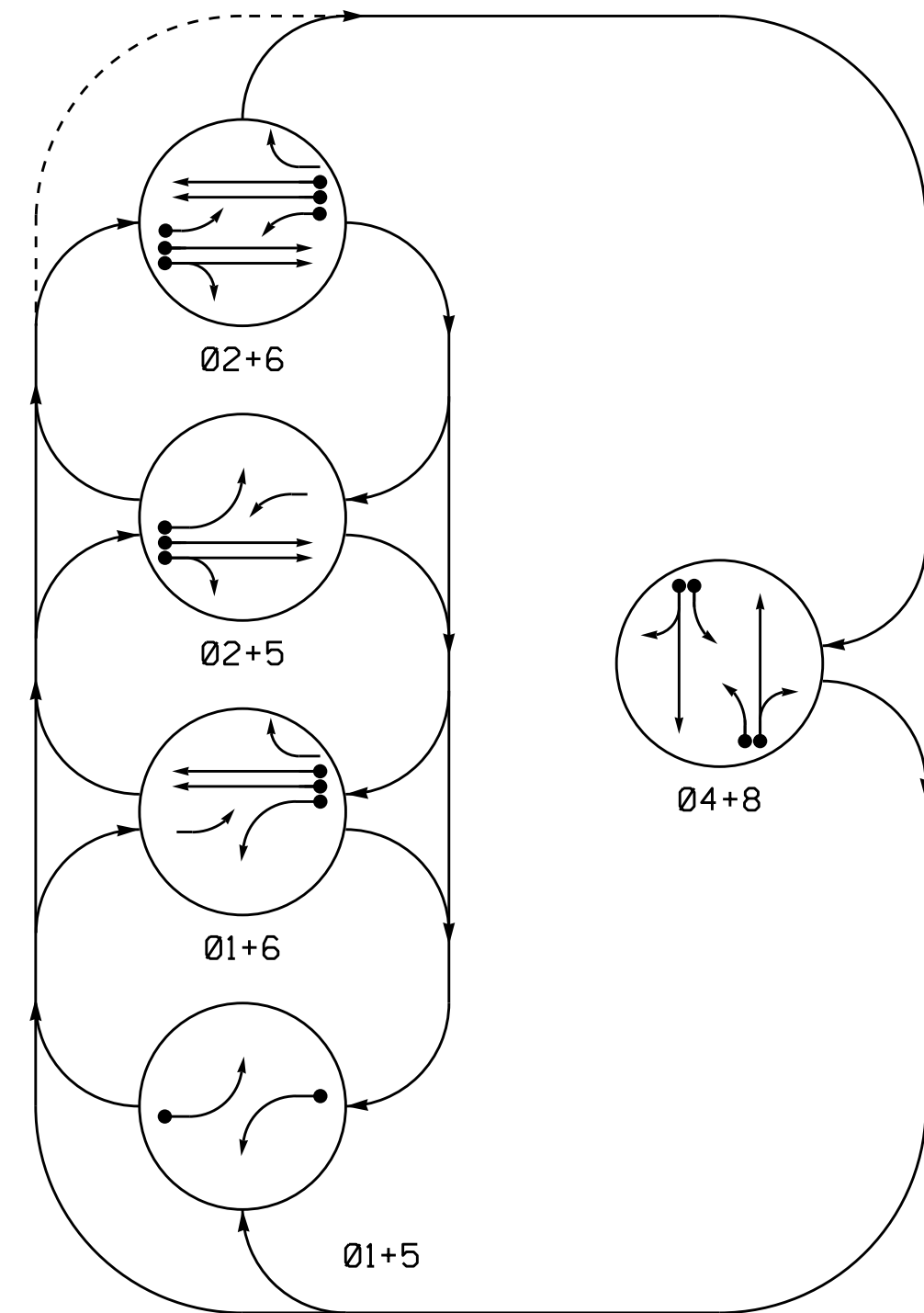


PHASING DIAGRAM

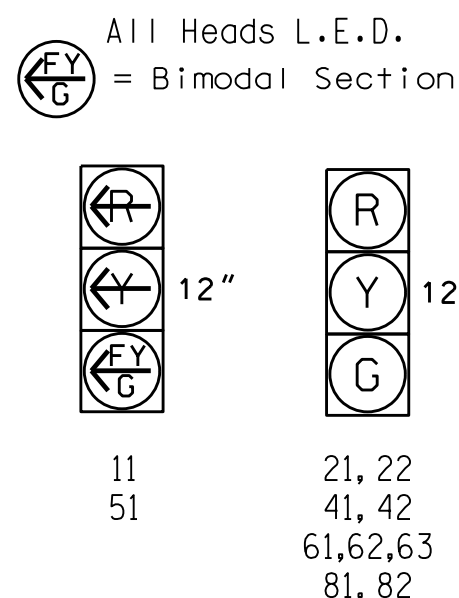


PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	04+8	04+8
11	---	---	---	---	---	---
21, 22	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.

