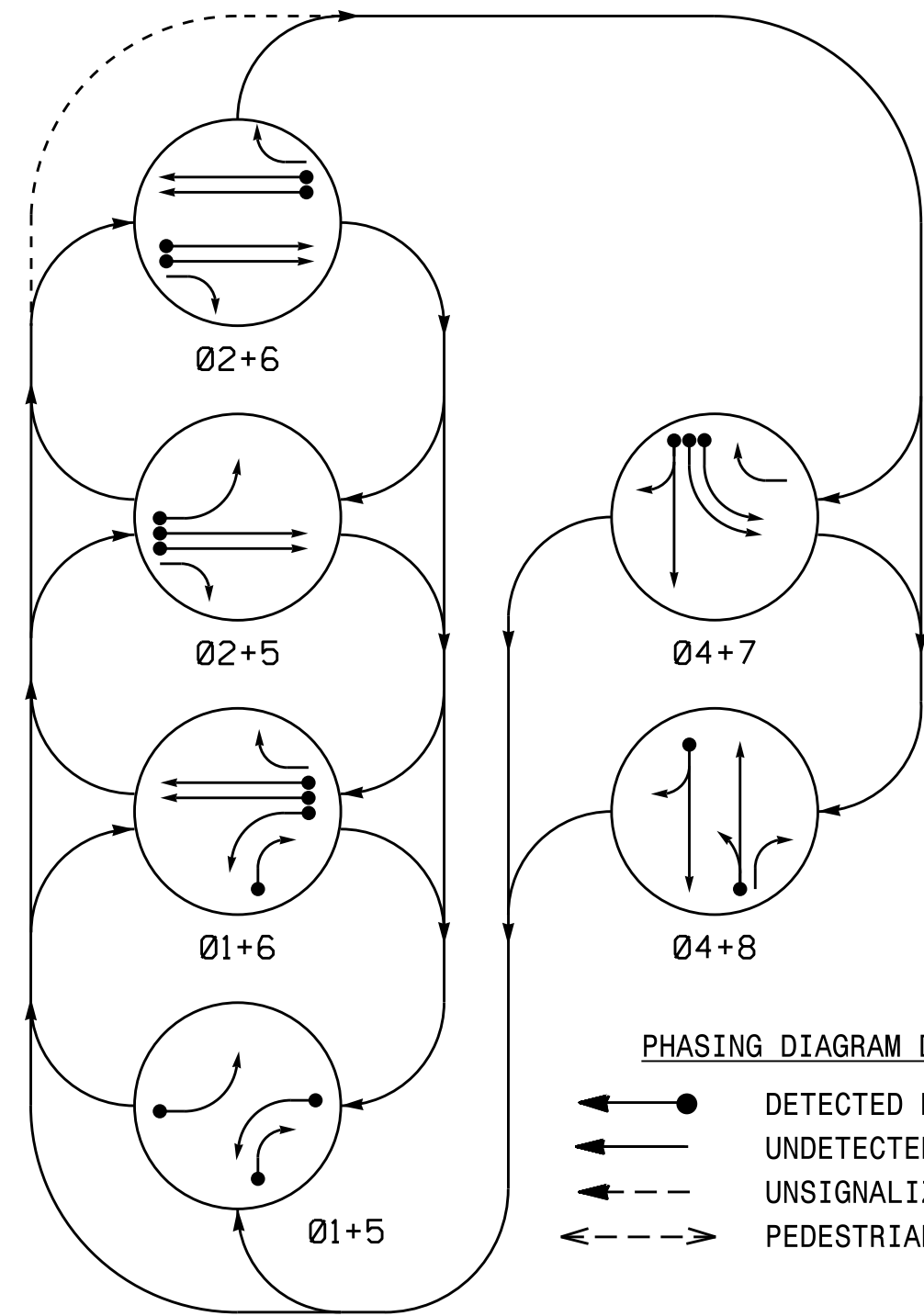
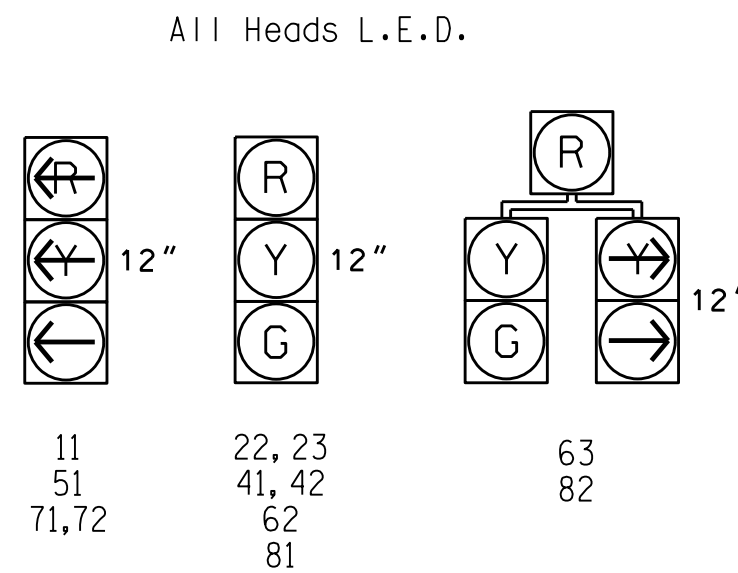


