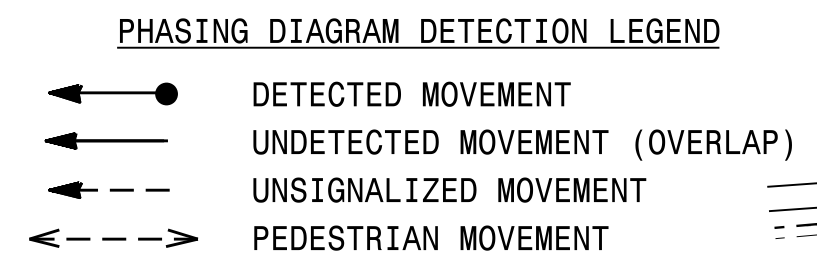
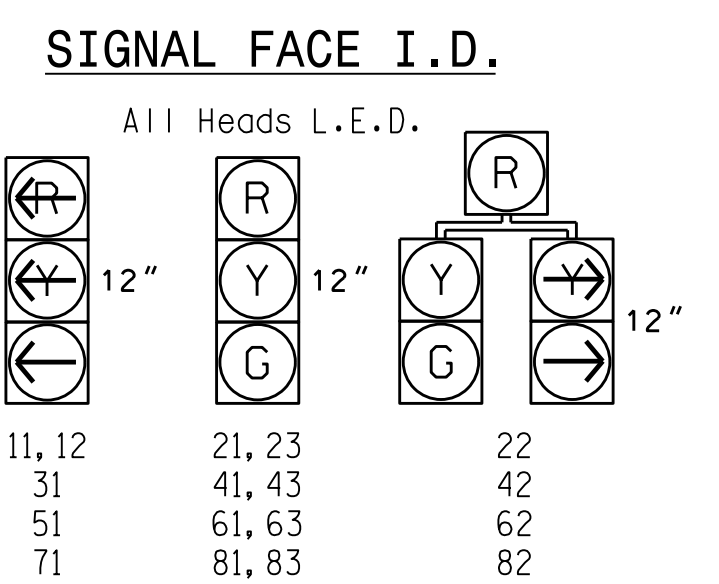


SIGNAL FACE	PHASE							
	01+5	02+5	03+5	04+5	01+6	02+6	03+6	04+6
11, 12	←	←	←	←	←	←	←	←
21, 23	R	R	G	G	R	R	R	Y
22	R	R	G	G	R	R	R	Y
31	←	←	←	←	←	←	←	←
41, 43	R	R	R	R	R	R	G	G
42	R	R	R	R	R	R	G	G
51	←	←	←	←	←	←	←	←
61, 63	R	G	R	G	R	R	R	Y
62	R	G	R	G	R	R	R	Y
71	←	←	←	←	←	←	←	←
81, 83	R	R	R	R	R	R	G	G
82	R	R	R	R	R	R	G	G

