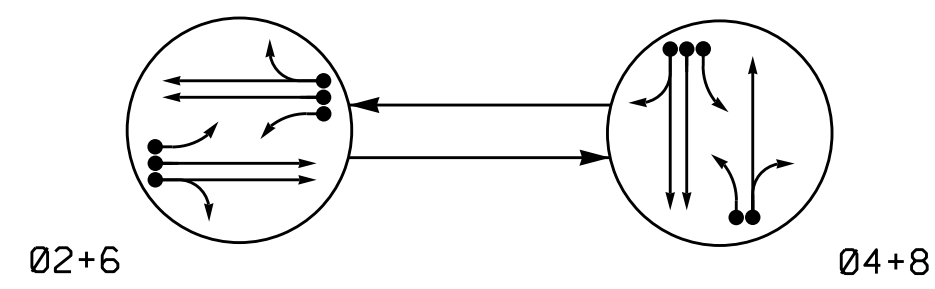


PHASING DIAGRAM

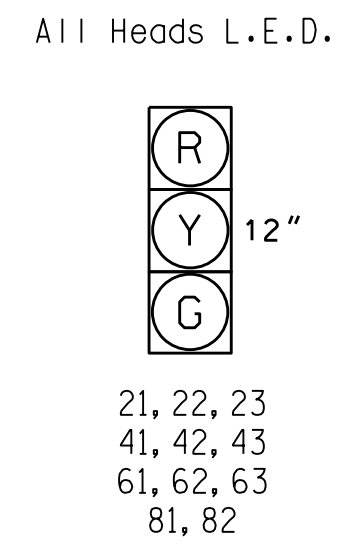


PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- ← UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE		
	Ø2+6	Ø4+8	F L EIGHT
21, 22, 23	G	R	Y
41, 42, 43	R	G	R
61, 62, 63	G	R	Y
81, 82	R	G	R

SIGNAL FACE I.D.

