIT INSTALLATION CHART

LOOP NO.	SIZE (ft)	TURNS	DIST. FROM STOPBAR (ft)	NEW	EXISTING	ASSIGNED PHASE	DELAY	EXTEND (STRETCH)	VEHICLE	PEDESTRIAN	1 CALL	STOP A	STOP B	PROTPER LEFT	PROTPER THROUGH	AND	SWITCH	SYSTEM LOOPS	NEW	EXISTING
1A	6X40	2-4-2	0	X	-	1	15 SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	X	-
						6	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	X	-
2A	6X6	5	300	X	-	2	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	X	-
2B	6X6	5	300	X	-	2	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	X	-
4A	6X40	2-4-2	0	X	-	4	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	X	-
4B	6X40	2-4-2	0	X	-	4	10 SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	X	-
5A	6X40	2-4-2	0	X	-	5	15 SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	X	-
						2	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	X	-
6A	6X6	5	300	X	-	6	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	X	-
6B	6X6	5	300	X	-	6	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	X	-
8A	6X40	2-4-2	0	X	-	8	3 SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	X	-
8B	6X40	2-4-2	0	X	-	8	10 SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	X	-

5 Phase
Fully Actuated
(Raleigh Signal System)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Omit phase 1 during phase 2 on.
4. Omit phase 5 during phase 6 on.
5. Program controller to clear from phase 2+6 to phase 1 and/or 5 by progressing through phase 4+8 (see Electrical Details).
6. Set all detector units to presence mode.
7. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
8. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
9. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
10. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
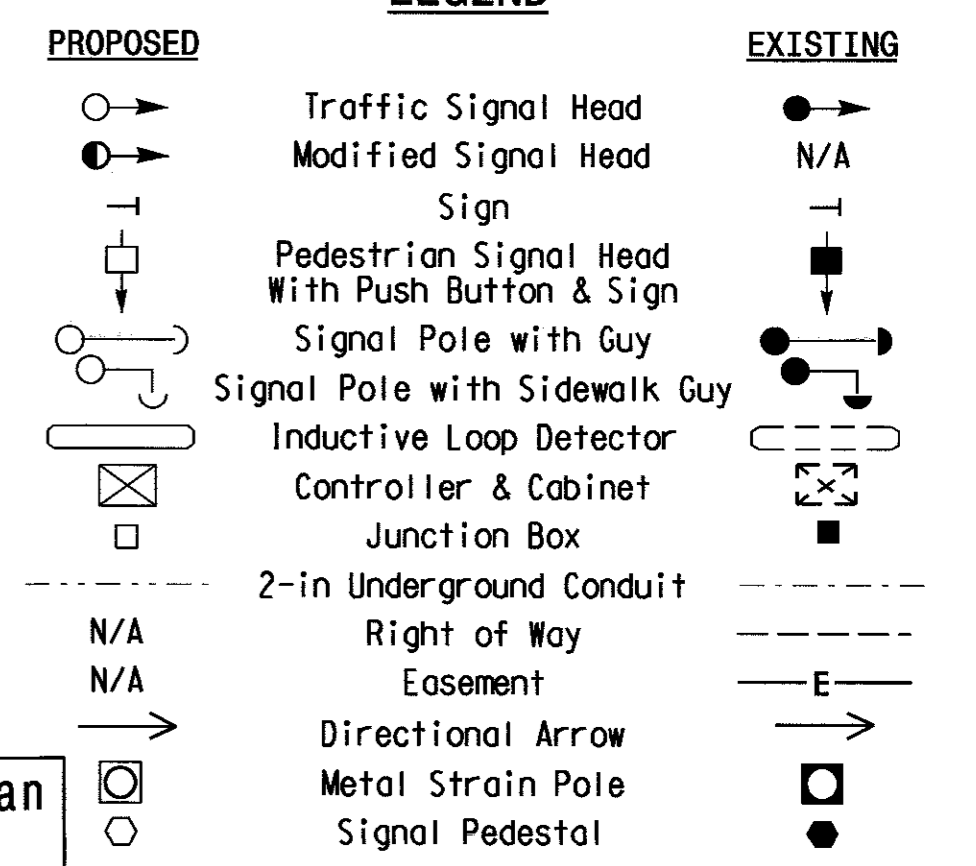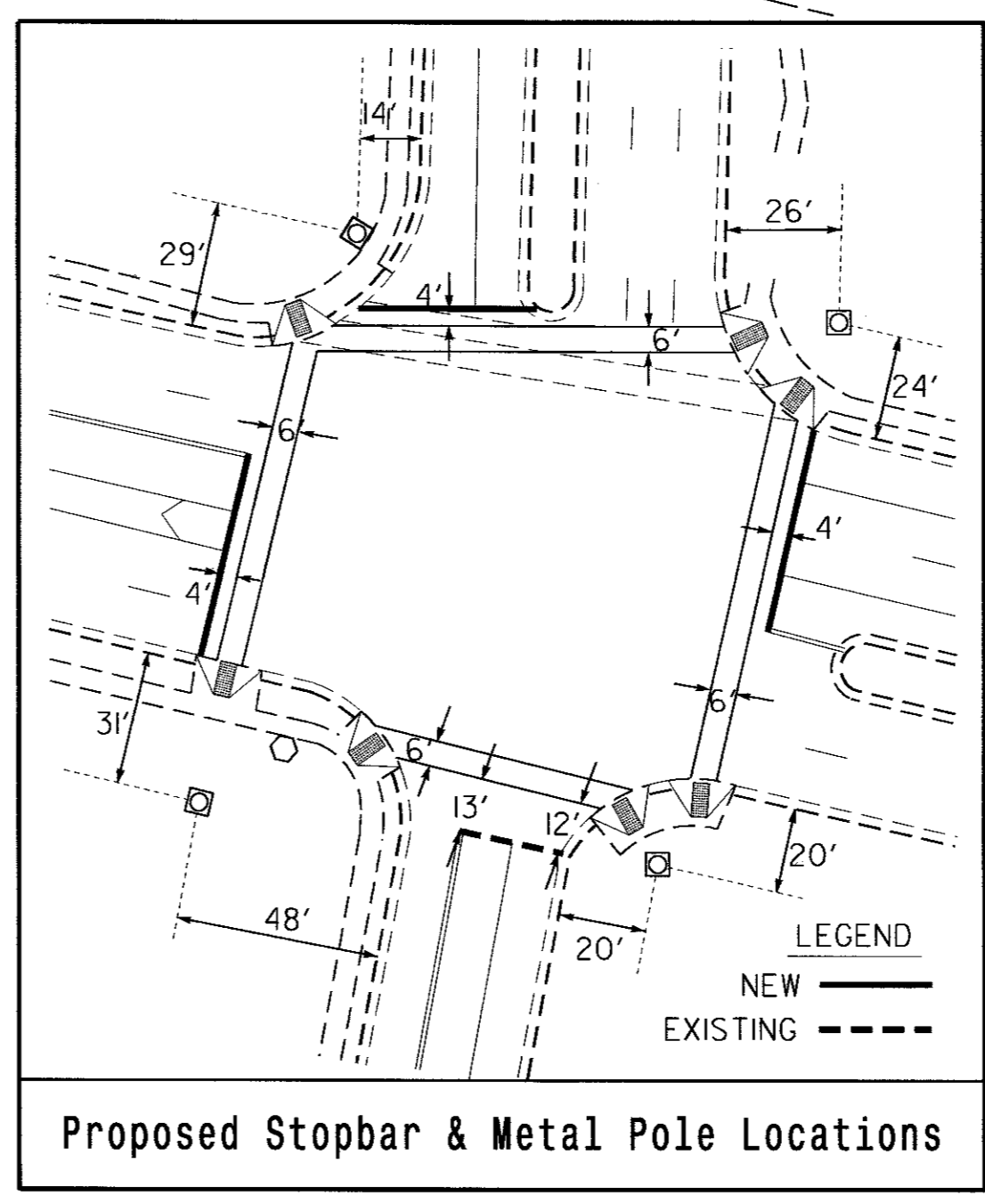

