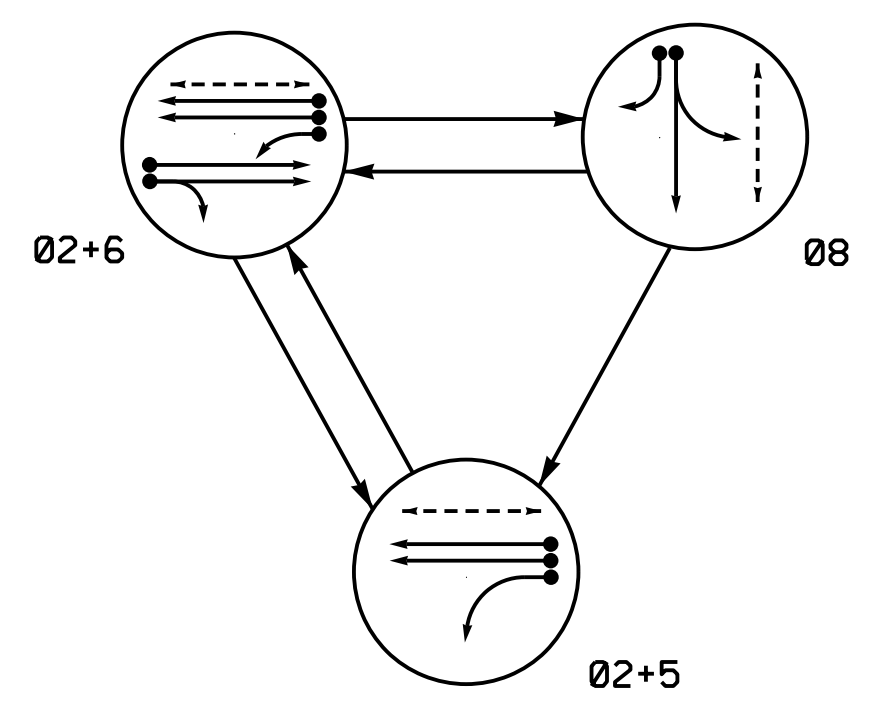


PHASING DIAGRAM

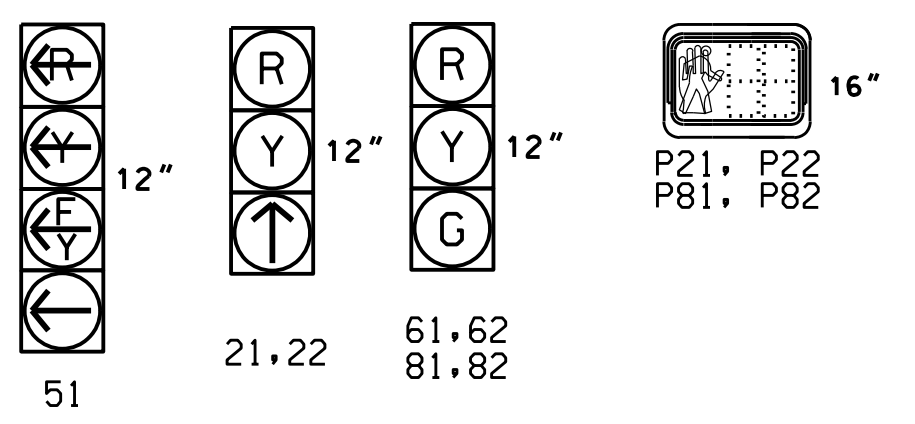


PHASING DIAGRAM DETECTION LEGEND
 ● DETECTED MOVEMENT
 ○ UNDETECTED MOVEMENT (OVERLAP)
 - - - UNSIGNALIZED MOVEMENT
 - - - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE			
	02+5	02+6	08	FLASH
21,22	↑	↑	R	Y
51	←	←	R	Y
61,62	R	G	R	G
81,82	R	R	G	R
P21,P22	W	W	DW	DRK
P81,P82	DW	DW	W	DRK

SIGNAL FACE I.D.
 All Heads L.E.D.



