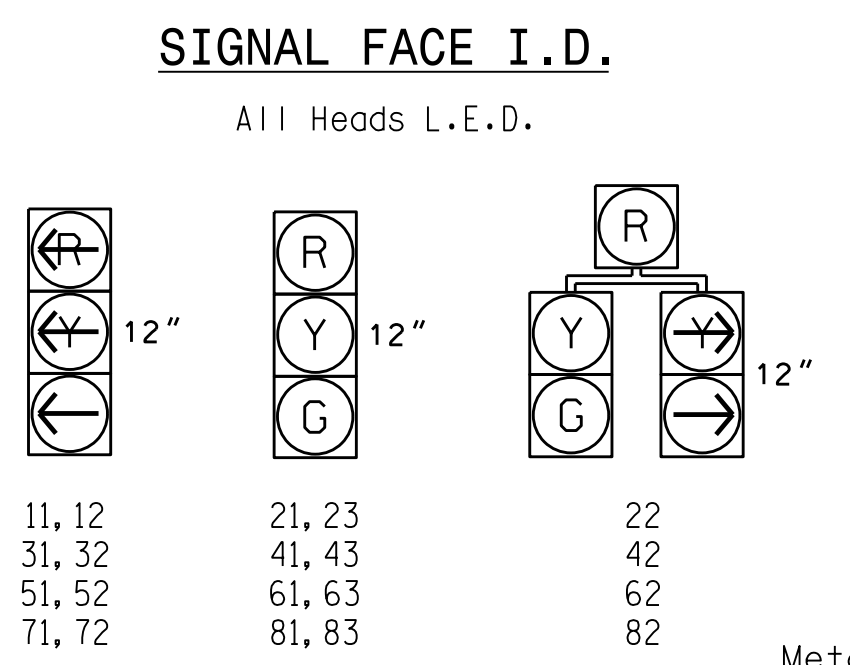


SIGNAL FACE	PHASE								FLASH	
	01+5	02+6	03+7	04+8	01+5	02+6	03+7	04+8		
11, 12	---	---	---	---	---	---	---	---	---	---
21, 23	R	R	G	G	R	R	R	R	Y	
22	R	R	G	G	R	R	R	R	Y	
31, 32	---	---	---	---	---	---	---	---	---	---
41, 43	R	R	R	R	R	R	R	G	G	R
42	R	R	R	R	R	R	R	G	G	R
51, 52	---	---	---	---	---	---	---	---	---	---
61, 63	R	G	R	G	R	R	R	R	Y	
62	R	G	R	G	R	R	R	R	Y	
71, 72	---	---	---	---	---	---	---	---	---	---
81, 83	R	R	R	R	R	R	G	R	G	R
82	R	R	R	R	R	R	G	R	G	R