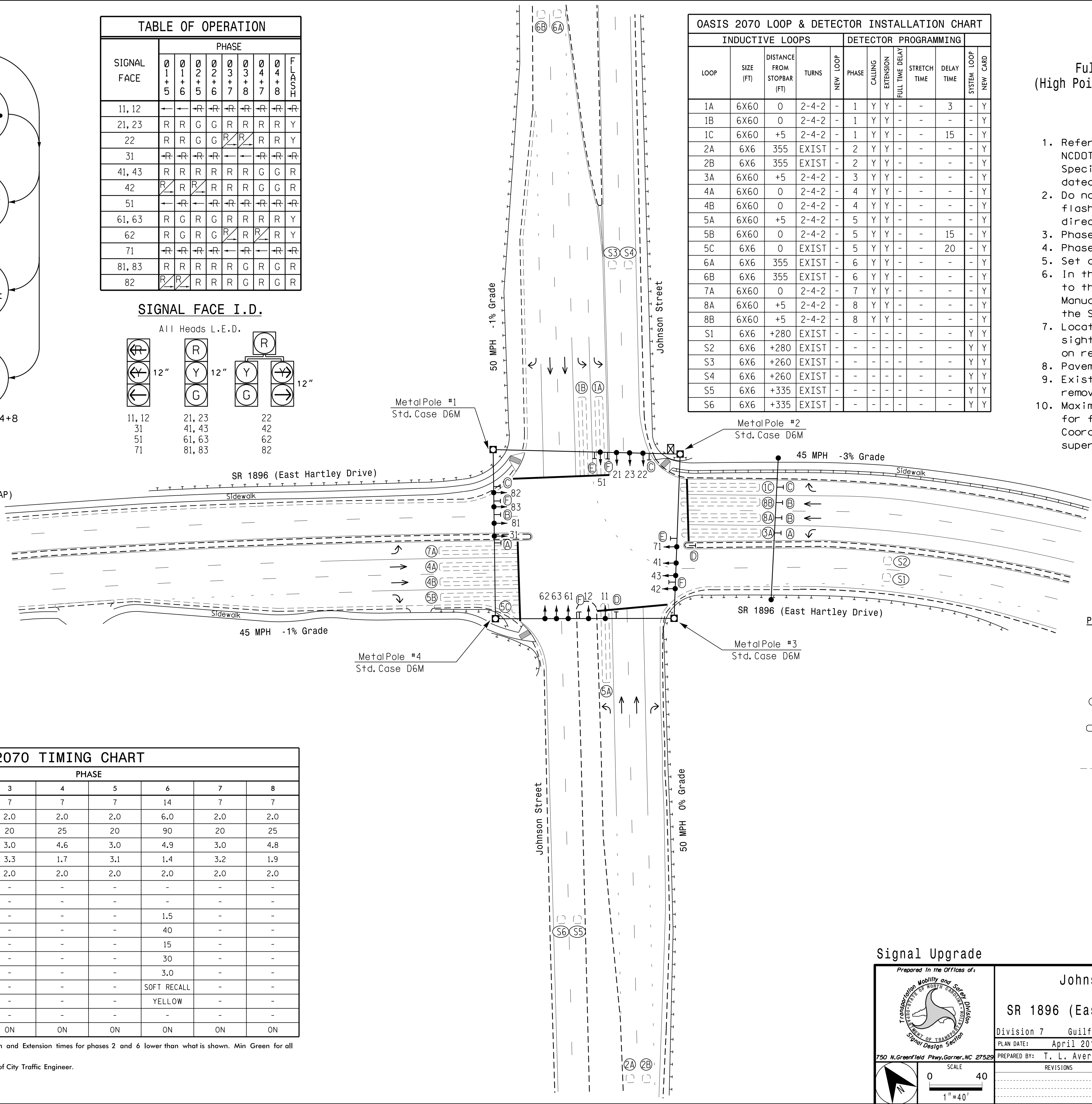


LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING						
					PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	
1A	6X60	0	2-4-2	-	1	Y	Y	-	3	-	Y
1B	6X60	0	2-4-2	-	1	Y	Y	-	-	-	Y
1C	6X60	+5	2-4-2	-	1	Y	Y	-	15	-	Y
2A	6X6	355	EXIST	-	2	Y	Y	-	-	-	Y
2B	6X6	355	EXIST	-	2	Y	Y	-	-	-	Y
3A	6X60	+5	2-4-2	-	3	Y	Y	-	-	-	Y
4A	6X60	0	2-4-2	-	4	Y	Y	-	-	-	Y
4B	6X60	0	2-4-2	-	4	Y	Y	-	-	-	Y
5A	6X60	+5	2-4-2	-	5	Y	Y	-	-	-	Y
5B	6X60	0	2-4-2	-	5	Y	Y	-	15	-	Y
5C	6X6	0	EXIST	-	5	Y	Y	-	20	-	Y
6A	6X6	355	EXIST	-	6	Y	Y	-	-	-	Y
6B	6X6	355	EXIST	-	6	Y	Y	-	-	-	Y
7A	6X60	0	2-4-2	-	7	Y	Y	-	-	-	Y
8A	6X60	+5	2-4-2	-	8	Y	Y	-	-	-	Y
8B	6X60	+5	2-4-2	-	8	Y	Y	-	-	-	Y
S1	6X6	+280	EXIST	-	-	-	-	-	-	-	Y
S2	6X6	+280	EXIST	-	-	-	-	-	-	-	Y
S3	6X6	+260	EXIST	-	-	-	-	-	-	-	Y
S4	6X6	+260	EXIST	-	-	-	-	-	-	-	Y
S5	6X6	+335	EXIST	-	-	-	-	-	-	-	Y
S6	6X6	+335	EXIST	-	-	-	-	-	-	-	Y

