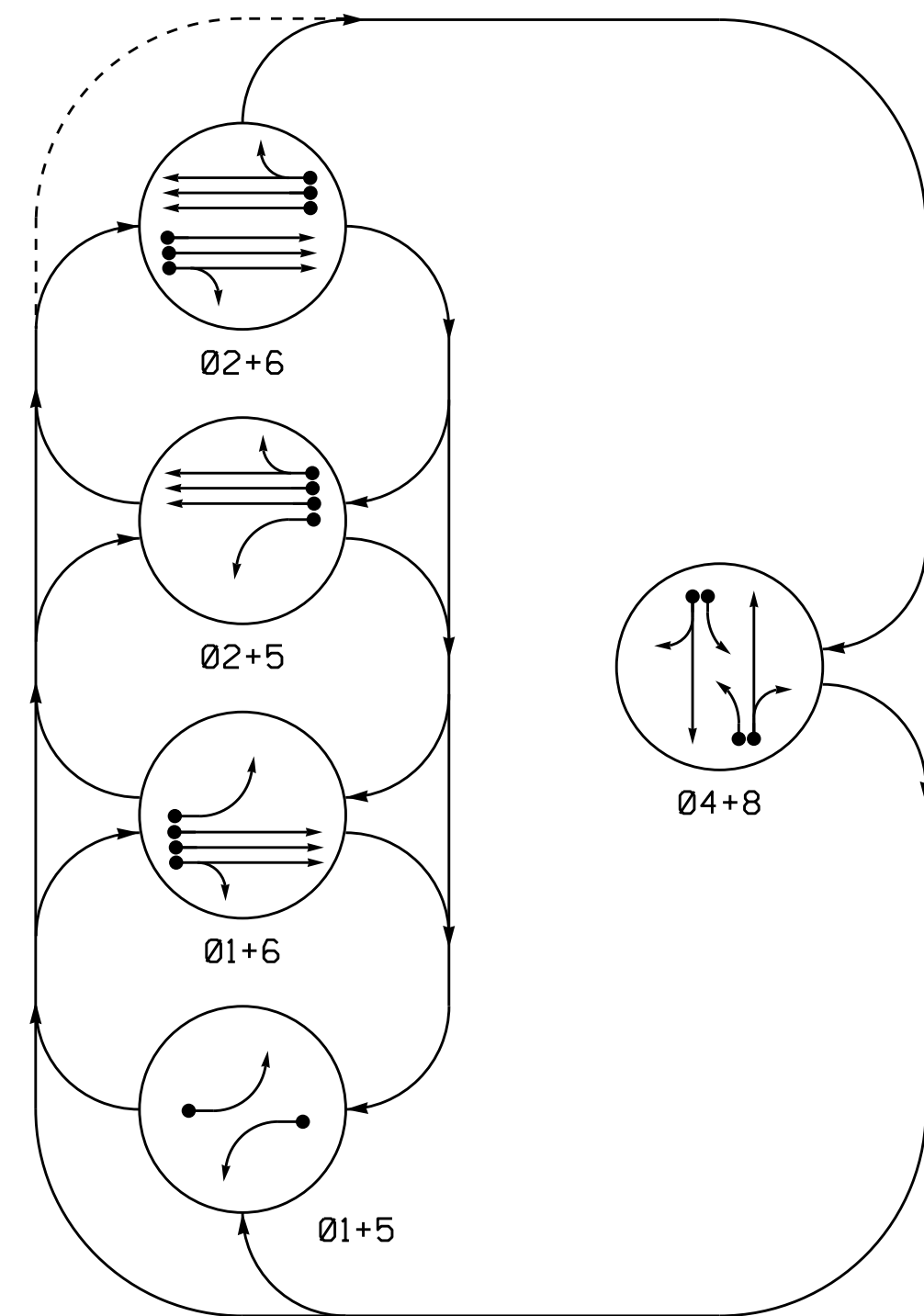


PHASING DIAGRAM

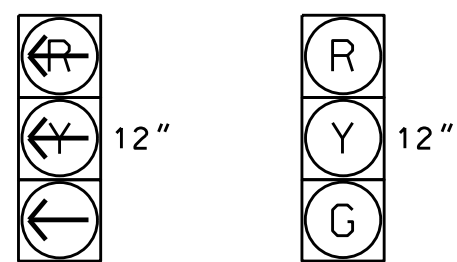


PHASING DIAGRAM DETECTION LEGEND
 ● ← DETECTED MOVEMENT
 ○ ← UNDETECTED MOVEMENT (OVERLAP)
 - - ← UNSIGNALIZED MOVEMENT
 - - - - ← PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	04+8	TRUCK
11	←	←	←	←	←	←
21, 22, 23	R	R	G	G	R	Y
41, 42	R	R	R	R	G	R
51	←	←	←	←	←	←
61, 62, 63	R	G	R	G	R	Y
81, 82	R	R	R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



