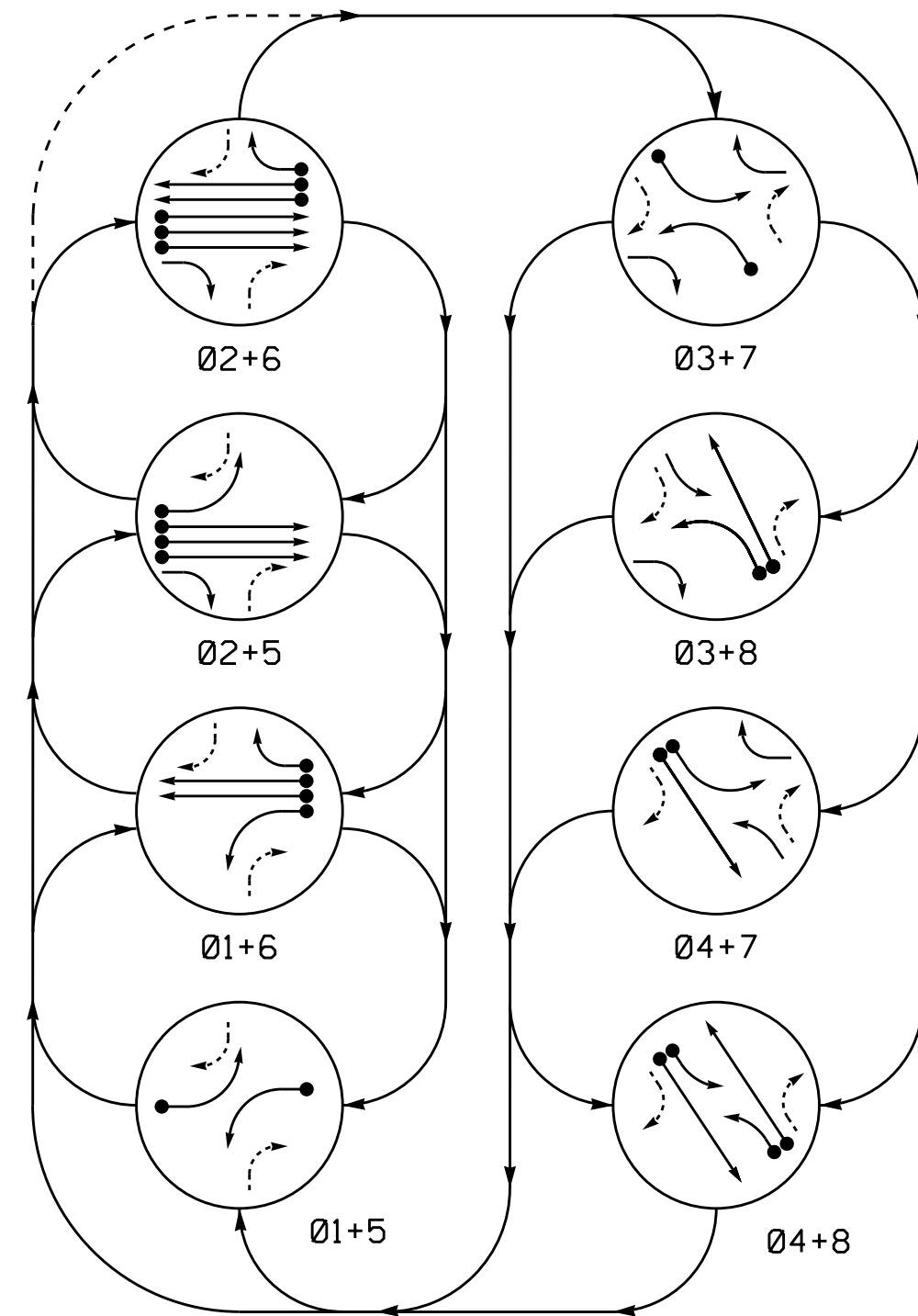
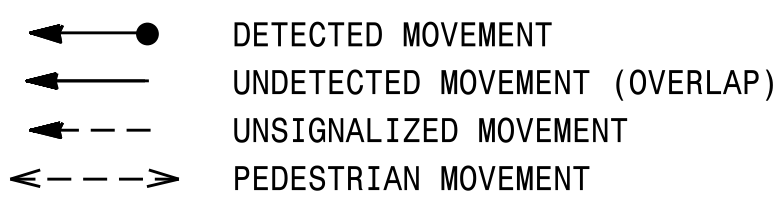