8 Phase Fully Actuated (High Point Signal System)

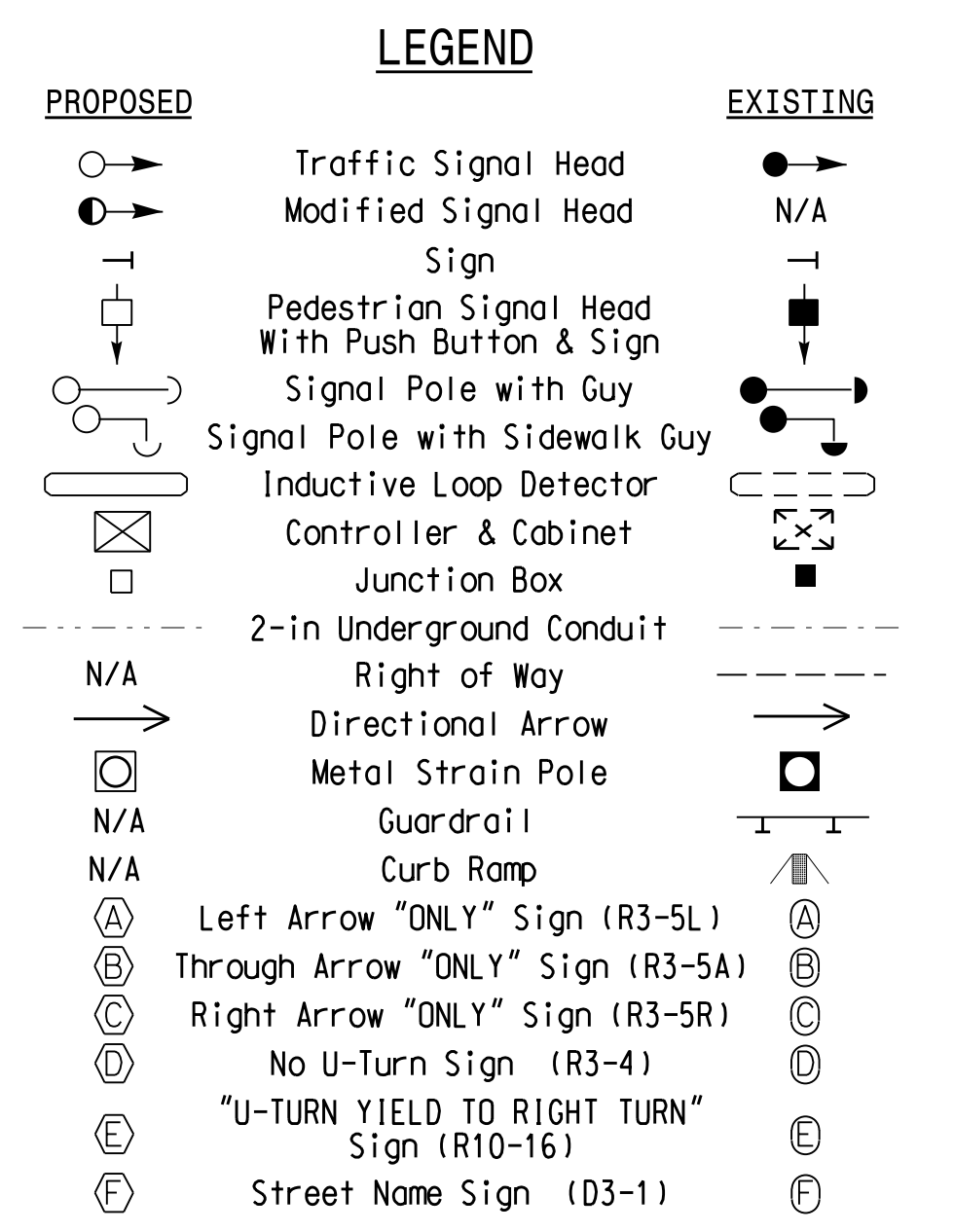
NOTES

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. Phase 1 and/or phase 5 may be lagged.
4. Phase 3 and/or phase 7 may be lagged.
5. Set all detector units to presence mode.
6. 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.
7. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
8. Pavement markings are existing.
9. Existing lane control signs may be removed at the direction of the Engineer.
10. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green 1 *	7	14	7	7	7	14	7	7
Extension 1 *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max Green 1 *	20	90	20	25	20	90	20	25
Yellow Clearance	3.0	4.8	3.0	4.6	3.0	4.9	3.0	4.8
Red Clearance	3.3	1.4	3.3	1.7	3.1	1.4	3.2	1.9
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 *	-	40	-	-	-	40	-	-
Time Before Reduction *	-	15	-	-	-	15	-	-
Time To Reduce *	-	30	-	-	-	30	-	-
Minimum Gap	-	3.0	-	-	-	3.0	-	-
Recall Mode **	-	SOFT RECALL	-	-	-	SOFT RECALL	-	-
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW	-	-
Dual Entry	-	-	-	-	-	-	-	-
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 SOLUTIONS, INC.  
 MEMBER OF TRANSPORTATION SIGNAL DESIGN SECTION

750 N. Greenfield Pkwy, Garner, NC 27529

0 SCALE 40  
1"=40'

Johnson Street at SR 1896 (East Hartley Drive)

Division 7 Guilford County High Point

PLAN DATE: April 2014 REVIEWED BY:  
 PREPARED BY: T. L. Averette REVIEWED BY:

REVISIONS INIT. DATE

SEAL  
 NORTH CAROLINA PROFESSIONAL ENGINEER  
 SEAL 026486  
 ROBERT J. ZIEMBA  
 3/31/2015 DATE

SIG. INVENTORY NO. 07-1744

31-MAR-2015 11:42  
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