Metal Pole #1
Std. Case #S30L1

Metal Pole #4
Std. Case #S30L1

Metal Pole #2
Std. Case #S30L1

Metal Pole #3
Std. Case #S30L1

SR 1829 (Strickland Road)

Harvest Oaks Drive

35 MPH +2% Grade
45 MPH +3% Grade
45 MPH -2% Grade
35 MPH +2% Grade

SE-PAC 2070 TIMING CHART

FEATURE	PHASE 1	2	4	5	6	8
Min Green *	7	12	7	7	12	7
Passage Gap *	2.0	6.0	2.0	2.0	6.0	2.0
Maximum Green *	15	90	25	15	90	25
Yellow Change	3.0	4.7	3.7	3.0	4.3	3.7
Red Clear	2.9	1.9	2.6	3.1	1.9	2.6
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Walk *	-	4	4	-	4	4
Pedestrian Clear	-	12	19	-	25	22
Added Initial *	-	1.5	-	-	1.5	-
Maximum Initial *	-	34	-	-	34	-
Time Before Reduction *	-	15	-	-	15	-
Time To Reduce *	-	30	-	-	30	-
Minimum Gap	-	3.2	-	-	3.2	-
Recall Mode	-	MIN RECALL	-	-	MIN RECALL	-
Vehicle Call Memory	NON-LOCK	LOCK	NON-LOCK	NON-LOCK	LOCK	NON-LOCK
Dual Entry	-	-	ON	-	-	ON
Simultaneous Gap	ON	ON	ON	ON	ON	ON

* 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.

Proposed Stopbar & Metal Pole Locations

LEGEND
NEW ————
EXISTING - - - -

New Installation

This plan supersedes the plan sealed on 7/27/12.

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	■
———	2-in Underground Conduit	———
N/A	Right of Way	———
N/A	Easement	—E—
→	Directional Arrow	→
◻	Metal Strain Pole	▯
○	Signal Pedestal	●

Prepared in the Offices of:

Transportation Mobility and Safety Division
DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

SR 1829 (Strickland Road)
at
Harvest Oaks Drive

Division 5   Wake County   Raleigh

PLAN DATE:	July 2012	REVIEWED BY:	
PREPARED BY:	C.E. Carter	REVIEWED BY:	

REVISIONS	INIT.	DATE

SIG. INVENTORY NO.   05-0043

0   40
SCALE
1"=40'

19-DEC-2013 07:14
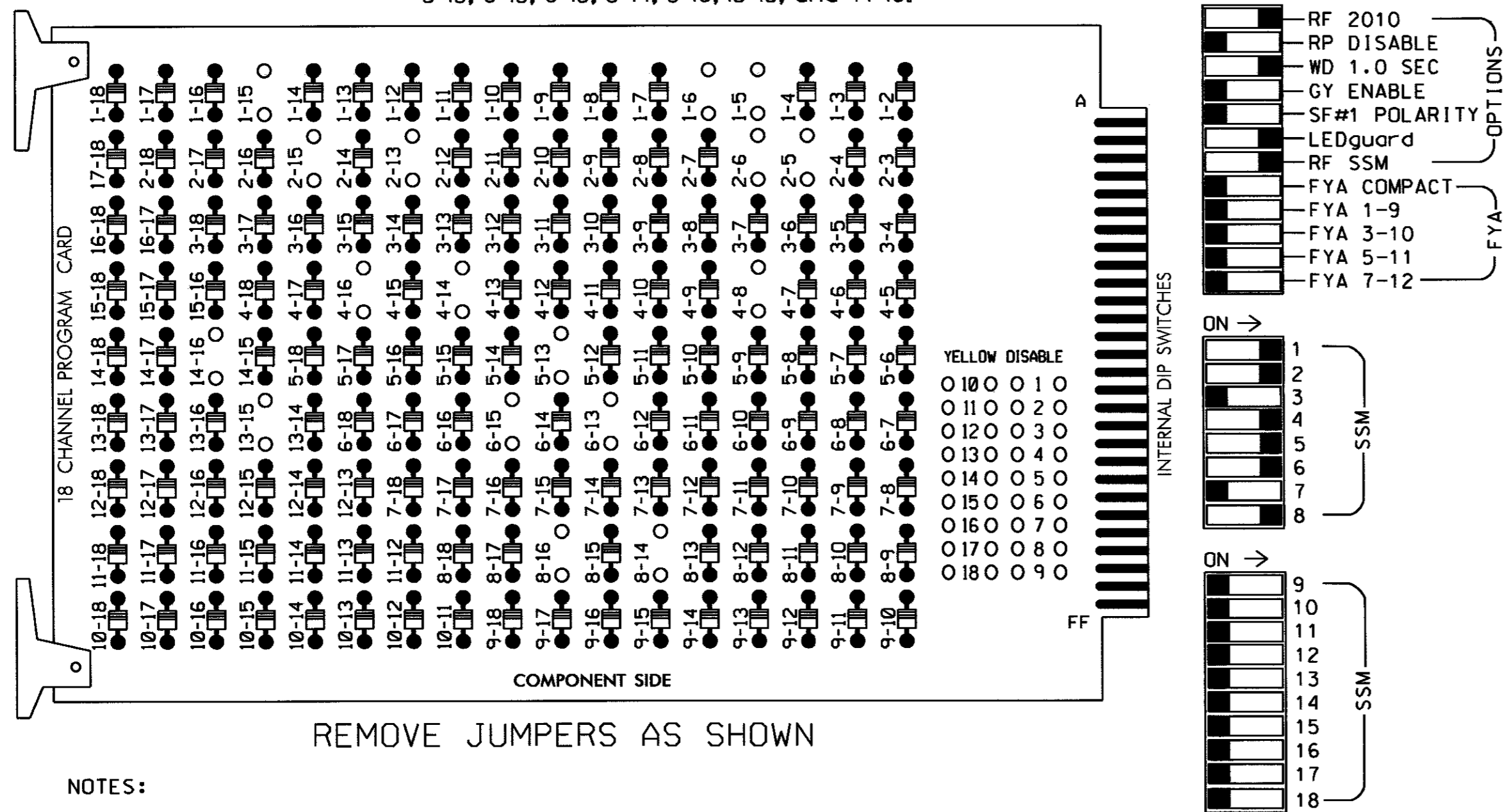S:*ITS&SI*ITS Signals\Signal Design Section\Control Region\Div 5\W5-0043\05043_sig_cdn_20131218.dgn
cdnoough