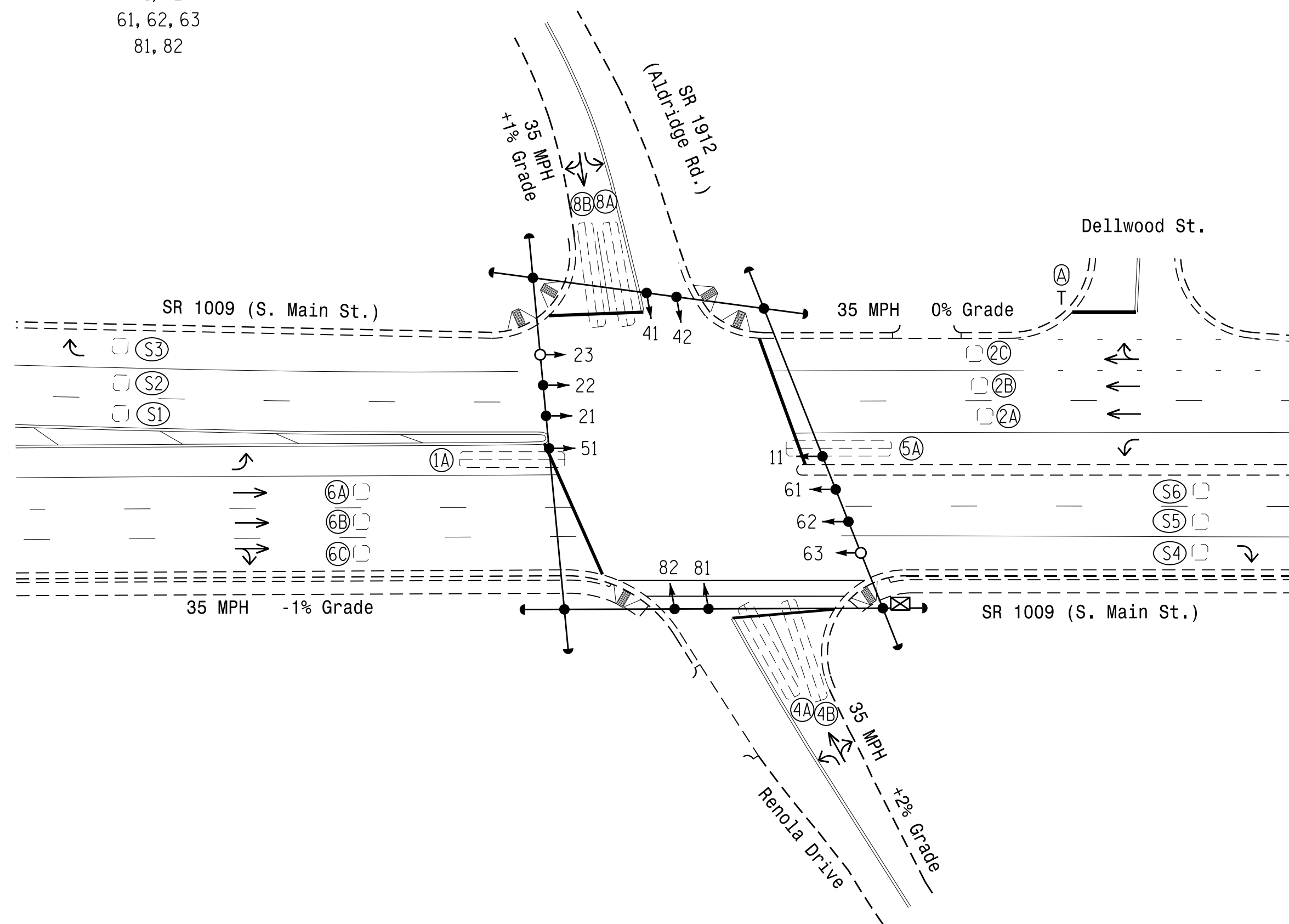
11
51
21, 22, 23
41, 42
61, 62, 63
81, 82