PHASING DIAGRAM

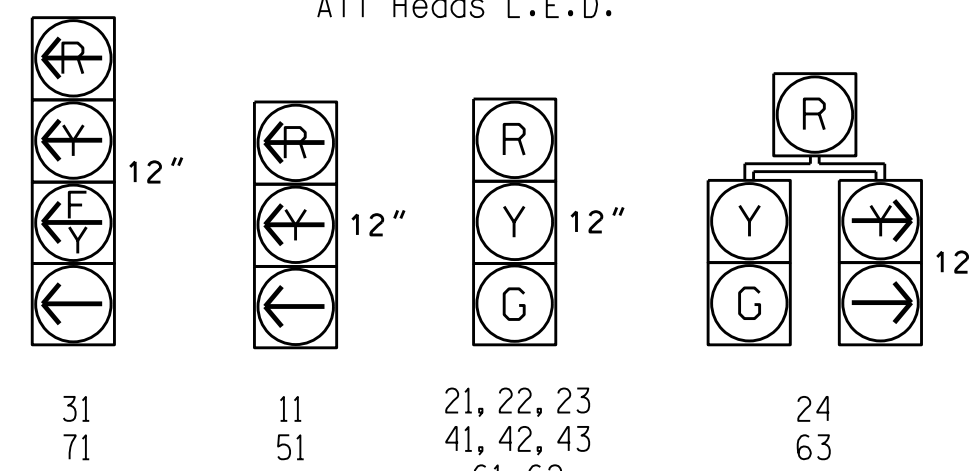


PHASING DIAGRAM DETECTION LEGEND



SIGNAL FACE	PHASE							
	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8
11	—	—	—	—	—	—	—	—
21, 22, 23	R	R	G	G	R	R	R	Y
24	R	R	G	G	R	R	R	Y
31	—	—	—	—	—	—	—	—
41, 42, 43	R	R	R	R	R	R	G	G
51	—	—	—	—	—	—	—	—
61, 62	R	G	R	G	R	R	R	Y
63	R	G	R	G	R	R	R	Y
71	—	—	—	—	—	—	—	—
81, 82, 83	R	R	R	R	G	R	G	R

SIGNAL FACE I.D.



