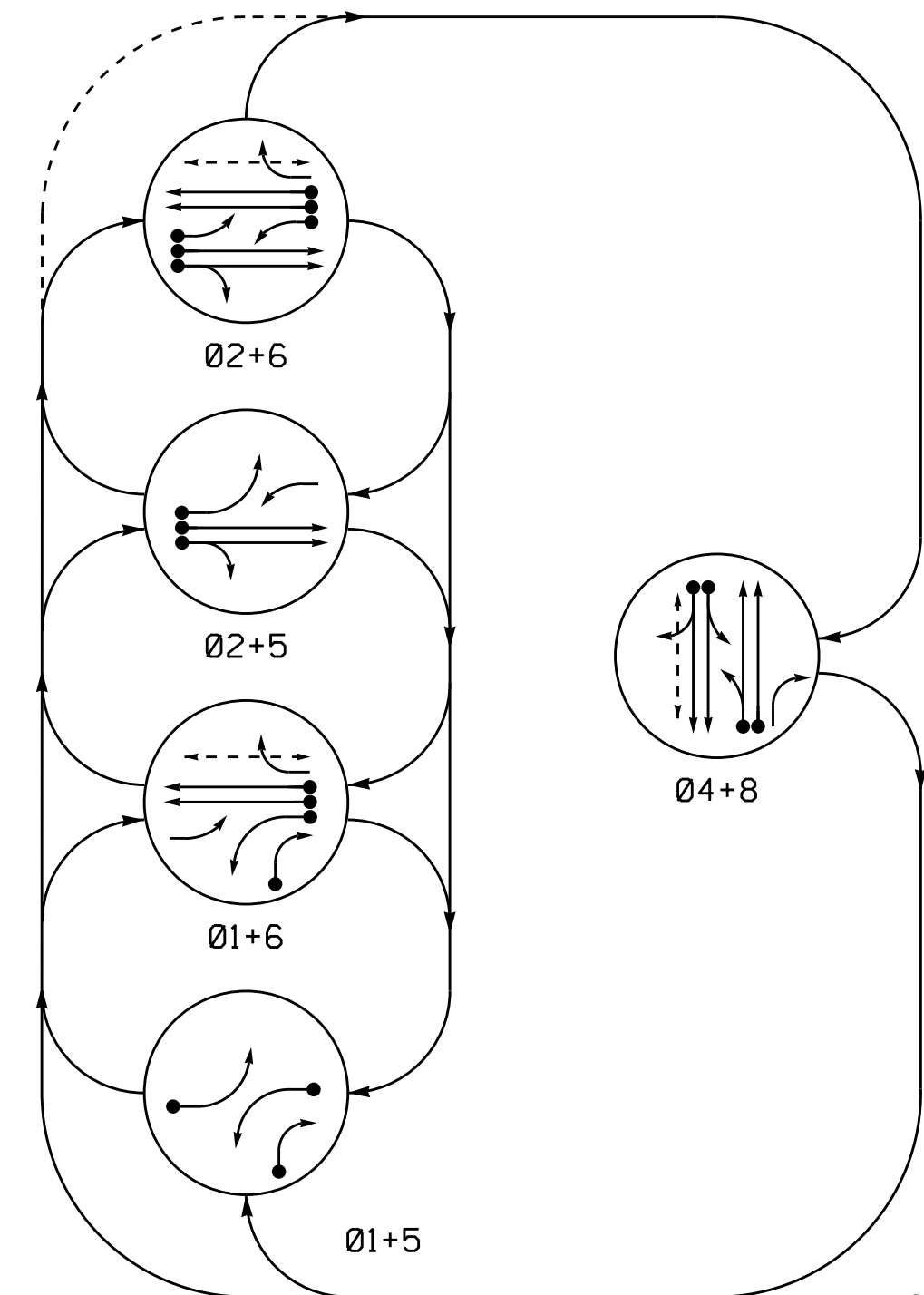


PHASING DIAGRAM



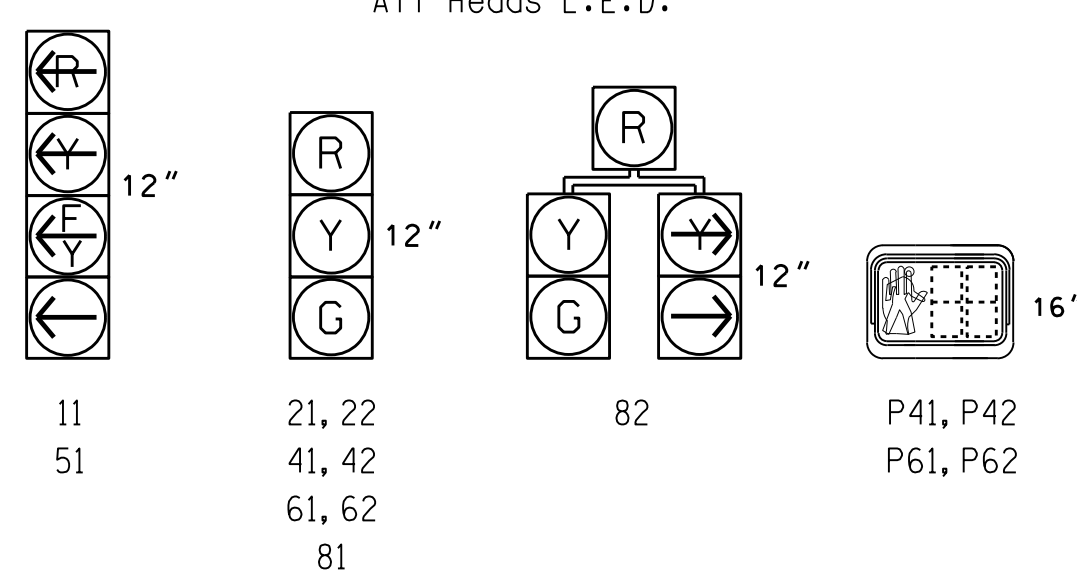
PHASING DIAGRAM DETECTION LEGEND
 ● → DETECTED MOVEMENT
 ○ → UNDETECTED MOVEMENT (OVERLAP)
 - - - UNSIGNALIZED MOVEMENT
 ← → PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE				
	01+5	01+6	02+5	02+6	04+8
11	←	→	←	→	←
21, 22	R	R	G	G	R
41, 42	R	R	R	R	G
51	←	→	←	→	←
61, 62	R	G	R	G	R
81	R	R	R	R	G
82	R	R	R	R	G
P41, P42	DW	DW	DW	DW	W
P61, P62	DW	W	DW	W	DRK

W - Walk
 DW - Don't Walk
 DRK - Dark

SIGNAL FACE	INTERVAL	
	1	2
101, 103	ON	OFF
102, 104	OFF	ON

SIGNAL FACE I.D.



LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING						
					PHASE	CALLING	EXTENSION	STRETCH TIME			
1A	6X60	0	2-4-2	-	1	Y	Y	-	15	-	Y
1B	6X40	0	2-4-2	-	6	Y	Y	-	3	-	Y
2A, 2B	6X6	300	EXIST	-	1	Y	Y	-	10	-	Y
2C, 2D	6X6	90	EXIST	-	DISCONNECT		-	-	-	-	-
4A, 4B	6X60	0	2-4-2	-	4	Y	Y	-	5	-	Y
5A	6X60	0	2-4-2	-	5	Y	Y	-	15	-	Y
6A, 6B	6X6	300	EXIST	-	6	Y	Y	-	-	-	Y
6C, 6D	6X6	90	EXIST	-	DISCONNECT		-	-	-	-	-
8A, 8B	6X60	0	2-4-2	-	8	Y	Y	-	-	-	Y