EDI MODEL 2018ECL-NC CONFLICT MONITOR
PROGRAMMING DETAIL
(remove jumpers and set switches as shown)

REMOVE DIODE JUMPERS 1-5, 1-6, 1-15, 2-5, 2-6, 2-13, 2-15, 4-8, 4-14, 4-16, 5-13, 6-13, 6-15, 8-14, 8-16, 13-15, and 14-16.

ON   OFF
WD ENABLE
SW2

18 CHANNEL PROGRAM CARD
COMPONENT SIDE

ON →
- RF 2010
- RP DISABLE
- WD 1.0 SEC
- GY ENABLE
- SF#1 POLARITY
- LEDguard
- RF SSM
- FYA COMPACT
- FYA 1-9
- FYA 3-10
- FYA 5-11
- FYA 7-12

OPTIONS

FYA

YELLOW DISABLE
01O O 01O
01O O 02O
01O O 03O
013O O 04O
014O O 05O
015O O 06O
016O O 07O
017O O 08O
018O O 09O

ON →
1
2
3
4
5
6
7
8
SSM

INTERNAL DIP SWITCHES

ON →
9
10
11
12
13
14
15
16
17
18
SSM

A

FF

REMOVE JUMPERS AS SHOWN

NOTES:
1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

■ = DENOTES POSITION OF SWITCH

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.

2. Program controller to start up in phases 2 and 6 green.

3. Enable simultaneous gap-out feature, on controller unit, for all phases.

4. Program phases 4 and 8, on controller unit, for Dual Entry.

5. Program phases 2 and 6, on controller unit, for Volume Density operation.

6. The cabinet and controller are part of the Raleigh Signal System.

EQUIPMENT INFORMATION

CONTROLLER.............2070L
CABINET................332
SOFTWARE...............SE-PAC2070
CABINET MOUNT..........BASE
OUTPUT FILE POSITIONS...12
LOAD SWITCHES USED......S1,S2,S3,S5,S6,S7,S8,S9,S11,S12
PHASES USED.............1,2,2PED,4,4PED,5,6,6PED,8,8PED
OVERLAPS...............NONE

COUNTDOWN PEDESTRIAN SIGNAL OPERATION

Countdown Ped Signals are required to display timing only during Ped Clearance Interval. Consult Ped Signal Module user's manual for instructions on selecting this feature.

SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8	16
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	8	8 PED
SIGNAL HEAD NO.	61	21,22 23	P21, P22	NU	41,42	P41, P42	21	61,62 63	P61, P62	NU	81,82	P81, P82
RED	✱	128			101		✱	134			107	
YELLOW		129			102			135			108	
GREEN		130			103			136			109	
RED ARROW												
YELLOW ARROW	126						132					
GREEN ARROW	127						133					
🖐			113		104			119			110	
🚶			115		106			121			112	

NU = Not Used
✱ Denotes install load resistor. See load resistor installation detail this sheet.

INPUT FILE POSITION LAYOUT
(front view)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FILE "I" U	Ø1	Ø2	SLOT EMPTY	WIRED INPUT ⊗	SLOT EMPTY	Ø4 4A	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	Ø2PED DC ISOLATOR	Ø6PED DC ISOLATOR	FS
FILE "I"	1A	2A										Ø4PED DC ISOLATOR	Ø8PED DC ISOLATOR	ST
FILE "I" L	NOT USED	Ø2 2B				Ø4 4B						DC ISOLATOR	DC ISOLATOR	DC ISOLATOR
FILE "J" U	Ø5	Ø6	SLOT EMPTY	WIRED INPUT ⊗	SLOT EMPTY	Ø8 8A	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY
FILE "J"	5A	6A												
FILE "J" L	NOT USED	Ø6 6B				Ø8 8B								

EX.: 1A, 2A, ETC. = LOOP NO.'S
⊗ Wired Input - Do not populate slot with detector card
FS = FLASH SENSE
ST = STOP TIME

LOAD RESISTOR INSTALLATION DETAIL

ACCEPTABLE VALUES

VALUE (ohms)	WATTAGE
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)

PHASE 1 RED FIELD TERMINAL (125)
PHASE 5 RED FIELD TERMINAL (131)
AC-
AC-

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	DETECTOR NO.	NEMA PHASE	DELAY TIME	EXTEND (STRETCH) TIME
1A[1]	TB2-1,2	I1U	56	1	1	15	
	-	J4U	48	25	6		
2A	TB2-5,6	I2U	39	3	2		
2B	TB2-7,8	I2L	43	4	2		
4A	TB4-9,10	I6U	41	11	4		
4B	TB4-11,12	I6L	45	12	4	10	
5A[2]	TB3-1,2	J1U	55	19	5	15	
	-	I4U	47	7	2		
6A	TB3-5,6	J2U	40	21	6		
6B	TB3-7,8	J2L	44	22	6		
8A	TB5-9,10	J6U	42	31	8	3	
8B	TB5-11,12	J6L	46	32	8	10	
PED PUSH BUTTONS							
P21,P22	TB8-4,6	I12U	67	PED 2	2 PED		
P41,P42	TB8-5,6	I12L	69	PED 4	4 PED		
P61,P62	TB8-7,9	I13U	68	PED 6	6 PED		
P81,P82	TB8-8,9	I13L	70	PED 8	8 PED		

NOTE:
INSTALL DC ISOLATORS IN INPUT FILE SLOTS I12 AND I13.

