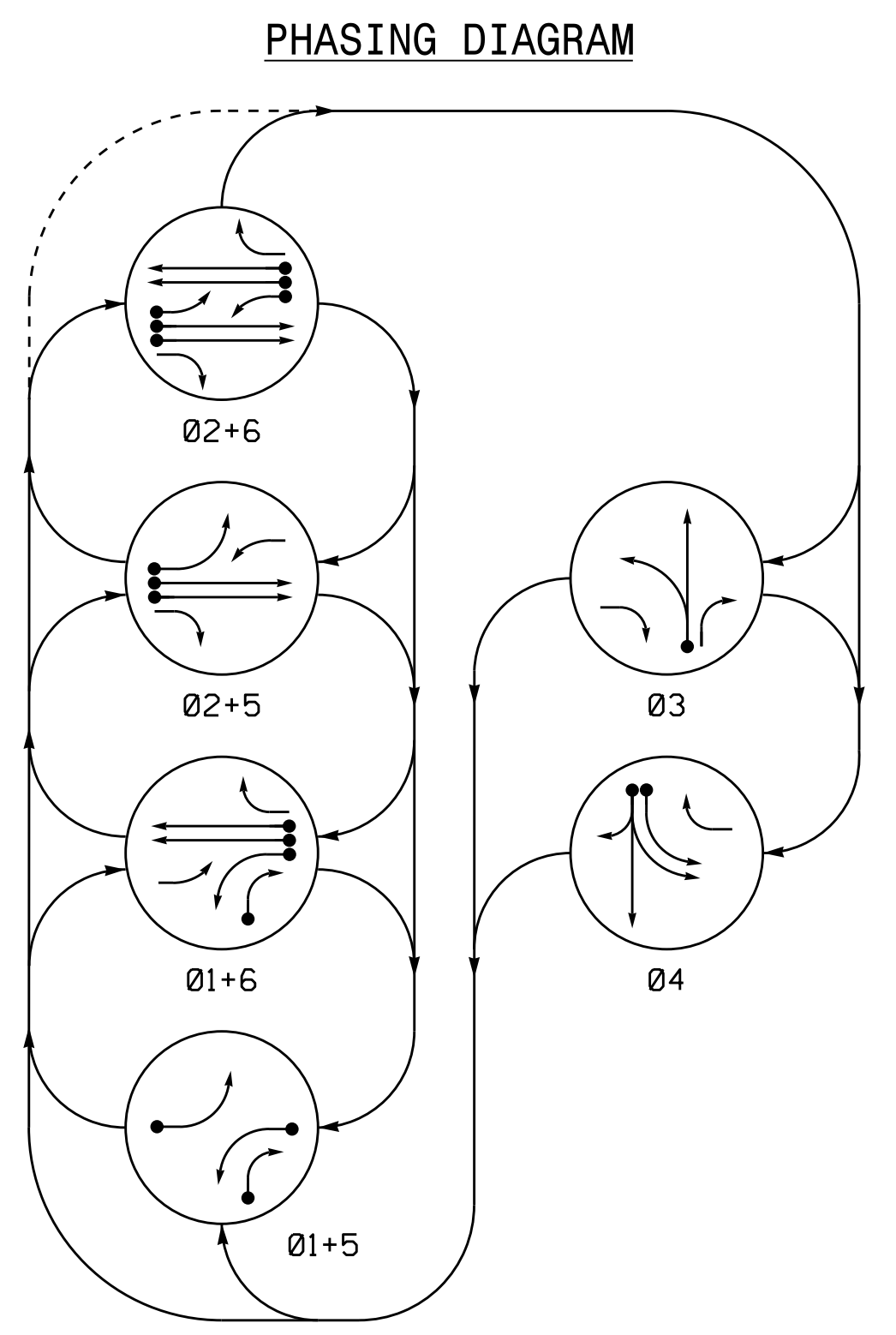


6 Phase Fully Actuated (High Point Signal System)

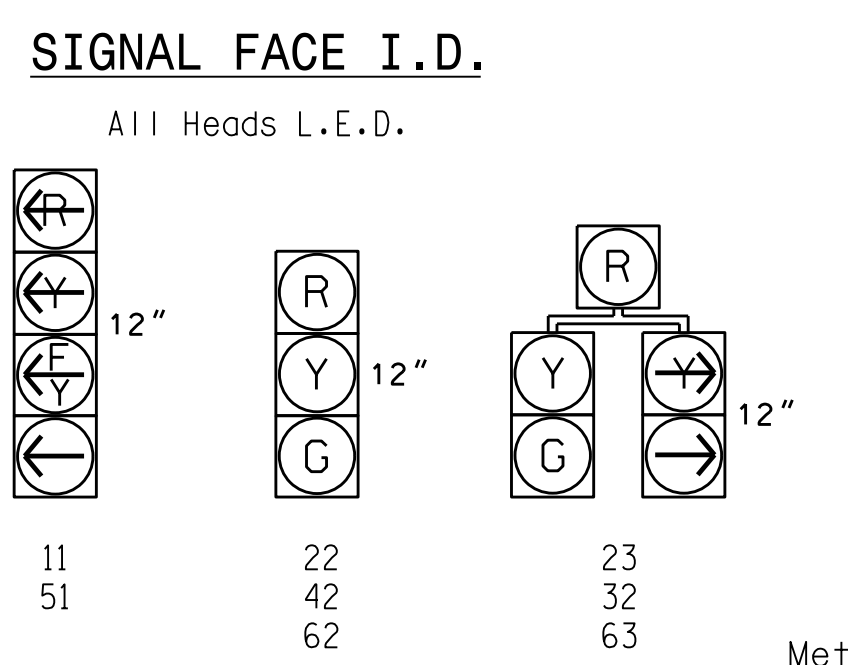
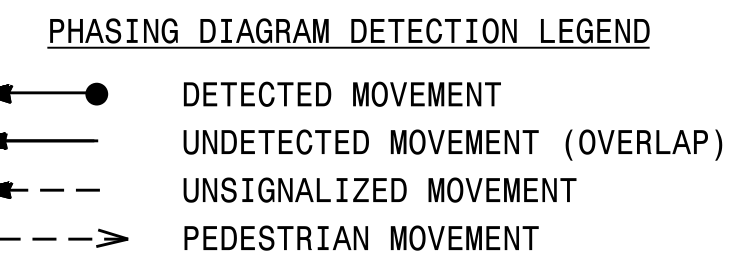


SIGNAL FACE	PHASE					
	0 1 + 5	0 1 + 6	0 2 + 5	0 2 + 6	0 3	0 4
11	←	←	←	←	←	←
22	R	R	G	G	R	R
23	R	R	G	G	R	R
31	R	R	R	R	G	R
32	R	R	R	R	G	R
41	R	R	R	R	R	G
42	R	R	R	R	R	G
51	←	←	←	←	←	←
62	R	G	R	G	R	R
63	R	G	R	G	R	R