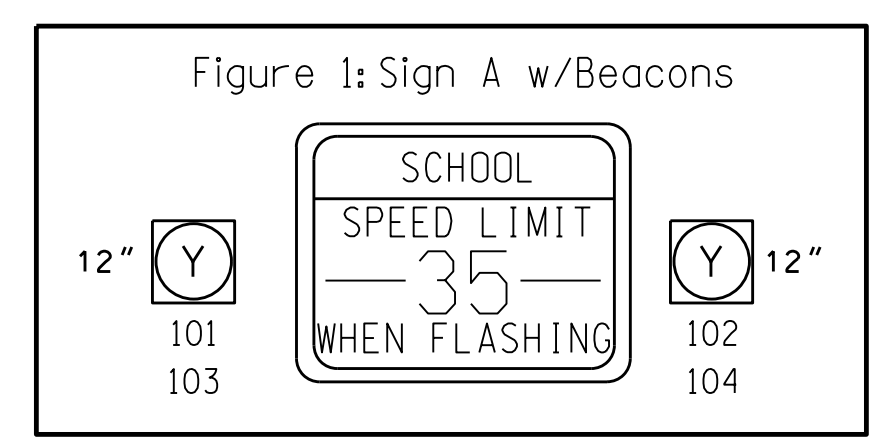
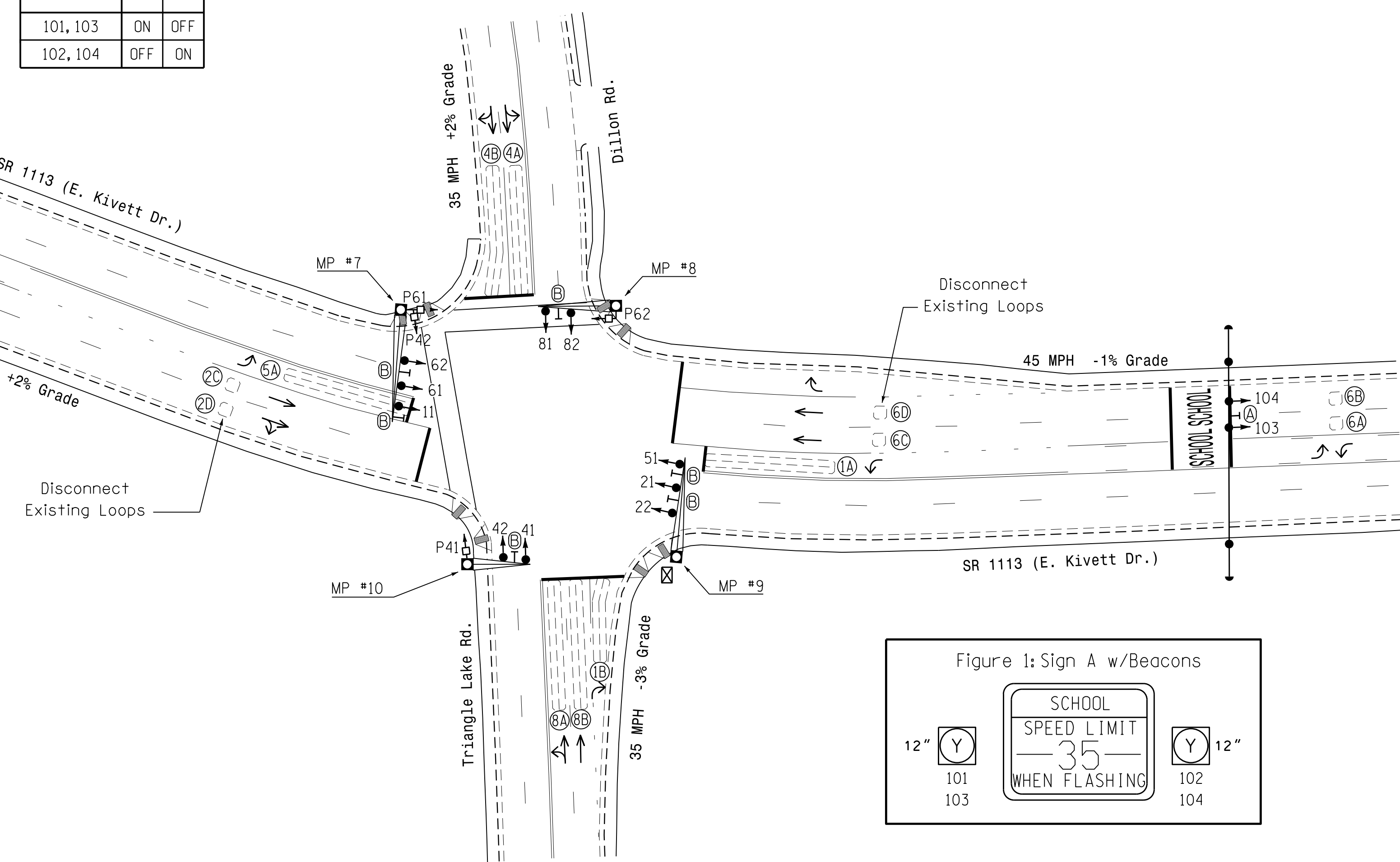
5 Phase Fully Actuated (High Point Signal System)