[1] Add jumper from I1-W to J4-W. on rear of input file.
[2] Add jumper from J1-W to I4-W. on rear of input file.

INPUT FILE POSITION LEGEND: J2L
FILE J
SLOT 2
LOWER

BACK-UP PROTECTION PROGRAMMING DETAIL
(program controller as shown below)

From Main Menu, press '3' (Phase Data)

SE-PAC PHASE DATA   PRESS # DESIRED

1-VEHICLE TIMES   6-N.LOCK & MISC
2-DENSITY TIMES   7-SPEC. SEQUENCE
3-PEDEST. TIMES   8-SPEC. DETECTOR
4-INIT & N.A. RESP 9-PHASE COPY
5-V & P RECALLS   0-MISC PED OPTIONS

F-PRIOR MENU

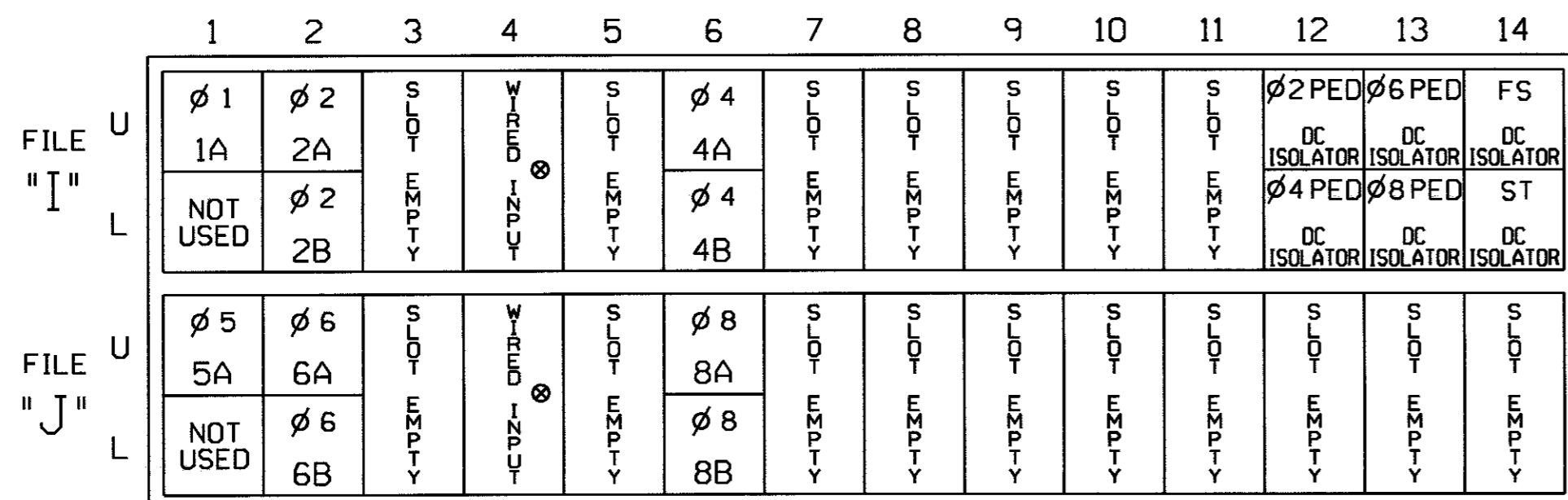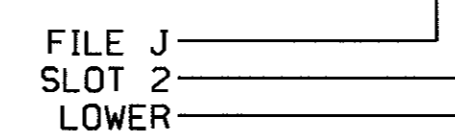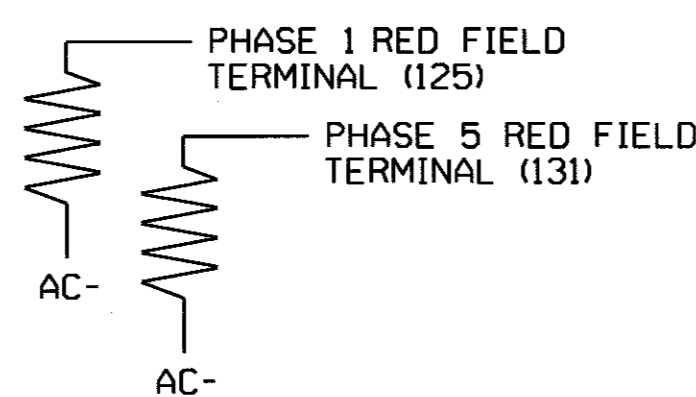| PHASE	1	2	3	4	5	6	7	8
OMIT	2	0	0	0	6	0	0	0
-YEL	0	0	0	0	0	0	0	0
OCAL	4	0	0	0	4	0	0	0

OMIT:### PHS ON OMITS THIS PHASE
-YEL:### PHS YEL OMITS THIS PHS YEL
OCAL: WHEN OMIT, DETS CALL### PHS

A-UP B-DN C-LT D-RT E-ENTER F-PRIOR MENU

Special Sequence programming complete.

New Installation

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 05-0043
DESIGNED: July 2012
SEALED: 12/18/13
REVISED: N/A

Construction Notes (left column)

