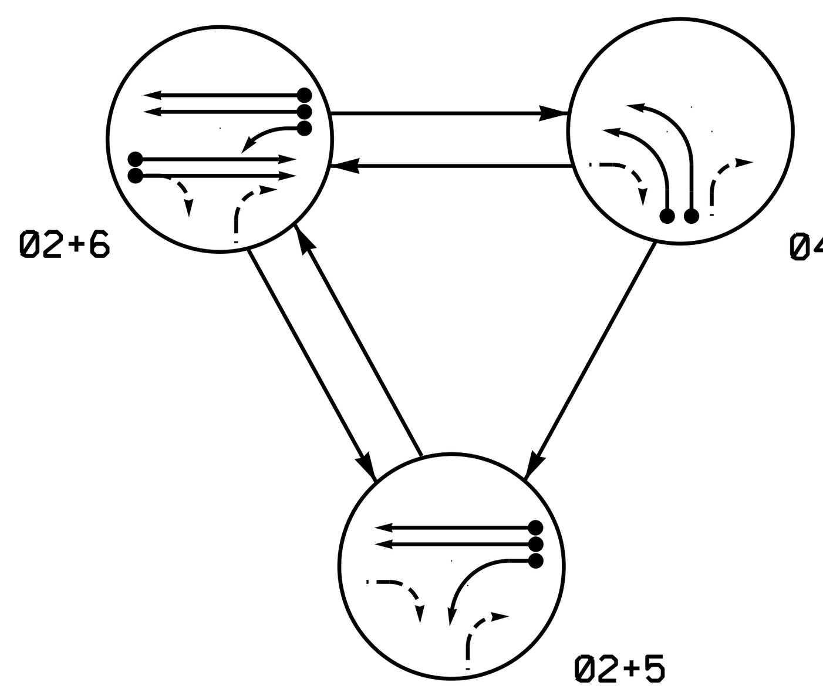
PROJECT REFERENCE NO.	SHEET NO.
U-5896	Sig. 8.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

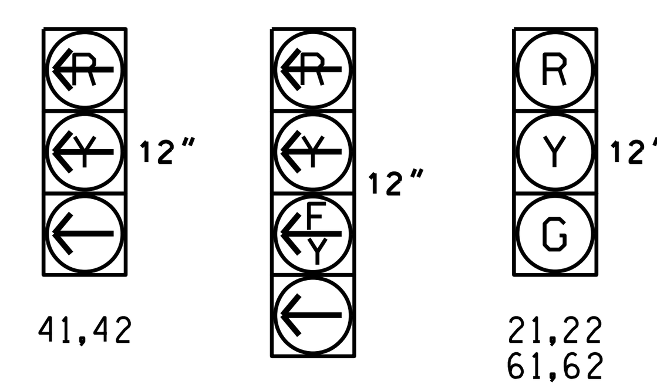
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2+5	PHASE Ø2+6	PHASE Ø4	PHASE FLASH
21,22	G	G	R	Y
41,42	←R	←R	←	←R
51	←	←FY	←R	←Y
61,62	R	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