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

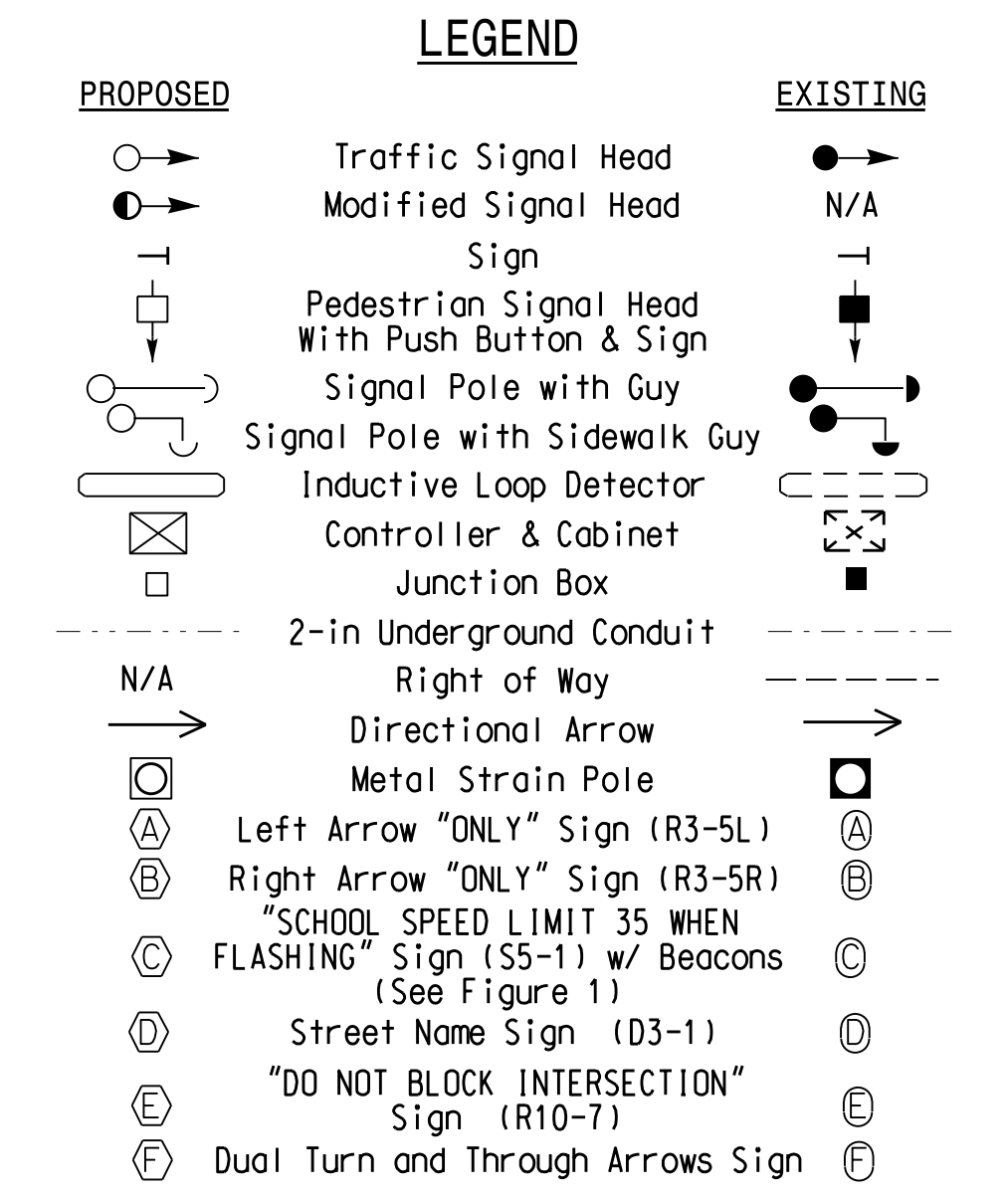
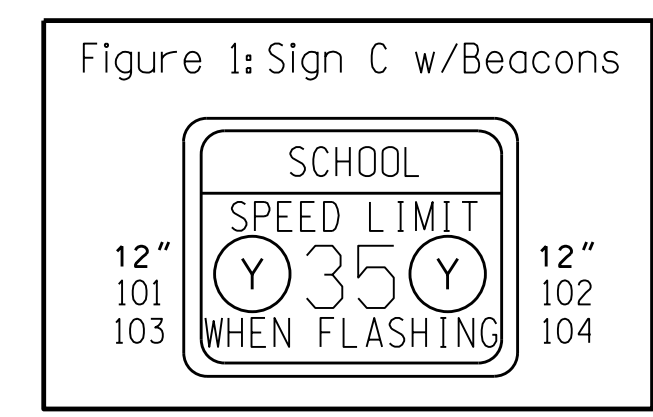
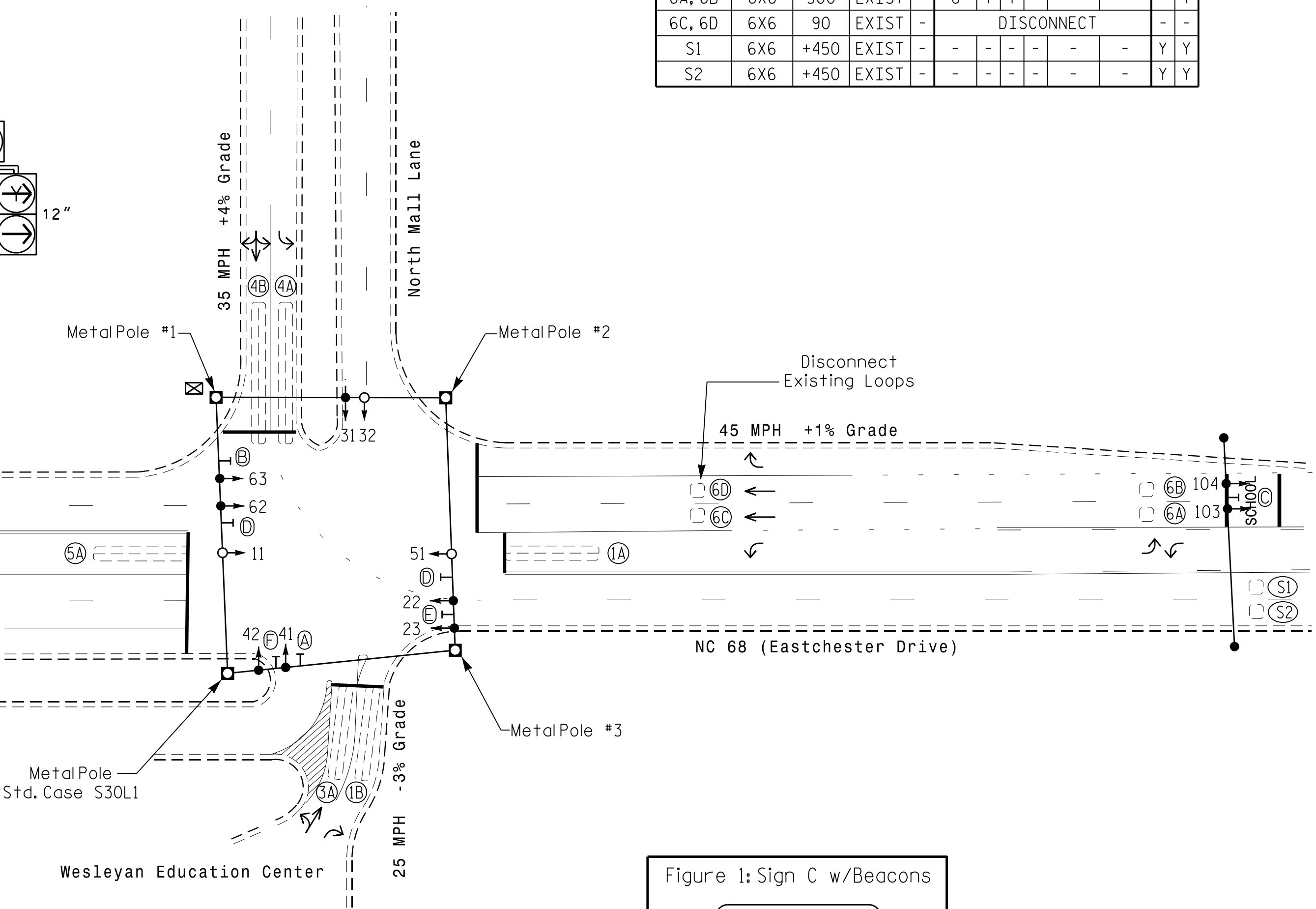
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING								
				PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD	
1A	6X40	0	2-4-2	-	1	Y	Y	-	-	15	-	Y
1B	6X40	0	2-4-2	-	6	Y	Y	Y	-	-	-	Y
2A, 2B	6X6	300	EXIST	-	2	Y	Y	-	-	-	-	Y
2C, 2D	6X6	90	EXIST	-	DISCONNECT			-	-	-	-	-
3A	6X40	0	2-4-2	-	3	Y	Y	-	-	-	-	Y
4A	6X60	+5	2-4-2	-	4	Y	Y	-	-	-	-	Y
4B	6X60	+5	2-4-2	-	4	Y	Y	-	-	10	-	Y
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	Y
6A, 6B	6X6	300	EXIST	-	2	Y	Y	Y	-	3	-	Y
6C, 6D	6X6	90	EXIST	-	DISCONNECT			-	-	-	-	-
S1	6X6	+450	EXIST	-	-	-	-	-	-	-	-	Y
S2	6X6	+450	EXIST	-	-	-	-	-	-	-	-	Y

- 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.
 - The order of phase 3 and phase 4 may be reversed.
 - 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.
 - Existing Right Arrow "ONLY" (R3-5R) may be removed at the direction of the Engineer.
 - 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	3	4	5	6
Min Green 1 *	7	12	7	7	7	12
Extension 1	2.0	6.0	2.0	1.0	2.0	6.0
Max Green 1 *	15	50	15	20	15	50
Yellow Clearance	3.0	4.7	3.3	3.6	3.0	4.7
Red Clearance	3.2	1.8	2.9	2.6	2.9	1.8
Red Revert	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	-	-	-	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	-	-	-	-	-	-
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

	NC 68 (Eastchester Drive) at North Mall Lane and Wesleyan Education Center		SEAL NORTH CAROLINA PROFESSIONAL ENGINEER ROBERT J. ZIEMBA LICENSE NO. 026486
	Division 7 PLAN DATE: December 2014 PREPARED BY: T. L. Averette	Guilford County High Point PREPARED BY: Jeff Spence	
SCALE: 1"=40' REVISIONS: _____ DATE: _____	INIT. DATE	SIG. INVENTORY NO. 07-1748	

02-APR-2015 10:51
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