1. INSTALL REA, PE – 22, SHIELDED, TWISTED PAIR COMMUNICATIONS CABLE
2. INSTALL REA, PE – 38, (FIGURE 8) SHIELDED, TWISTED PAIR COMMUNICATIONS CABLE
3. INSTALL REA, PE – 39, (UNDERGROUND) SHIELDED, TWISTED PAIR COMMUNICATIONS CABLE
4. INSTALL SMFO CABLE
5. INSTALL MMFO CABLE
6. INSTALL FIBER OPTIC DROP CABLE
7. INSTALL TRACER WIRE
8. TRENCH
9. INSTALL PVC CONDUIT
10. INSTALL RIGID, GALVANIZED STEEL CONDUIT
11. INSTALL RIGID, GALVANIZED STEEL RISER WITH WEATHERHEAD
12. INSTALL RIGID, GALVANIZED STEEL RISER WITH FIBER OPTIC CABLE SEAL
13. INSTALL OUTER–DUCT POLYETHYLENE CONDUIT
14. INSTALL POLYETHYLENE CONDUIT
15. DIRECTIONAL DRILL CONDUIT
16. BORE AND JACK CONDUIT
17. INSTALL CABLE(S) IN EXISTING CONDUIT
18. INSTALL CABLE(S) IN NEW CONDUIT
19. INSTALL CABLE(S) IN EXISTING RISER
20. INSTALL CABLE(S) IN NEW RISER
21. INSTALL CABLE(S) IN EXISTING CONDUIT STUB–OUTS
22. INSTALL NEW CONDUIT INTO EXISTING CABINET BASE (USE EXISTING CONDUIT STUB–OUTS WHEN AVAILABLE)
23. INSTALL NEW RISER INTO EXISTING CABINET BASE (USE EXISTING CONDUIT STUB–OUTS WHEN AVAILABLE)
24. INSTALL NEW CONDUIT INTO EXISTING POLE MOUNTED CABINET
25. INSTALL NEW RISER INTO EXISTING POLE MOUNTED CABINET
26. TERMINATE COMMUNICATIONS CABLE ON EXISTING TELEMETRY INTERFACE PANEL IN TRAFFIC SIGNAL CONTROLLER CABINET
27. INSTALL NEW TELEMETRY INTERFACE PANEL IN TRAFFIC SIGNAL CONTROLLER CABINET
28. INSTALL INTERCONNECT CENTER, PATCH PANEL, JUMPERS AND FUSION SPLICE CABLE IN CABINET
29. INSTALL UNDERGROUND SPLICE ENCLOSURE
30. INSTALL AERIAL SPLICE ENCLOSURE
31. INSTALL POLE MOUNTED SPLICE CABINET
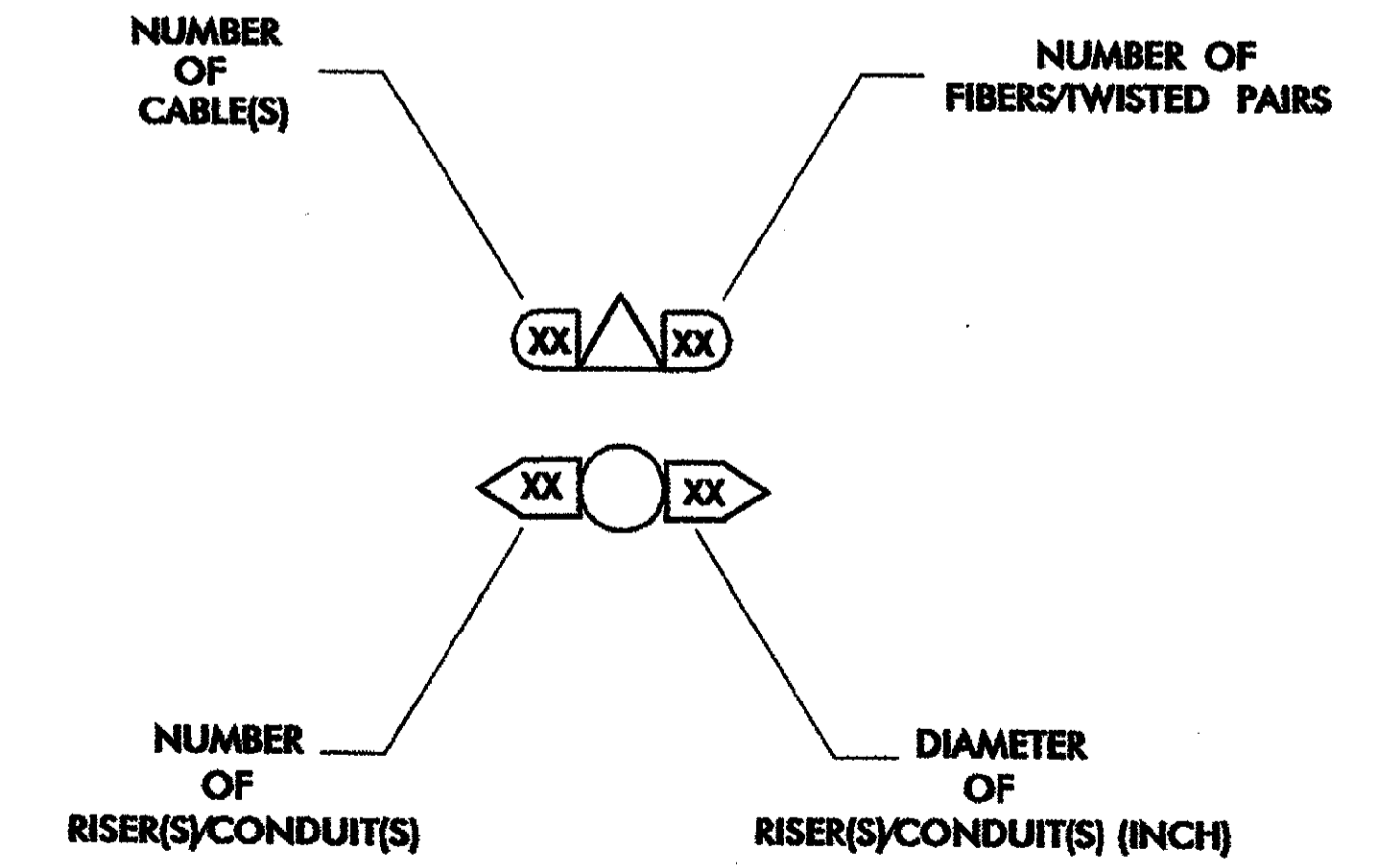32. INSTALL BASE MOUNTED SPLICE CABINET
33. REMOVE EXISTING SPLICE CABINET

Construction Notes (middle column)