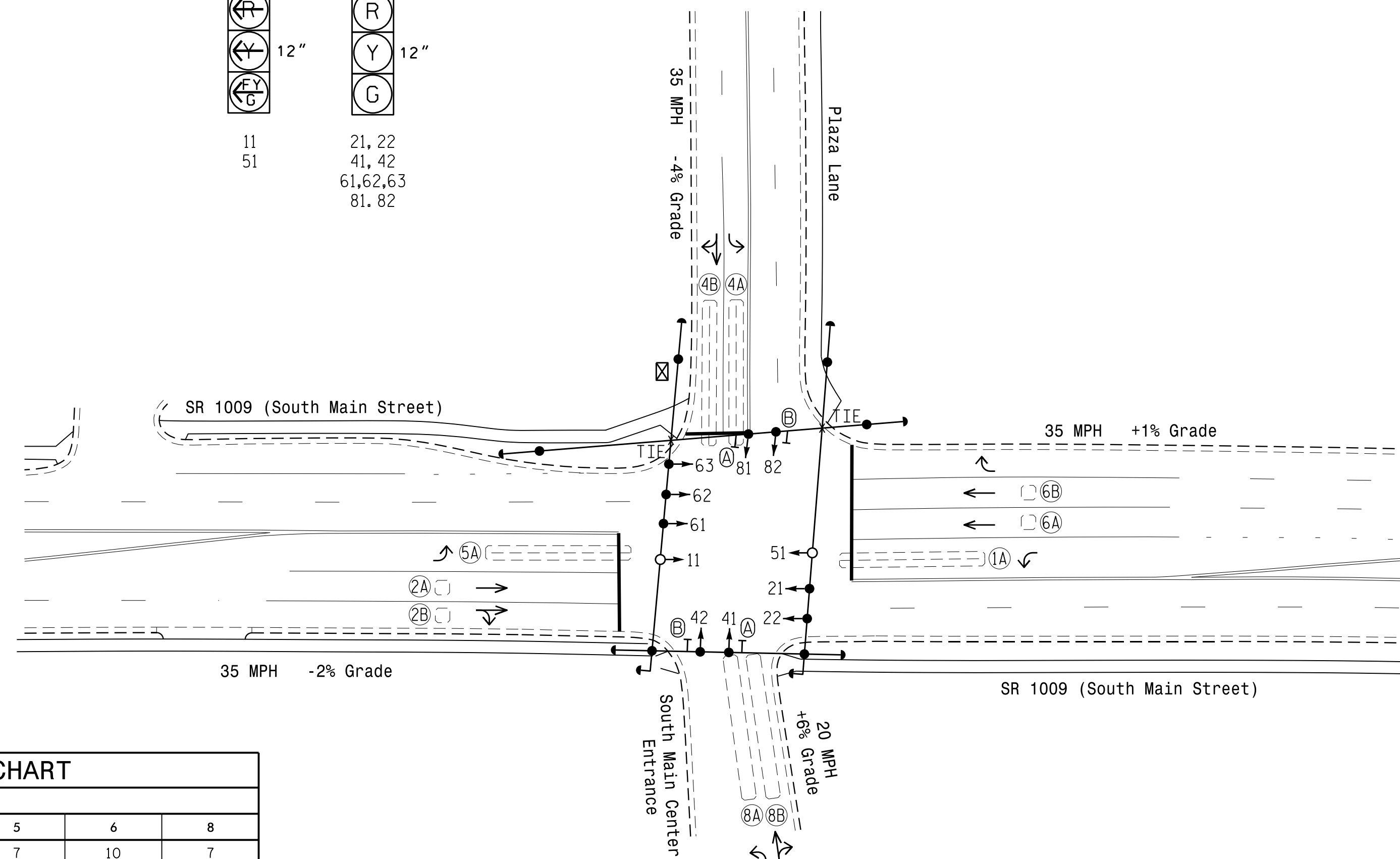


INDUCTIVE LOOPS				DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD		
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	PHASE	CALLING	EXTENSION	STRETCH TIME			DELAY TIME	
1A	6X60	+5	2-4-2	-	1	Y	Y	-	15	-	Y
2A, 2B	6X6	70	EXIST	-	2	Y	Y	-	-	-	Y
4A, 4B	6X60	+5	2-4-2	-	4	Y	Y	-	5	-	Y
5A	6X60	+5	2-4-2	-	5	Y	Y	-	15	-	Y
6A, 6B	6X6	70	EXIST	-	2	Y	Y	-	-	-	Y
8A, 8B	6X60	0	EXIST	-	8	Y	Y	-	5	-	Y

5 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. Set all detector units to presence mode.
5. 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.
6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
7. Pavement markings are existing.
8. Existing lane control signs may be removed at the direction of the Engineer.
9. 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 *	1.0	3.0	1.0	1.0	3.0	1.0	
Max Green 1 *	15	45	25	15	45	25	
Yellow Clearance	3.0	4.0	4.1	3.0	4.0	3.5	
Red Clearance	2.4	1.8	1.7	2.8	1.8	2.4	
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.

LEGEND

- | PROPOSED | EXISTING |
|---|---|
| ○ Traffic Signal Head | ● Traffic Signal Head |
| ○ Modified Signal Head | N/A |
| ⊥ Sign | N/A |