ASC/3 DETECTOR INSTALLATION CHART

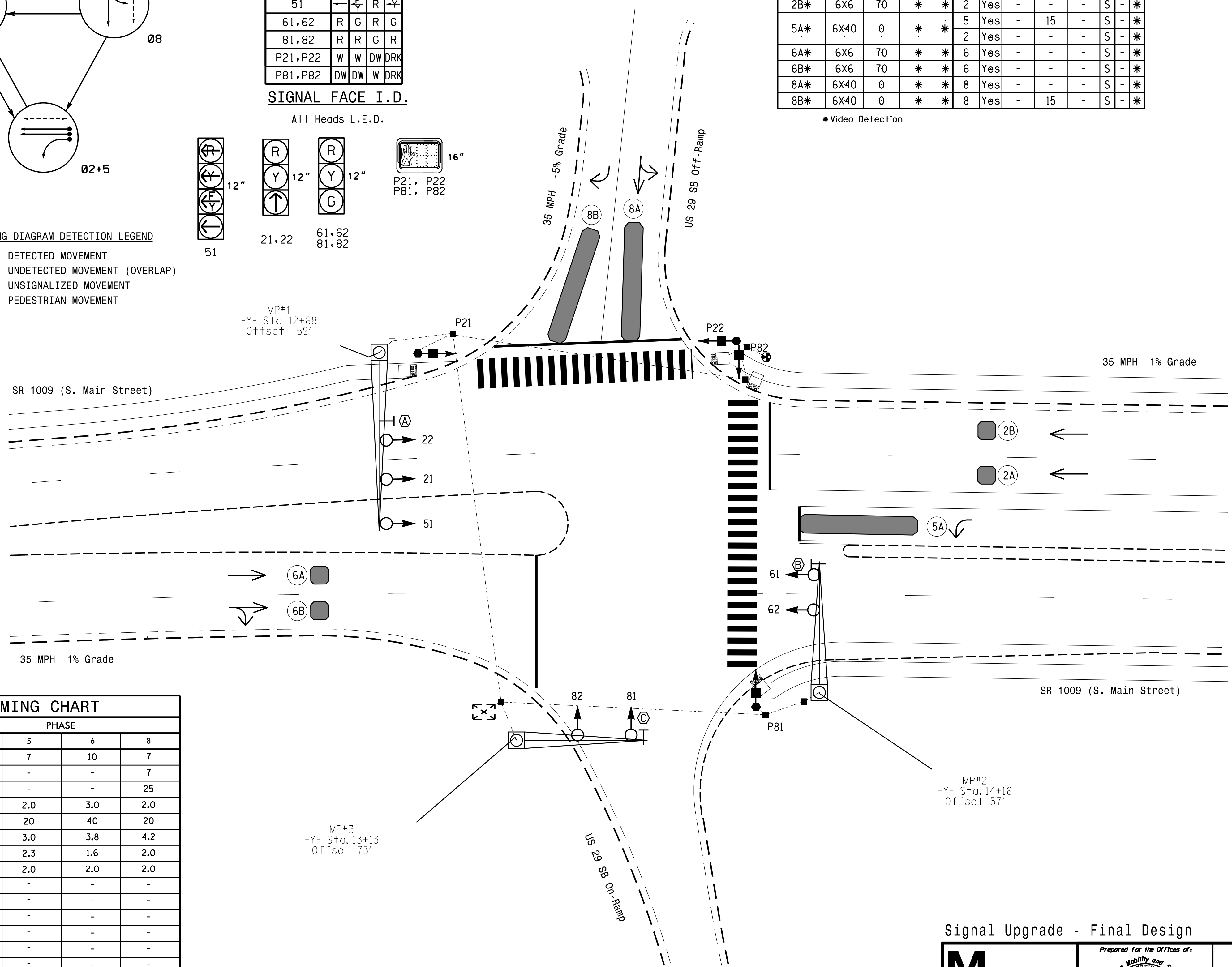
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING					TYPE	SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL			
2A*	6X6	70	*	*	2	Yes	-	-	-	S	-	*
2B*	6X6	70	*	*	2	Yes	-	-	-	S	-	*
5A*	6X40	0	*	*	5	Yes	-	15	-	S	-	*
6A*	6X6	70	*	*	6	Yes	-	-	-	S	-	*
6B*	6X6	70	*	*	6	Yes	-	-	-	S	-	*
8A*	6X40	0	*	*	8	Yes	-	-	-	S	-	*
8B*	6X40	0	*	*	8	Yes	-	15	-	S	-	*