34. INSTALL CABINET FOUNDATION
35. REMOVE EXISTING CABINET FOUNDATION
36. INSTALL CCTV CAMERA ASSEMBLY
37. INSTALL CCTV CAMERA WOOD POLE
38. INSTALL CCTV CAMERA METAL POLE AND FOUNDATION
39. INSTALL JUNCTION BOX
40. INSTALL OVERSIZED JUNCTION BOX
41. REMOVE EXISTING JUNCTION BOX
42. INSTALL WOOD POLE
43. REMOVE EXISTING WOOD POLE
44. INSTALL AERIAL GUY ASSEMBLY
45. INSTALL STANDARD GUY ASSEMBLY
46. INSTALL SIDEWALK GUY ASSEMBLY
47. INSTALL MESSENGER CABLE
48. REMOVE EXISTING COMMUNICATIONS AND MESSENGER CABLE
49. REMOVE EXISTING MESSENGER CABLE
50. INSTALL TELEPHONE SERVICE
51. INSTALL CABLE STORAGE RACKS (SNOW SHOES) AND STORE 100 FEET OF CABLE
52. INSTALL DELINEATOR MARKER
53. STORE 20 FEET OF COMMUNICATIONS CABLE
54. LASH CABLE(S) TO EXISTING SIGNAL/COMMUNICATIONS CABLE
55. LASH CABLE(S) TO EXISTING MESSENGER CABLE
56. LASH CABLE(S) TO NEW MESSENGER CABLE
57. MODIFY EXISTING ELECTRICAL SERVICE
58. INSTALL NEW ELECTRICAL SERVICE
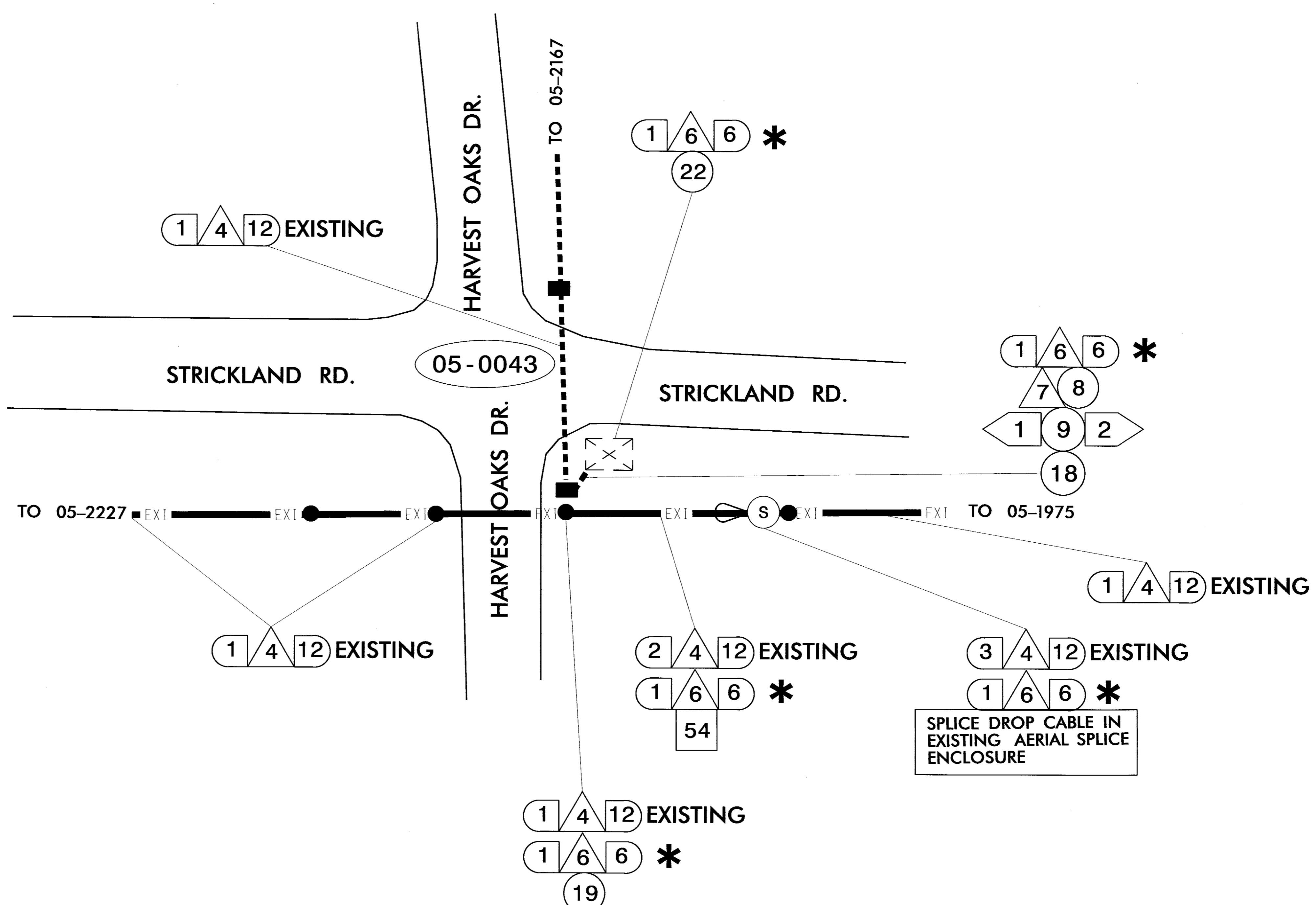
LEGEND

- —FO— NEW FIBER OPTIC COMMUNICATIONS CABLE
- —TWIST PR— NEW TWISTED PAIR COMMUNICATIONS CABLE
- —EXI— EXISTING COMMUNICATIONS CABLE
- —REM— EXISTING COMMUNICATIONS CABLE TO BE REMOVED
- ——— NEW AERIAL GUY ASSEMBLY
- ·—·—·— NEW CONDUIT
- ▪—▪—▪— EXISTING CONDUIT
- —DD— NEW DIRECTIONAL DRILLED CONDUIT
- —B&J— NEW BORED AND JACKED CONDUIT
- □ NEW JUNCTION BOX
- ■ EXISTING JUNCTION BOX
- ○ NEW WOOD POLE
- ● EXISTING WOOD POLE
- Ⓢ AERIAL SPLICE ENCLOSURE
- ⊡ NEW METAL POLE
- ◘ EXISTING METAL POLE
- ▶■ NEW CCTV ASSEMBLY
- NEW STANDARD GUY ASSEMBLY
- NEW SIDEWALK GUY ASSEMBLY
- ⋈ NEW CABLE STORAGE RACKS (SNOW SHOES)
- EXISTING CONTROLLER AND CABINET
- [S] EXISTING SPLICE CABINET
- [S] NEW SPLICE CABINET
- SP SIGNAL POLE
- ⬭XX–XXXX SIGNAL INVENTORY NUMBER

CONSTRUCTION NOTE SYMBOLOGY KEY

- ⟨XX⟩ INDICATES NUMBER OF CABLES, LOOPS, ETC.
- ▣XX▣ INDICATES NUMBER OF FIBERS PER CABLE, TWISTED PAIRS PER CABLE, ETC.
- ◁XX▷ INDICATES NUMBER OF RISER(S)/CONDUIT(S)
- ▭XX▷ INDICATES DIAMETER OF RISER(S)/CONDUIT(S) (INCH)

NUMBER OF CABLE(S) — NUMBER OF FIBERS/TWISTED PAIRS

XX △ XX

NUMBER OF RISER(S)/CONDUIT(S) — DIAMETER OF RISER(S)/CONDUIT(S) (INCH)

XX ◯ XX

CONSTRUCTION NOTES

PLAN DATE:		REVIEWED BY:		
PREPARED BY:		REVIEWED BY:	G. A. FULLER	
REVISIONS			INIT.	DATE

SEAL
NORTH CAROLINA
PROFESSIONAL
SEAL
023919
ENGINEER
GREGORY A. FULLER

SIGNATURE   10/31/22   DATE

SCALE   0

CADD Filename:

HARVEST OAKS DR.