| ⊥ Pedestrian Signal Head | ⊥ Pedestrian Signal Head |
| ⊥ With Push Button & Sign | ⊥ With Push Button & Sign |
| ⊥ Signal Pole with Guy | ⊥ Signal Pole with Guy |
| ⊥ Signal Pole with Sidewalk Guy | ⊥ Signal Pole with Sidewalk Guy |
| ⊥ Inductive Loop Detector | ⊥ Inductive Loop Detector |
| ⊥ Controller & Cabinet | ⊥ Controller & Cabinet |
| ⊥ Junction Box | ⊥ Junction Box |
| --- 2-in Underground Conduit | --- 2-in Underground Conduit |
| N/A Right of Way | N/A Right of Way |
| → Directional Arrow | → Directional Arrow |
| ⓐ Left Arrow "ONLY" Sign (R3-5L) | ⓐ Left Arrow "ONLY" Sign (R3-5L) |
| ⓑ Combined Through and Right Arrow Sign (R3-6R) | ⓑ Combined Through and Right Arrow Sign (R3-6R) |

Signal Upgrade

	SR 1009 (South Main Street) at Plaza Lane and South Main Center S/C		SEAL NORTH CAROLINA PROFESSIONAL ENGINEER ROBERT J. ZIEMBA License No. 026486
	Division 7 Guilford County High Point	PREPARED BY: R.N. Zinser REVIEWED BY: Jeff Spence	
750 N. Greenfield Pkwy, Garner, NC 27529 TRANSPORTATION MOBILITY AND SAFETY DIVISION SIGNAL DESIGN SECTION	PLAN DATE: September 2014 REVISIONS:	PREPARED BY: R.N. Zinser REVIEWED BY: Jeff Spence	DATE: 3/30/2015 SIG. INVENTORY NO. 07-1290