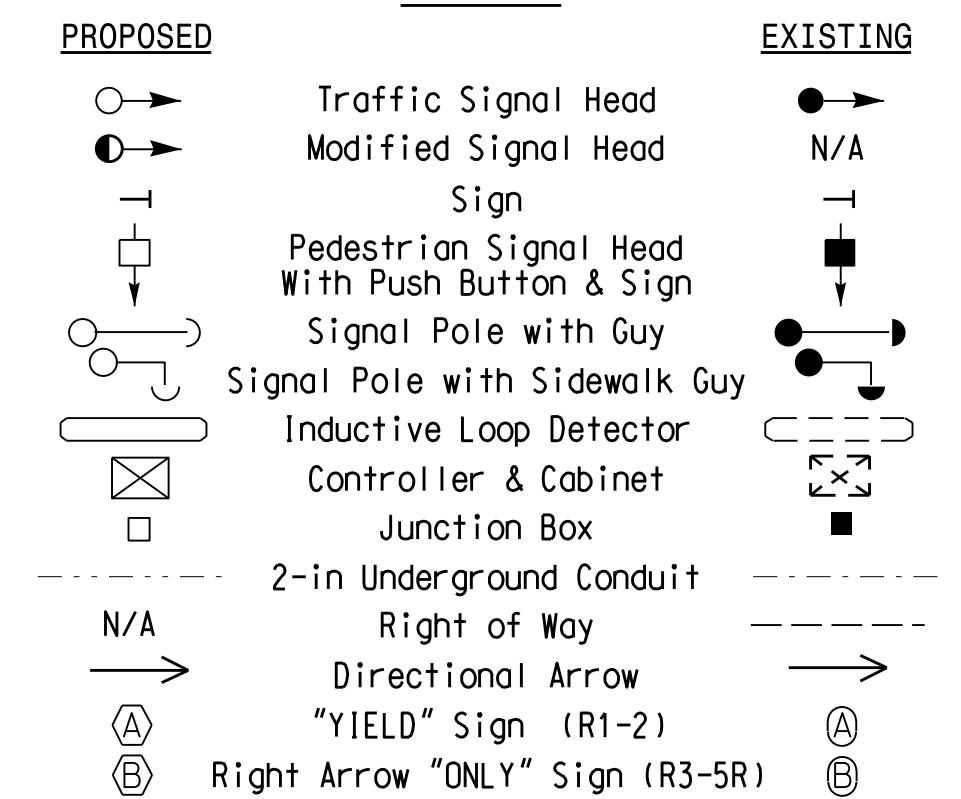
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING									
				PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD			
1A	6X60	0	2-4-2	-	1	Y	Y	-	-	-	-	Y	
2A, 2B	6X6	405	EXIST	-	2	Y	Y	-	-	-	-	Y	
2C, 2D, 2E	6X6	110	EXIST	-	DISCONNECT							-	-
3A	6X40	+2	2-4-2	-	3	Y	Y	-	-	10	-	Y	
4A	6X40	+2	2-4-2	-	4	Y	Y	-	-	-	-	Y	
5A	6X60	0	2-4-2	-	5	Y	Y	-	-	-	-	Y	
6A, 6B, 6C	6X6	405	EXIST	-	6	Y	Y	-	-	-	-	Y	
6D, 6E, 6F	6X6	110	EXIST	-	DISCONNECT							-	-
7A	6X40	+2	2-4-2	-	7	Y	Y	-	-	10	-	Y	
8A	6X40	+2	2-4-2	-	8	Y	Y	-	-	3	-	Y	
S1	6X6	+265	EXIST	-	-	-	-	-	-	-	-	Y	
S2	6X6	+265	EXIST	-	-	-	-	-	-	-	-	Y	