* Video Detection

3 Phase Fully Actuated (High Point Signal System)

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 5 may be lagged.
- Set all detector units to presence mode.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- This intersection uses video detection, install according to manufacturer's instructions to achieve the desired detection.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- All metal poles, mastarms, and pedestrian pedestals shall be black power coated and fluted design approved by City of High Point. Refer to the Project Special Provisions for details.



ASC/3 TIMING CHART

FEATURE	PHASE			
	2	5	6	8
Min Green *	10	7	10	7
Walk *	7	-	-	7
Ped Clear	22	-	-	25
Veh. Extension *	3.0	2.0	3.0	2.0
Max I *	40	20	40	20
Yellow	3.8	3.0	3.8	4.2
Red Clear	1.6	2.3	1.6	2.0
Red Revert	2.0	2.0	2.0	2.0
Actuations B4 Add *	-	-	-	-
Seconds /Actuation *	-	-	-	-
Max Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Locking Detector	X	-	X	-
Recall Position	VEH. RECALL	-	VEH. RECALL	-
Dual Entry	-	-	-	-
Simultaneous Gap	X	X	X	X

* 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.

LEGEND

PROPOSED	EXISTING
○ → Traffic Signal Head	● → N/A
○ → Modified Signal Head	○ → N/A
○ → Pedestrian Signal Head With Push Button & Sign	○ → N/A
○ → Signal Pole with Guy	○ → N/A
○ → Signal Pole with Sidewalk Guy	○ → N/A
□ → Inductive Loop Detector	□ → N/A
□ → Controller & Cabinet	□ → N/A
□ → Junction Box	□ → N/A
□ → 2-in Underground Conduit	□ → N/A
— → Right of Way	— → N/A
→ → Directional Arrow	→ → N/A
▬ → Video Detection Zone	▬ → N/A
○ → Metal Pole with Mastarm	○ → N/A
⊕ → Type I Pushbutton Post	⊕ → N/A
○ → Type II Signal Pedestal	○ → N/A
Ⓐ → "No Right Turn" Sign (R3-1)	Ⓐ → N/A
Ⓑ → "No U-Turn/No Left Turn" Sign (R3-18)	Ⓑ → N/A
Ⓒ → "Left Turning Vehicles Yield to Pedestrians" Sign (R10-15L)	Ⓒ → N/A

Signal Upgrade - Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

 7621 Purfoy Road Suite 115 Fuquay-Varina, NC 27526 www.mottmac.com License No. F-0669	 Prepared for the Offices of: Transportation Mobility and Safety Division NORTH CAROLINA DEPARTMENT OF TRANSPORTATION STATE OF NORTH CAROLINA Signal Design Section 750 N. Greenfield Pkwy, Corner, NC 27529	SR 1009 (S. Main Street) at US 29 SB Ramps		SEAL NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 045256 BRENDAN A. LEHAN
		Division 7 Guilford County High Point PLAN DATE: May 2021 REVIEWED BY: BA Lehan PREPARED BY: CS Sainsbury REVIEWED BY:	REVISIONS INIT. DATE	