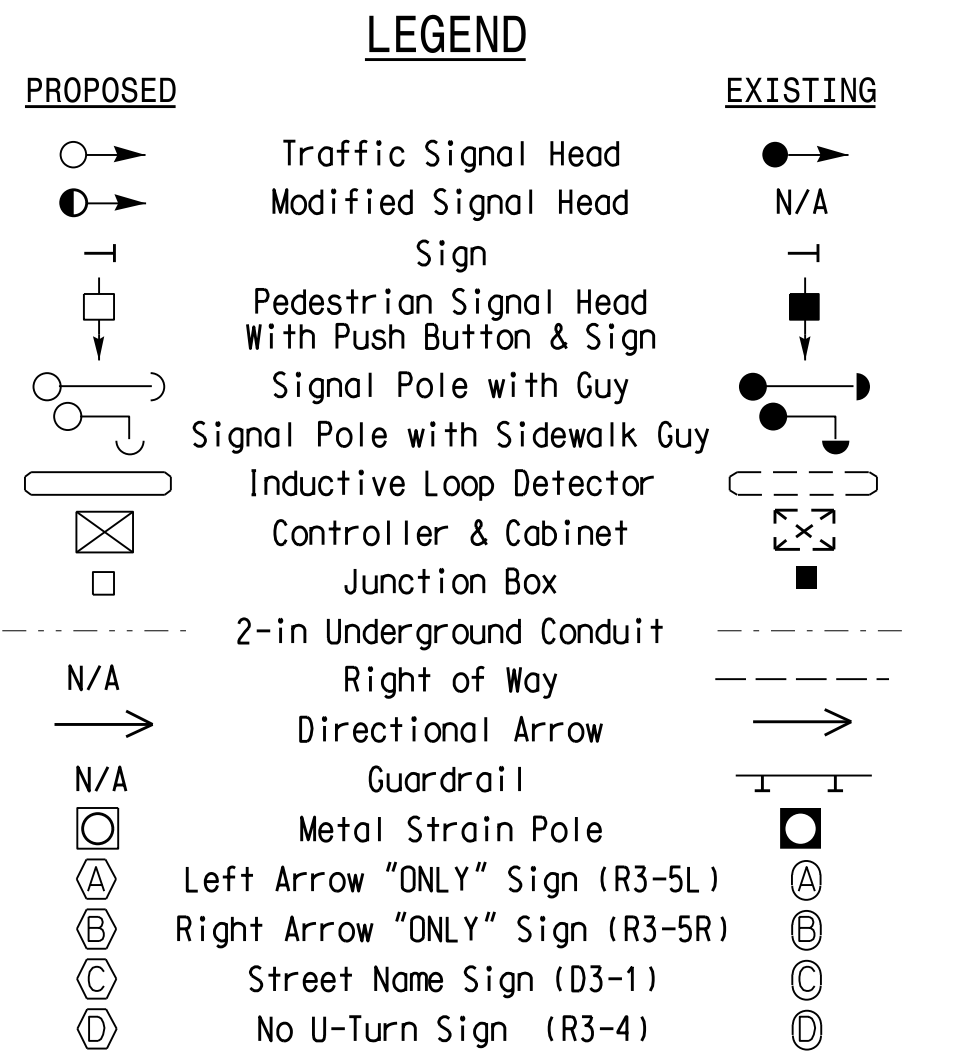
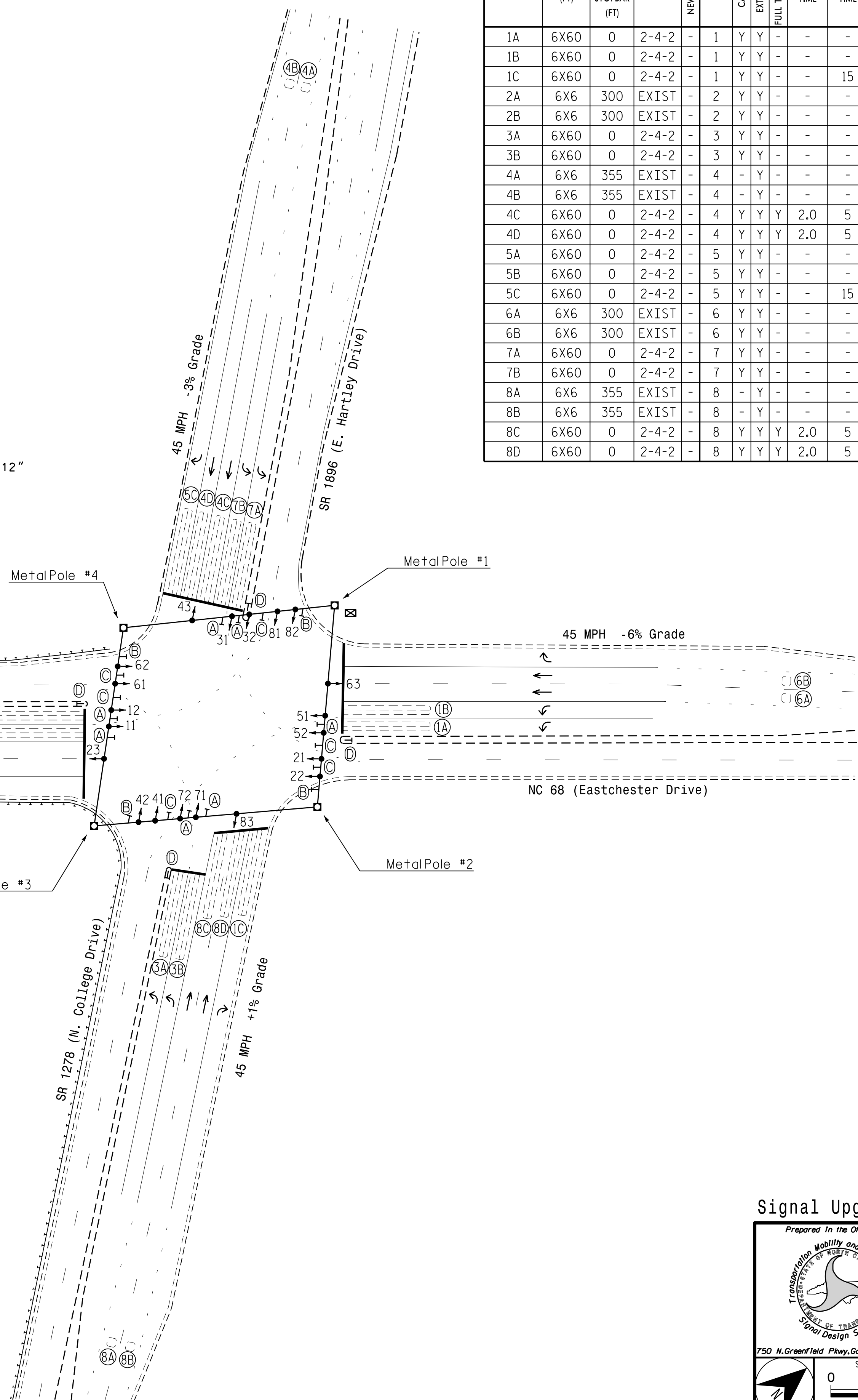


FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green 1 *	7	12	7	7	7	12	7	7
Extension 1 *	1.0	6.0	1.0	7.0	1.0	6.0	1.0	7.0
Max Green 1 *	20	60	20	30	20	60	20	30
Yellow Clearance	3.1	4.6	3.0	4.8	3.0	5.1	3.0	4.4
Red Clearance	3.9	2.2	3.9	2.2	3.9	2.2	3.6	2.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-	-	-
Seconds Per Actuation *	-	1.5	-	-	-	1.5	-	-
Max Variable Initial *	-	34	-	-	-	34	-	-
Time Before Reduction *	-	15	-	0	-	15	-	0
Time To Reduce *	-	30	-	15	-	30	-	15
Minimum Gap	-	3.0	-	3.0	-	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.

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				LOOP SYSTEM	NEW CARD
					PHASE	CALLING	EXTENSION FULL TIME DELAY	STRETCH TIME		
1A	6X60	0	2-4-2	-	1	Y	Y	-	-	Y
1B	6X60	0	2-4-2	-	1	Y	Y	-	-	Y
1C	6X60	0	2-4-2	-	1	Y	Y	-	15	Y
2A	6X6	300	EXIST	-	2	Y	Y	-	-	Y
2B	6X6	300	EXIST	-	2	Y	Y	-	-	Y
3A	6X60	0	2-4-2	-	3	Y	Y	-	-	Y
3B	6X60	0	2-4-2	-	3	Y	Y	-	-	Y
4A	6X6	355	EXIST	-	4	-	Y	-	-	Y
4B	6X6	355	EXIST	-	4	-	Y	-	-	Y
4C	6X60	0	2-4-2	-	4	Y	Y	2.0	5	Y
4D	6X60	0	2-4-2	-	4	Y	Y	2.0	5	Y
5A	6X60	0	2-4-2	-	5	Y	Y	-	-	Y
5B	6X60	0	2-4-2	-	5	Y	Y	-	-	Y
5C	6X60	0	2-4-2	-	5	Y	Y	-	15	Y
6A	6X6	300	EXIST	-	6	Y	Y	-	-	Y
6B	6X6	300	EXIST	-	6	Y	Y	-	-	Y
7A	6X60	0	2-4-2	-	7	Y	Y	-	-	Y
7B	6X60	0	2-4-2	-	7	Y	Y	-	-	Y
8A	6X6	355	EXIST	-	8	-	Y	-	-	Y
8B	6X6	355	EXIST	-	8	-	Y	-	-	Y
8C	6X60	0	2-4-2	-	8	Y	Y	2.0	5	Y
8D	6X60	0	2-4-2	-	8	Y	Y	2.0	5	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.
  - 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.
  - Existing lane control signs (R3-5L and/or R3-5R) may be removed at the direction of the Engineer.
  - Pavement markings are existing.
  - Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



C:\Users\p151\Documents\Signal Design\Section\Central Region\04\iv 74c-5558 High Point\Signal Plans\07-1747-sig.dsn\_20150422.dgn

**Signal Upgrade**

Prepared in the Offices of:

**TRANSPORTATION MOBILITY AND SAFETY**  
 DIVISION OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
 Signal Design Section

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 0 50  
1"=50'

**NC 68 (Eastchester Drive) at SR 1896 (E. Hartley Drive) and SR 1278 (N. College Drive)**  
 High Point  
 Division 7  
 Guilford County

PLAN DATE: May 2014 PREPARED BY: R.N. Zinser  
 REVIEWED BY: T. L. Averette

REVISIONS: \_\_\_\_\_ INIT: \_\_\_\_\_ DATE: \_\_\_\_\_

SEAL

**ROBERT J. ZIMMERMAN**  
 PROFESSIONAL ENGINEER  
 NO. 026486  
 DATE: 4/22/2015

SIG. INVENTORY NO. 07-1747