PHASING DIAGRAM



SIGNAL FACE	PHASE							
	01+5	01+6	02+5	02+6	04+7	04+8	F	H
11	—	—	—	—	—	—	—	—
22, 23	R	R	G	G	R	R	Y	—
41, 42	R	R	R	R	G	G	R	—
51	—	—	—	—	—	—	—	—
62	R	G	R	G	R	R	Y	—
63	R	G	R	G	R	R	Y	—
71, 72	—	—	—	—	—	—	—	—
81	R	R	R	R	R	G	R	—
82	—	—	R	R	R	G	R	—

SIGNAL FACE I.D.

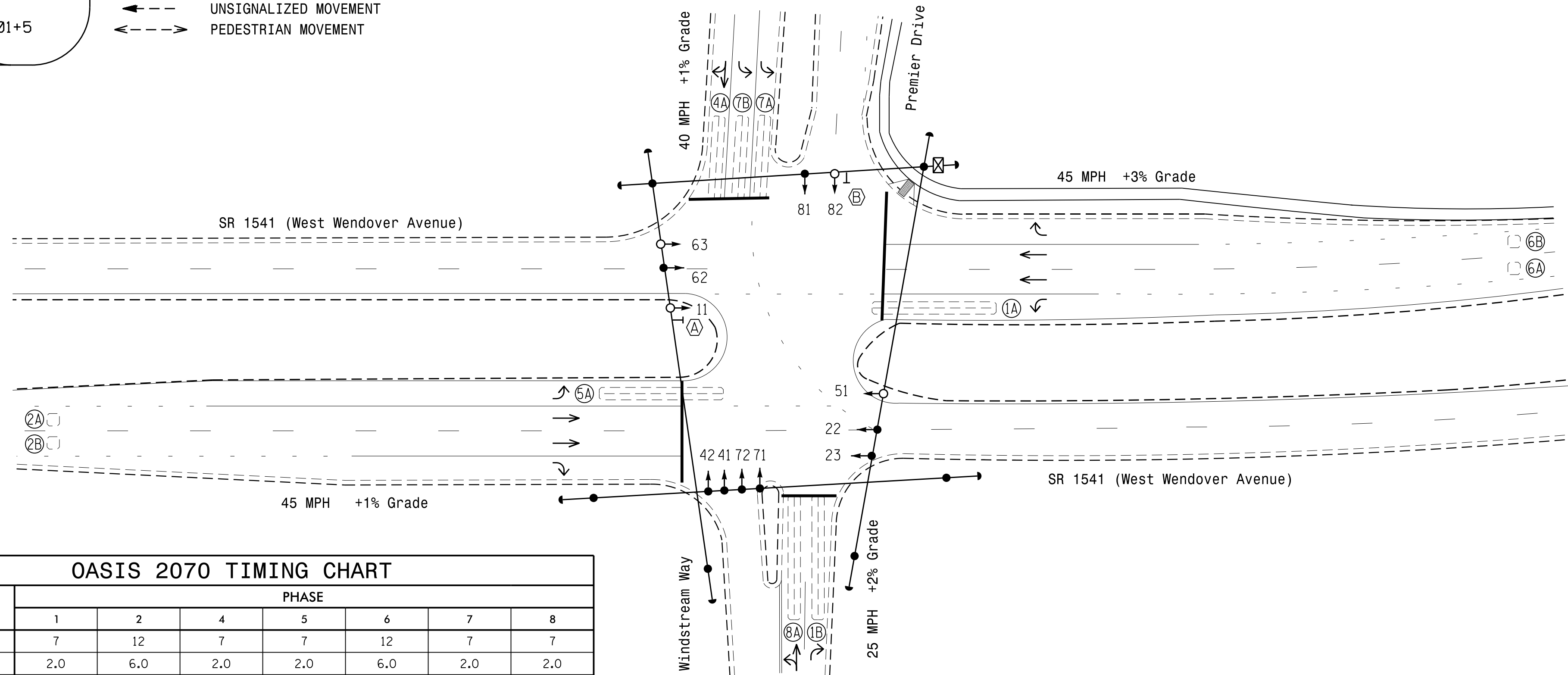


LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING								
				NEW LOOP	PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD	
1A	6X60	+5	2-4-2	-	1	Y	Y	-	-	-	-	Y
1B	6X60	0	2-4-2	-	1	Y	Y	-	-	15	-	Y
2A	6X6	300	EXIST	-	2	Y	Y	-	-	-	-	Y
2B	6X6	300	EXIST	-	2	Y	Y	-	-	-	-	Y
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	10	-	Y
5A	6X60	+20	2-4-2	-	5	Y	Y	-	-	-	-	Y
6A	6X6	300	EXIST	-	6	Y	Y	-	-	-	-	Y
6B	6X6	300	EXIST	-	6	Y	Y	-	-	-	-	Y
7A, 7B	6X40	0	2-4-2	-	7	Y	Y	-	-	-	-	Y
8A	6X60	0	2-4-2	-	8	Y	Y	-	-	-	-	Y

6 Phase Fully Actuated (High Point Signal System)

NOTES

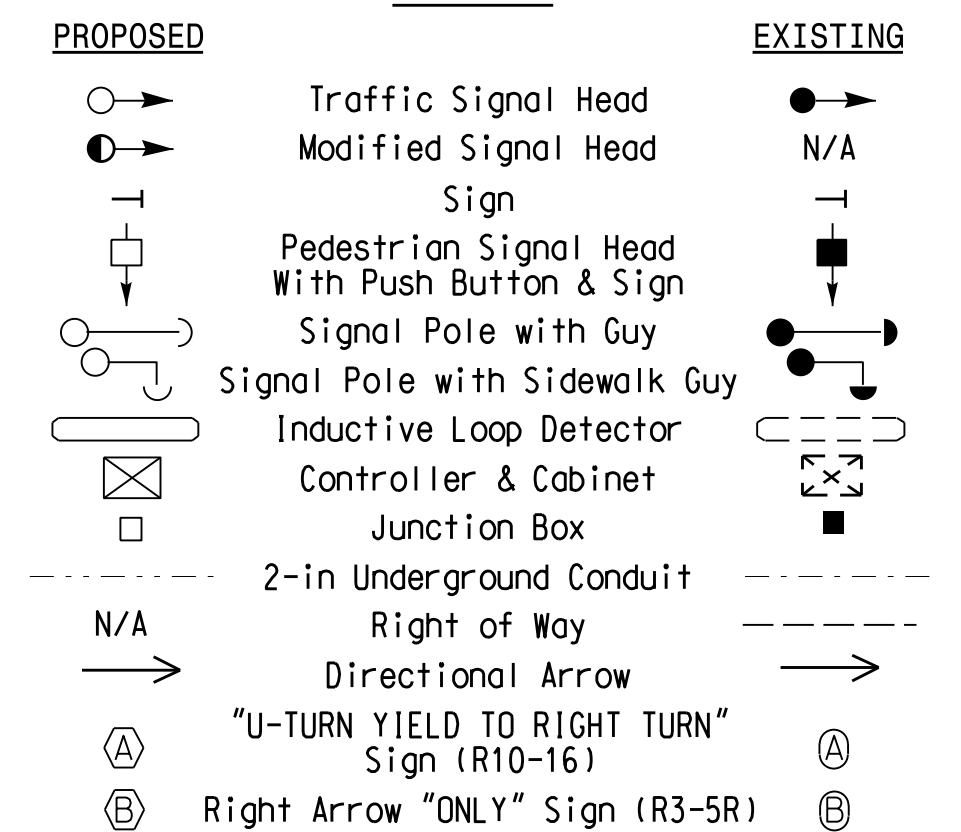
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Omit phase 7 during phase 8 on.
- Phase 1 and/or phase 5 may be lagged.
- Rewire existing loop 8B as 1B.
- 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.
- 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	7	8	
Min Green 1*	7	12	7	7	12	7	7	
Extension 1*	2.0	6.0	2.0	2.0	6.0	2.0	2.0	
Max Green 1*	15	90	20	15	90	20	20	
Yellow Clearance	3.0	4.4	4.1	3.0	4.3	3.0	3.1	
Red Clearance	3.6	1.3	2.4	3.6	1.5	3.8	3.6	
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	-	-	ON	-	-	-	-	
Simultaneous Gap	ON	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



Signal Upgrade

750 N. Greenfield Pkwy, Garner, NC 27529

SR 1541 (W. Wendover Avenue) at Premier Drive/Windstream Way

Division 7 Guilford County High Point

PLAN DATE: October 2014 PREPARED BY: Jeff Spence

PREPARED BY: L. Blount REVIEWED BY:

SEAL

3/17/2015

SCALE 1"=40'

REVISIONS	INIT.	DATE

DocuSigned by:

 DATE 3/17/2015

SIG. INVENTORY NO. 07-1857

17-MAR-2015 11:57
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 rzt/erba