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.
- Disconnect existing loops 2C, 2D, 6C and 6D.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- Pavement markings are existing.
- The Division Traffic Engineer will determine the hours of use for the school warning beacons.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

FEATURE	PHASE					
	1	2	4	5	6	8
Min Green 1 *	7	12	7	7	12	7
Extension 1 *	1.0	6.0	1.0	1.0	6.0	1.0
Max Green 1 *	15	90	25	15	90	25
Yellow Clearance	3.0	4.6	3.7	3.0	4.6	4.1
Red Clearance	2.9	1.6	2.5	2.6	1.6	2.4
Walk 1 *	-	-	7	-	7	-
Don't Walk 1	-	-	22	-	19	-
Seconds Per Actuation *	-	1.5	-	-	1.5	-
Max Variable Initial *	-	34	-	-	34	-
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	-	-	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.
 ** May be changed to Min Recall by Time of Day at discretion of City Traffic Engineer.



LEGEND	
PROPOSED	EXISTING
○ → Traffic Signal Head	● → N/A
○ → Modified Signal Head	○ → N/A
○ → Sign	○ → N/A
○ → Pedestrian Signal Head With Push Button & Sign	○ → N/A
○ → Signal Pole with Guy	○ → N/A
○ → Signal Pole with Sidewalk Guy	○ → N/A
○ → Inductive Loop Detector	○ → N/A
○ → Controller & Cabinet	○ → N/A
○ → Junction Box	○ → N/A
○ → 2-in Underground Conduit	○ → N/A
○ → Right of Way	○ → N/A
○ → Directional Arrow	○ → N/A
○ → Metal Pole with Mastarm	○ → N/A
○ → Wheelchair Ramp	○ → N/A
○ → "SCHOOL SPEED LIMIT 35 WHEN FLASHING" Sign (S5-1) w/ Beacons (See Figure 1)	○ → N/A
○ → Street Name Sign (D3-1)	○ → N/A

Signal Upgrade

SR 1113 (East Kivett Drive) at Triangle Lake Road and Dillon Road

Division 7 Guilford County High Point

PLAN DATE: September 2014 PREPARED BY: R.N. Zinser

PREPARED BY: Jeff Spence REVIEWED BY:

SEAL

026486

3/18/2015

DATE

SIG. INVENTORY NO. 07-2052

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 40 1"=40'

18-MAR-2015 13:41 S:\MITSU\15\SIGNAL\Signal Design\Section\Central Region\04iv\fac-5558 High Point\SIGNAL Plans\07-2052\072052-81a.dsn_20150318.dgn PZT:erob