TO 05-2167

HARVEST OAKS DR.

STRICKLAND RD.

05-0043

STRICKLAND RD.

(1 / 6 \ 6) ✱
(22)

(1 / 4 \ 12) EXISTING

(1 / 6 \ 6) ✱
(7 \ 8)
(1 / 9 \ 2)
(18)

TO 05-2227 ▪EXI━━━EXI●━━━EXI●━━━EXI●━━━EXI━━━(S)●EXI━━━EXI TO 05-1975

(1 / 4 \ 12) EXISTING

(1 / 4 \ 12) EXISTING

(1 / 4 \ 12) EXISTING

(2 / 4 \ 12) EXISTING
(1 / 6 \ 6) ✱
54

(3 / 4 \ 12) EXISTING
(1 / 6 \ 6) ✱

┌─────────────────────┐
│ SPLICE DROP CABLE IN │
│ EXISTING AERIAL SPLICE│
│ ENCLOSURE   │
└─────────────────────┘

(1 / 4 \ 12) EXISTING
(1 / 6 \ 6) ✱
(19)

┌─────────────────────┐
│ RESEAL RISER USING   │
│ HEAT SHRINK TUBING   │
│ RETROFIT KIT   │
└─────────────────────┘

✱ DROP CABLE ASSEMBLY (PRE-ASSEMBLED)

STRICKLAND RD. @ HARVEST OAKS DR. SIN 05-0043

PRE-TERMINATED PATCH PANEL

E 10/100 TO CONTROLLER 05-0043

CONTROLLER CABINET

1
2
3
4
5 ST/PC
6

TX 1
RX 1
TX 2
RX 2

ETHERNET EDGE SWITCH

LC/PC

DROP CABLE ASSEMBLY

FIBER-OPTIC JUMPERS LC/PC-ST/PC
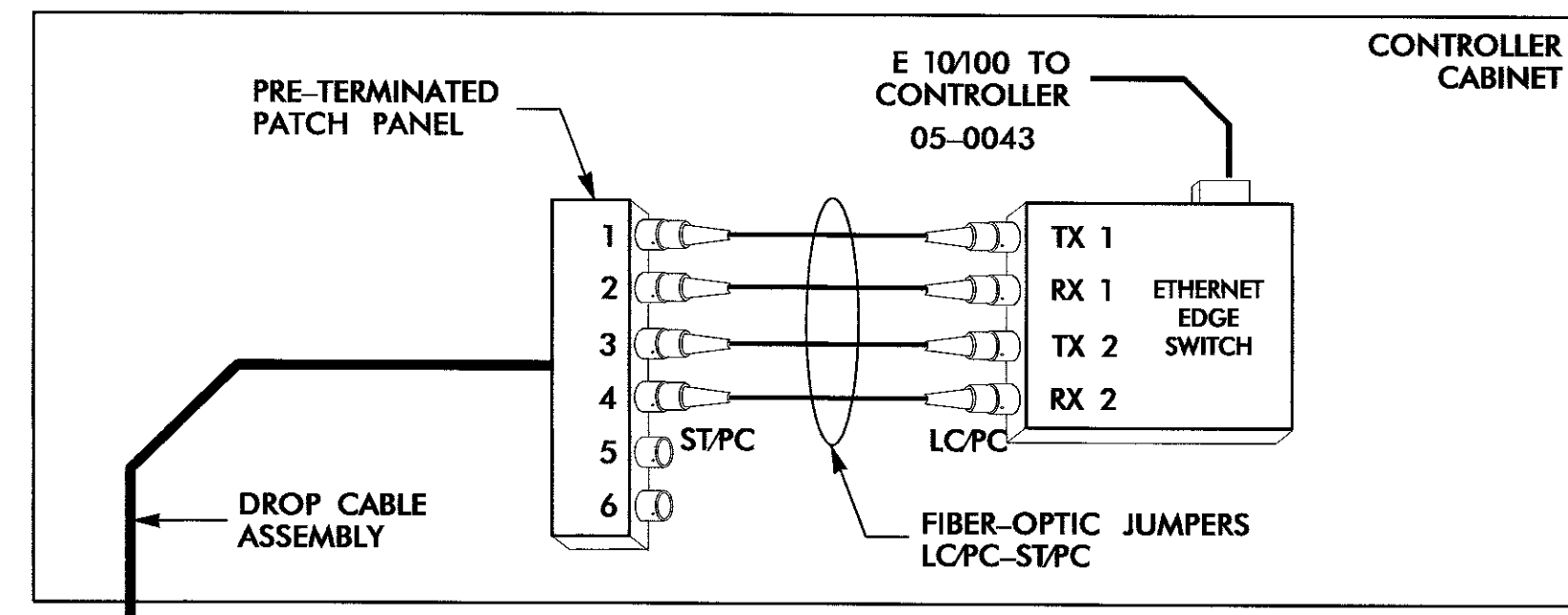
NOTES:
1) ETHERNET EDGE SWITCH TO BE PROVIDED BY THE CITY OF RALEIGH. CONTACT JED NIFFENEGGER, SENIOR TRANSPORTATION ENGINEER, AT 919-996-4039 TO OBTAIN EDGE SWITCH. PROVIDE 5 WORKING DAYS NOTICE.
2) THE CITY OF RALEIGH WILL PROVIDE THE PROJECT IP ADDRESS, DEFAULT GATEWAY, SUBNET MASK, AND VLAN ID's FOR PROGRAMMING THE ETHERNET SWITCH.

NEW

EXISTING SPLICE ENCLOSURE NEAR STRICKLAND RD. @ HARVEST OAKS DR.

1 2 3 4 5 6

C C

EXISTING

TO 05-2227 LEAD MINE RD. @ STRICKLAND RD.

12 FIBERS

BLUE BUFFER TUBE

EXPRESS FIBERS 3 - 12 STRAIGHT THROUGH

BLUE BUFFER TUBE

EXISTING

TO 05-1975 STRICKLAND @ CHAR-GRILL

12 FIBERS

C
C
C
C
C
C
C
C

BLUE BUFFER TUBE

EXISTING

TO 05-2167 HARVEST OAKS DR. @ LEAD MINE RD.