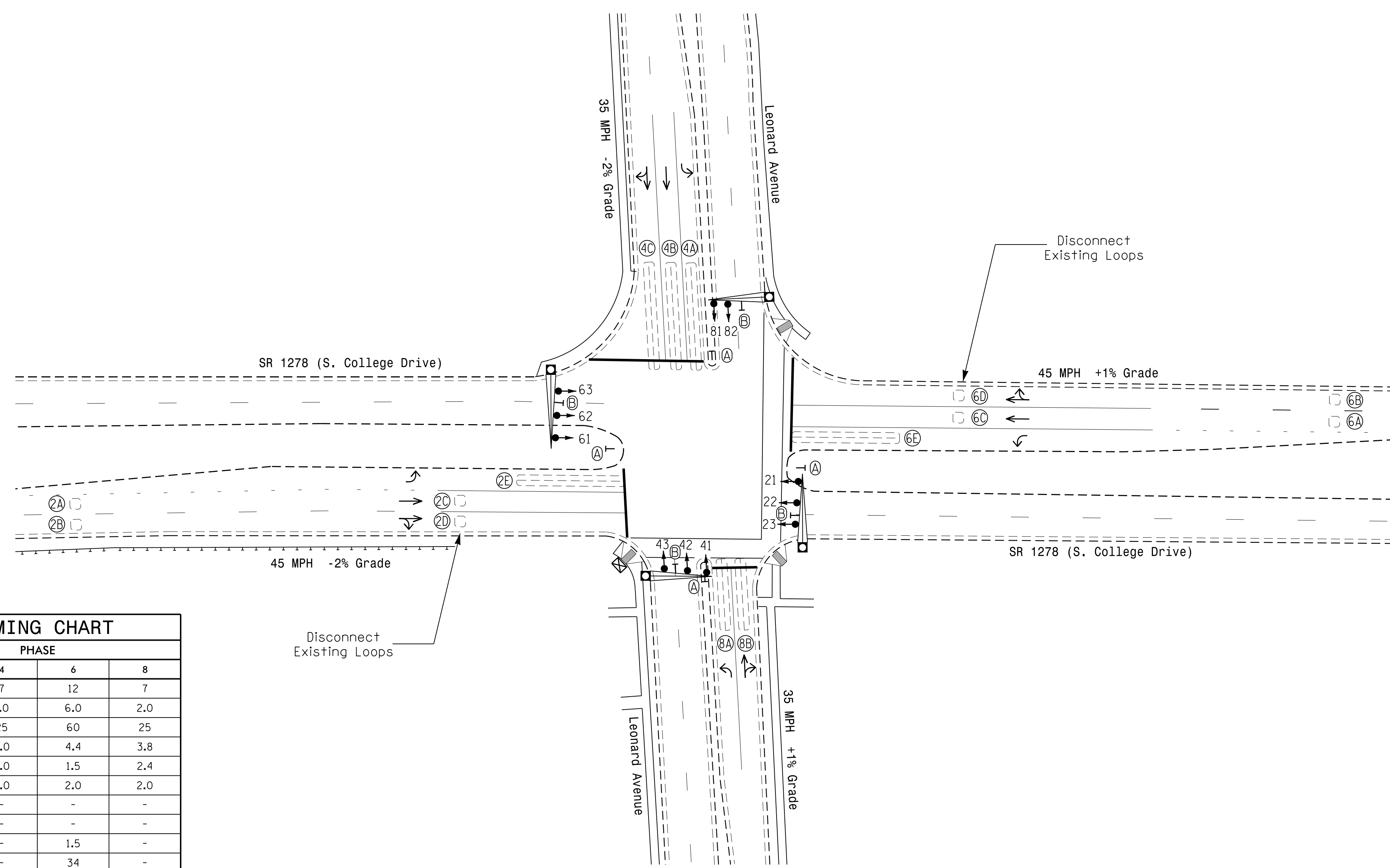


LOOP	INDUCTIVE LOOPS				DETECTOR PROGRAMMING							
	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	LOOP SYSTEM	NEW CARD
2A, 2B	6X6	300	EXIST	-	2	Y	Y	-	-	-	-	Y
2C, 2D	6X6	90	EXIST	-	DISCONNECT						-	-
2E	6X60	0	2-4-2	-	2	Y	Y	Y	-	3	-	Y
4A	6X60	+5	2-4-2	-	4	Y	Y	-	-	-	-	Y
4B, 4C	6X60	+5	2-4-2	-	4	Y	Y	-	-	5	-	Y
6A, 6B	6X6	300	EXIST	-	6	Y	Y	-	-	-	-	Y
6C, 6D	6X6	90	EXIST	-	DISCONNECT						-	-
6E	6X60	0	2-4-2	-	6	Y	Y	Y	-	3	-	Y
8A, 8B	6X40	+5	2-4-2	-	8	Y	Y	-	-	5	-	Y

2 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.
- Disconnect existing loops 2C, 2D, 6C, and 6D.
- 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			
	2	4	6	8
Min Green 1 *	12	7	12	7
Extension 1 *	6.0	1.0	6.0	2.0
Max Green 1 *	60	25	60	25
Yellow Clearance	4.7	4.0	4.4	3.8
Red Clearance	1.3	2.0	1.5	2.4
Red Revert	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	-	15	-
Time To Reduce *	30	-	30	-
Minimum Gap	3.0	-	3.0	-
Recall Mode	MIN RECALL	-	MIN RECALL	-
Vehicle Call Memory	YELLOW	-	YELLOW	-
Dual Entry	-	ON	-	ON
Simultaneous Gap	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.

PROPOSED		EXISTING	
	Traffic Signal Head		Traffic Signal Head
	Modified Signal Head		N/A
	Pedestrian Signal Head		N/A
	Signal Pole with Guy		Signal Pole with Guy
	Inductive Loop Detector		Inductive Loop Detector
	Controller & Cabinet		Controller & Cabinet
	Junction Box		Junction Box
	2-in Underground Conduit		2-in Underground Conduit
	Right of Way		Right of Way
	Directional Arrow		Directional Arrow
	Guardrail		Guardrail
	Metal Pole with Mastarm		Metal Pole with Mastarm
	Curb Ramp		Curb Ramp
	Guardrail		Guardrail
	No U Turn Sign (R3-4)		No U Turn Sign (R3-4)
	Street Name Sign (D3-1)		Street Name Sign (D3-1)

Signal Upgrade

SR 1278 (S. College Drive) at Leonard Avenue

Division 7 Guilford County High Point

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

PREPARED BY: T. L. Averette REVIEWED BY:

SEAL

026486

3/16/2015

07-0586

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 40 1"=40'

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