ASC/3 DETECTOR INSTALLATION CHART

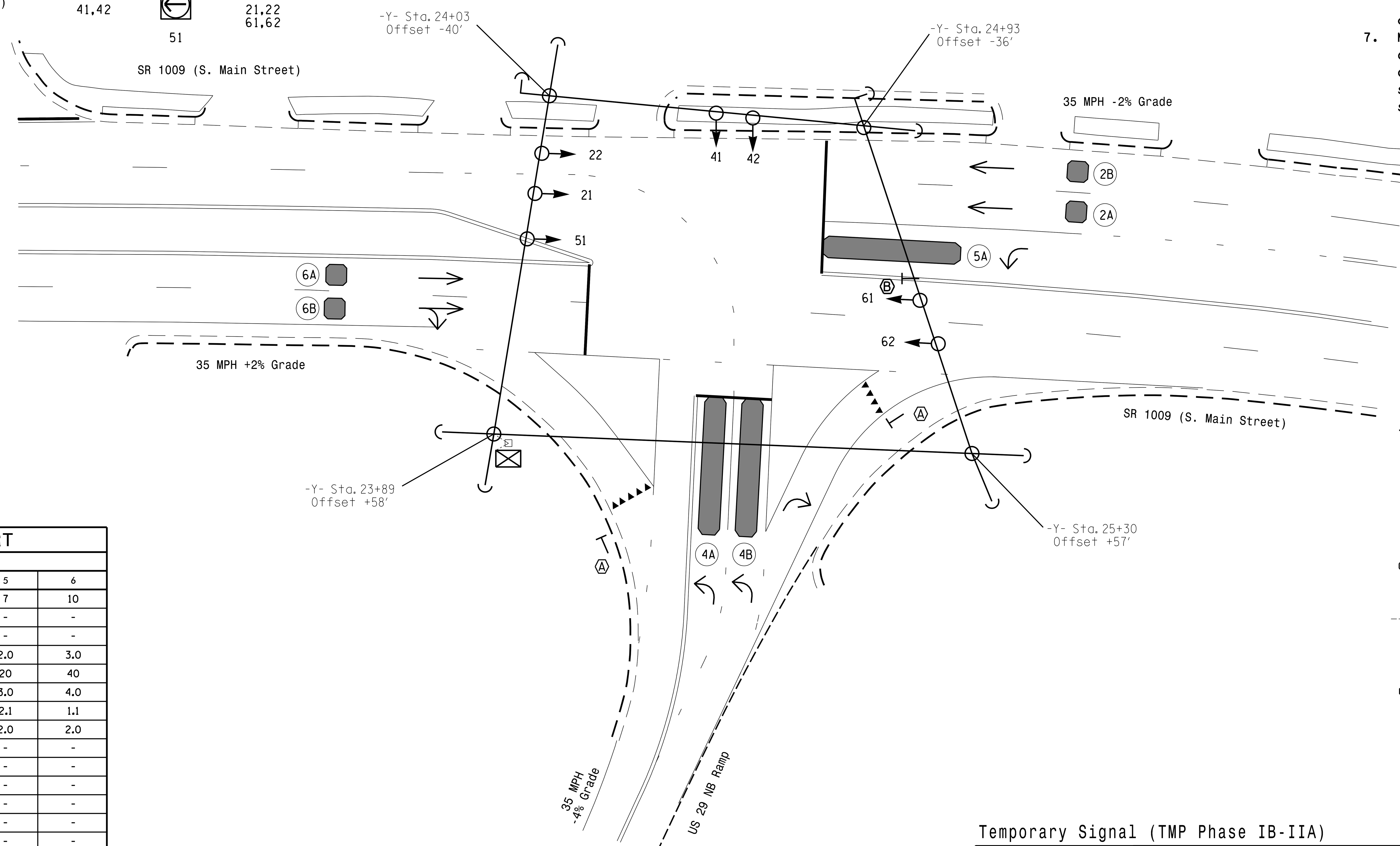
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	SYSTEM LOOP	NEW CARD
2A✱	6X6	70	✱	✱	2	Yes	-	-	-	S	-	✱
2B✱	6X6	70	✱	✱	2	Yes	-	-	-	S	-	✱
4A✱	6X40	0	✱	✱	4	Yes	-	3	-	S	-	✱
4B✱	6X40	0	✱	✱	4	Yes	-	-	-	S	-	✱
5A✱	6X40	0	✱	✱	5	Yes	-	15	-	S	-	✱
					2	Yes	-	-	-	S	-	✱
6A✱	6X6	70	✱	✱	6	Yes	-	-	-	S	-	✱
6B✱	6X6	70	✱	✱	6	Yes	-	-	-	S	-	✱

✱ Video Detection

3 Phase
Fully Actuated
(High Point Signal System)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 5 may be lagged.
4. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. This intersection uses video detection. install according to manufacturer's instructions to achieve the desired detection.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head With Push Button & Sign	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
	Directional Arrow	
DD	Directional Drill	N/A
	Video Detection Zone	
Ⓐ	YIELD Sign (R1-2)	Ⓐ
Ⓑ	"No Left Turn" Sign (R3-2)	Ⓑ

ASC/3 TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 5	PHASE 6
Min Green *	10	7	7	10
Walk *	-	-	-	-
Ped Clear	-	-	-	-
Veh. Extension *	3.0	2.0	2.0	3.0
Max 1 *	40	20	20	40
Yellow	4.0	3.0	3.0	4.0
Red Clear	1.1	2.1	2.1	1.1
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.

$$$$$SYSTIME$$$$$
$$$$$$$$$$$$$$DGN$$$$$$$$$$$$$$$$$$
$$$$USERNAME$$$$

Temporary Signal (TMP Phase IB-IIA)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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Prepared for the Offices of: Transportation Mobility and Safety Division, Signal Design Section, State of North Carolina Department of Transportation
750 N.Greenfield Pkwy.Garner,NC 27529

SCALE 0 20 — 1"=20'

SR 1009 (S. Main Street)
at
US 29 NB Ramps

Division 7 Guilford County High Point

PLAN DATE:	May 2021	REVIEWED BY:	RW Thompson
PREPARED BY:	DE Fowler	REVIEWED BY:	

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 045256 BRENDAN A. LEHAN

DocuSigned by: Brendan Lehan 09 December 202
SIGNATURE DATE

SIG. INVENTORY NO. 07-1637T