8 Phase Fully Actuated (High Point Signal System)

NOTES

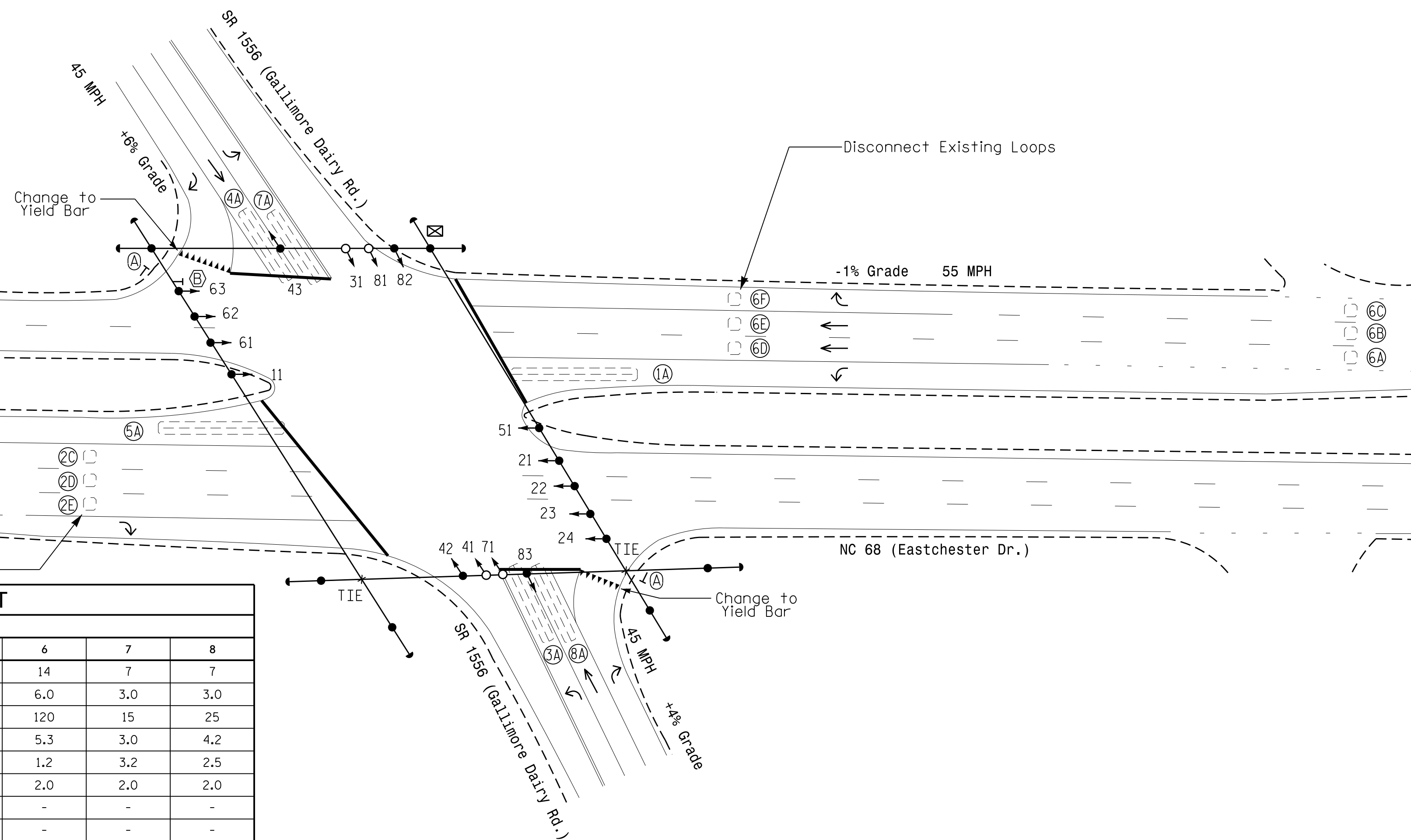
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Phase 3 and/or phase 7 may be lagged.
- Reposition existing signal heads numbered 42 and 82.
- Disconnect existing loops 2C, 2D, 2E, 6D, 6E, and 6F.
- Set all detector units to presence mode.
- In the event of loop replacement, refer to the current ITS and Signals Design Manual and submit a Plan of Record to the Signal Design Section.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Pavement markings are existing unless otherwise shown.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

LEGEND



FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green 1 *	7	14	7	7	7	14	7	7
Extension 1 *	1.0	6.0	3.0	3.0	1.0	6.0	3.0	3.0
Max Green 1 *	15	120	15	25	15	120	15	25
Yellow Clearance	3.0	4.7	3.0	4.2	3.0	5.3	3.0	4.2
Red Clearance	3.1	1.1	3.5	2.5	2.8	1.2	3.2	2.5
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-	-	-
Seconds Per Actuation *	-	1.5	-	-	-	1.5	-	-
Max Variable Initial *	-	45	-	-	-	45	-	-
Time Before Reduction *	-	15	-	-	-	15	-	-
Time To Reduce *	-	30	-	-	-	30	-	-
Minimum Gap	-	3.4	-	-	-	3.4	-	-
Recall Mode **	-	SOFT RECALL	-	-	-	SOFT RECALL	-	-
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW	-	-
Dual Entry	-	-	-	ON	ON	-	-	ON
Simultaneous Gap	ON	ON	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.
 ** May be changed to Min Recall by Time of Day at discretion of City Traffic Engineer.



Signal Upgrade

	Prepared In the Offices of: TRANSPORTATION MOBILITY AND SAFETY DIVISION NORTH CAROLINA DEPARTMENT OF TRANSPORTATION SIGNAL DESIGN SECTION 750 N. Greenfield Pkwy, Garner, NC 27529		NC 68 (Eastchester Dr.) at SR 1556 (Gallimore Dairy Rd.) Division 7 Guilford County High Point		SEAL
	PLAN DATE: June 2014 PREPARED BY: L. Blount	PREPARED BY: R.N. Zinser REVIEWED BY:	REVISIONS	INIT. DATE	

13-APR-2015 15:58 S:\MT\5558\ITS_Signal\Signal Design\Section\Central_Regional\iv_fnc-5558_High Point\Signal Plans\07-1438-071438-01.dgn, 20150413.dgn
 RZ:terbo