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD	
1A	6X40	+5	2-4-2	-	1	Y	Y	-	-	-	-	Y
2A, 2B, 2C	6X6	70	EXIST	-	2	Y	Y	-	-	-	-	-
4A	6X40	+5	2-4-2	-	4	Y	Y	-	-	3	-	Y
4B	6X40	+5	2-4-2	-	4	Y	Y	-	-	10	-	Y
5A	6X40	+5	2-4-2	-	5	Y	Y	-	-	-	-	Y
6A, 6B, 6C	6X6	70	EXIST	-	6	Y	Y	-	-	-	-	-
8A	6X40	+5	2-4-2	-	8	Y	Y	-	-	3	-	Y
8B	6X40	+5	2-4-2	-	8	Y	Y	-	-	10	-	Y
S1	6X6	+245	EXIST	-	-	-	-	-	-	-	-	Y
S2	6X6	+245	EXIST	-	-	-	-	-	-	-	-	Y
S3	6X6	+245	EXIST	-	-	-	-	-	-	-	-	Y
S4	6X6	+230	EXIST	-	-	-	-	-	-	-	-	Y
S5	6X6	+230	EXIST	-	-	-	-	-	-	-	-	Y
S6	6X6	+230	EXIST	-	-	-	-	-	-	-	-	Y

5 Phase Fully Actuated (High Point Signal System)

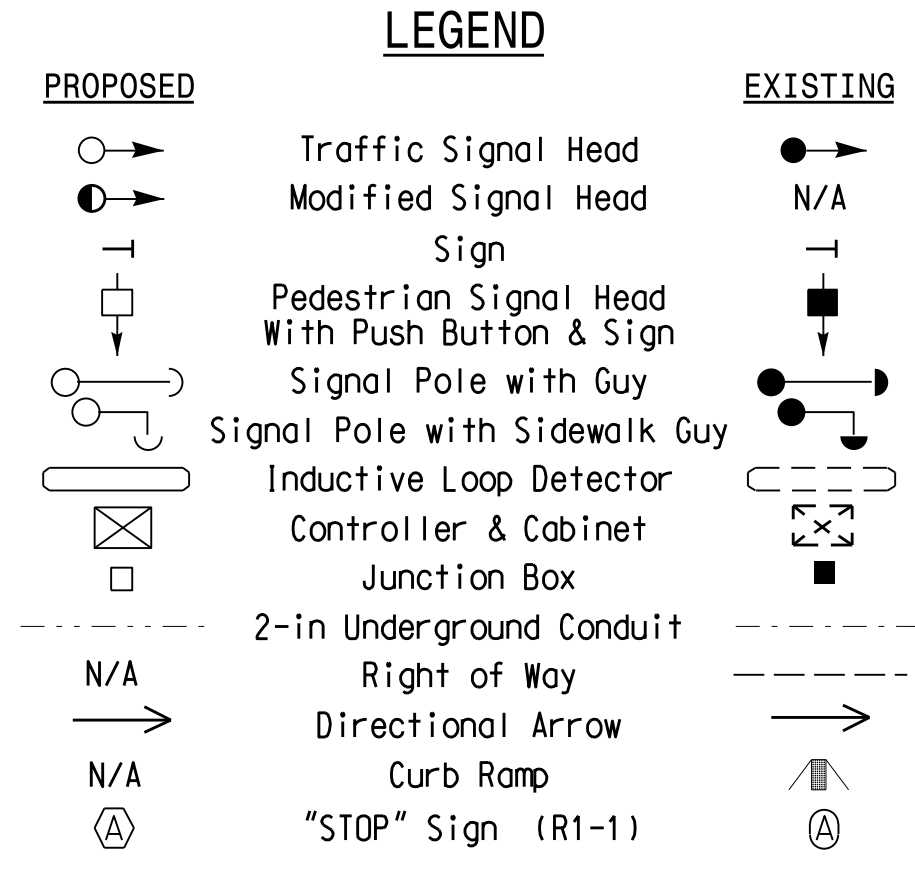
NOTES

- 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.
- Renumber existing phases, loops, and signal heads as shown.
- Reposition signal heads numbered 21, 22, 61 and 62.
- 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.
- The cabinet should be designed to include an Auxiliary Output file for future use.
- Pavement markings are existing.
- 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	10	7	7	10	7
Extension 1 *	2.0	3.0	2.0	2.0	3.0	2.0
Max Green 1 *	15	60	25	15	60	25
Yellow Clearance	3.0	3.8	3.7	3.0	3.9	3.8
Red Clearance	2.3	1.4	2.5	2.3	1.5	2.2
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-
Seconds Per Actuation *	-	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-
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.



Signal Upgrade

SR 1009 (S. Main St.)
at
SR 1912 (Aldridge Rd.)
and Renola Dr.

Division 8 Randolph County Archdale

PLAN DATE: April 2014 REVIEWED BY: R.N. Zinser

PREPARED BY: R.N. Zinser REVIEWED BY:

SCALE: 1" = 40'

DATE: 3/26/2015

SIG. INVENTORY NO. 08-0646

SEAL

ROBERT J. ZINSER
PROFESSIONAL ENGINEER
026486

06-MAR-2015 16:39
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