12 FIBERS

W-5205F
SR 1829 (Strickland Road)
at Harvest Oaks Drive

NOT TO SCALE

PROPOSED STRAIGHT ARROWS
AND STRAIGHT/RIGHT ARROWS ADJACENT
TO EXISTING LEFT TURN ARROWS

PROPOSED 24" x 120 MIL
WHITE THERMOPLASTIC
STOP BARS

SR 1829
(Strickland Road)

Harvest Oaks Drive

PROPOSED 8" X 120 MIL WHITE
THERMOPLASTIC MARKINGS
PEDESTRIAN CROSSWALKS

PROPOSED 4" X 120 MIL
WHITE AND YELLOW
THERMOPLASTIC MARKINGS
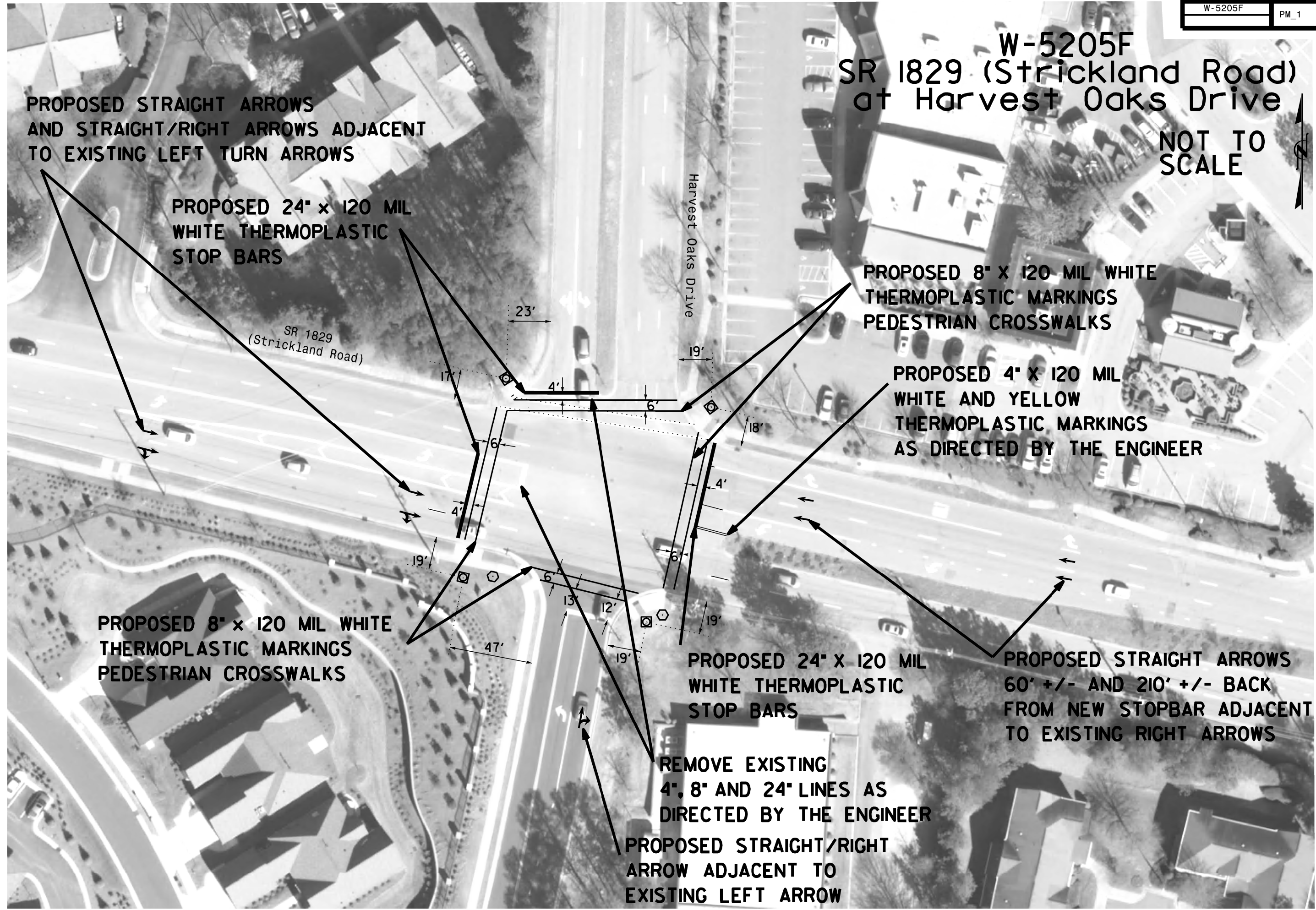AS DIRECTED BY THE ENGINEER

23'

19'

17'

4'

6'

18'

6'

4'

PROPOSED 8" X 120 MIL WHITE
THERMOPLASTIC MARKINGS
PEDESTRIAN CROSSWALKS

19'

6'

13'

12'

6'

19'

19'

47'

PROPOSED 24" X 120 MIL
WHITE THERMOPLASTIC
STOP BARS

PROPOSED STRAIGHT ARROWS
60' +/- AND 210' +/- BACK
FROM NEW STOPBAR ADJACENT
TO EXISTING RIGHT ARROWS

REMOVE EXISTING
4", 8" AND 24" LINES AS
DIRECTED BY THE ENGINEER

PROPOSED STRAIGHT/RIGHT
ARROW ADJACENT TO
EXISTING LEFT ARROW

W-5205F
SR 1829 (Strickland Road)
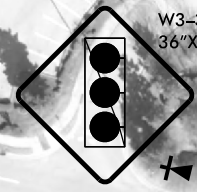at Harvest Oaks Drive

NOT TO SCALE

36" Signal Ahead Sign
400'+/- Back from
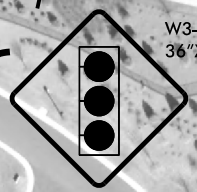Intersection or as
Directed by the Engineer

W3-3
36"X36"

Harvest Oaks Drive

STOP

36" Signal Ahead Sign
400'+/- Back from Intersection
or as Directed by the Engineer

36" Signal Ahead Sign
400'+/- Back from
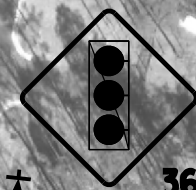Intersection or as
Directed by the Engineer

W3-3
36"X36"

W3-3
36"X36"

STOP

SR 1829 (Strickland Road)

36" Signal Ahead Sign
400'+/- Back from Intersection
or as Directed by the Engineer

W3-3
36"X36"

Existing Sign System to be
Removed and Disposed
of by Contractor