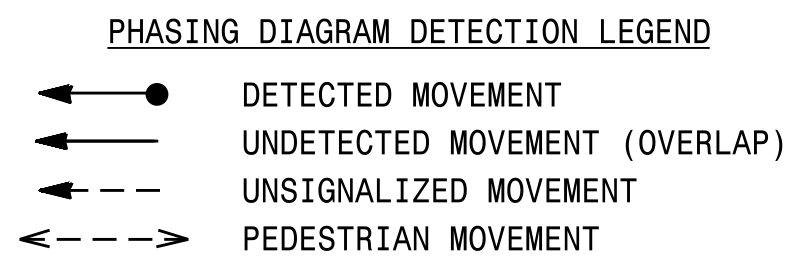
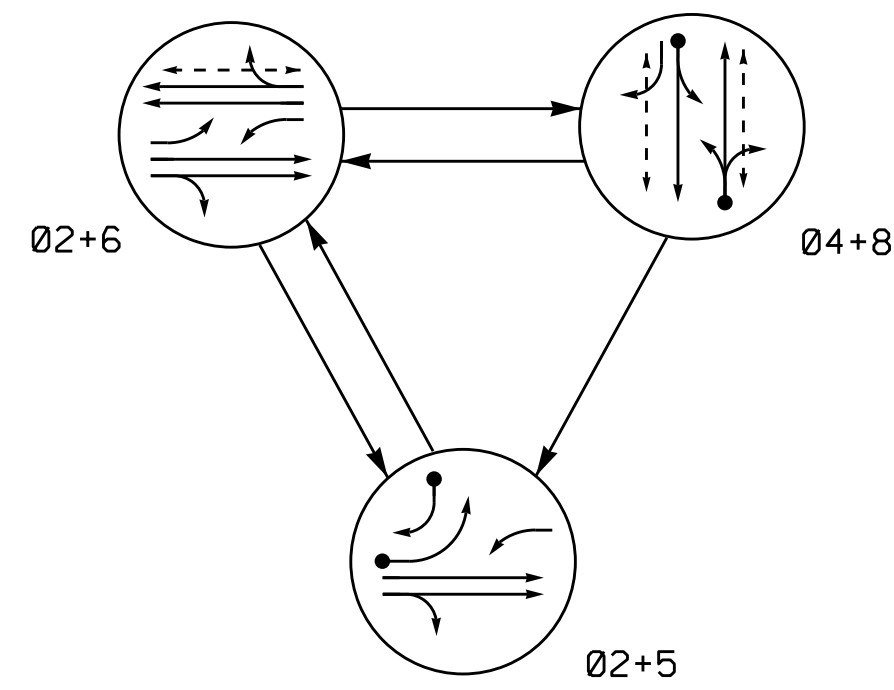


PHASING DIAGRAM



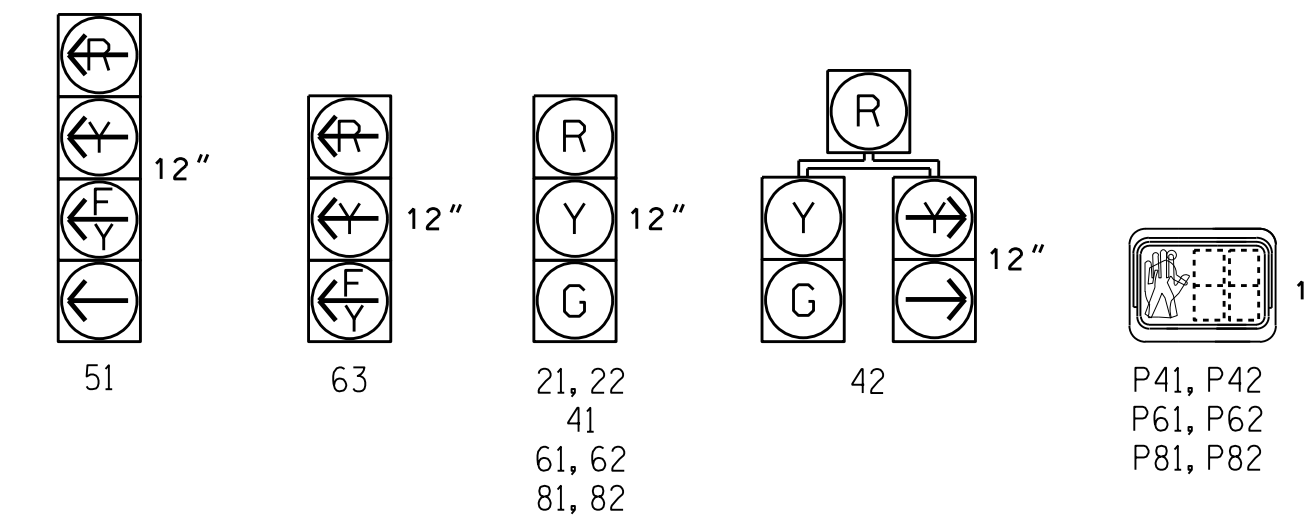
SIGNAL FACE	PHASE			
	02+5	02+6	04+8	F
21, 22	G	G	R	Y
41	R	R	G	R
42	R	R	G	R
51	---	---	---	---
61, 62	R	G	R	Y
63	---	---	---	---
81, 82	R	R	G	R
P41, P42	DW	DW	W	DRK
P61, P62	DW	W	DW	DRK
P81, P82	DW	DW	W	DRK

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
INDUCTIVE LOOPS				DETECTOR PROGRAMMING								
LOOPZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	3	-	Y
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	Y
5B	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	Y
* 8A	N/A	0	N/A	-	8	Y	Y	-	-	5	-	Y
S1	6X6	+190	EXIST	-	-	-	-	-	-	-	-	Y
S2	6X6	+190	EXIST	-	-	-	-	-	-	-	-	Y

* Microwave Detection Zone

SIGNAL FACE I.D.

All Heads L.E.D.

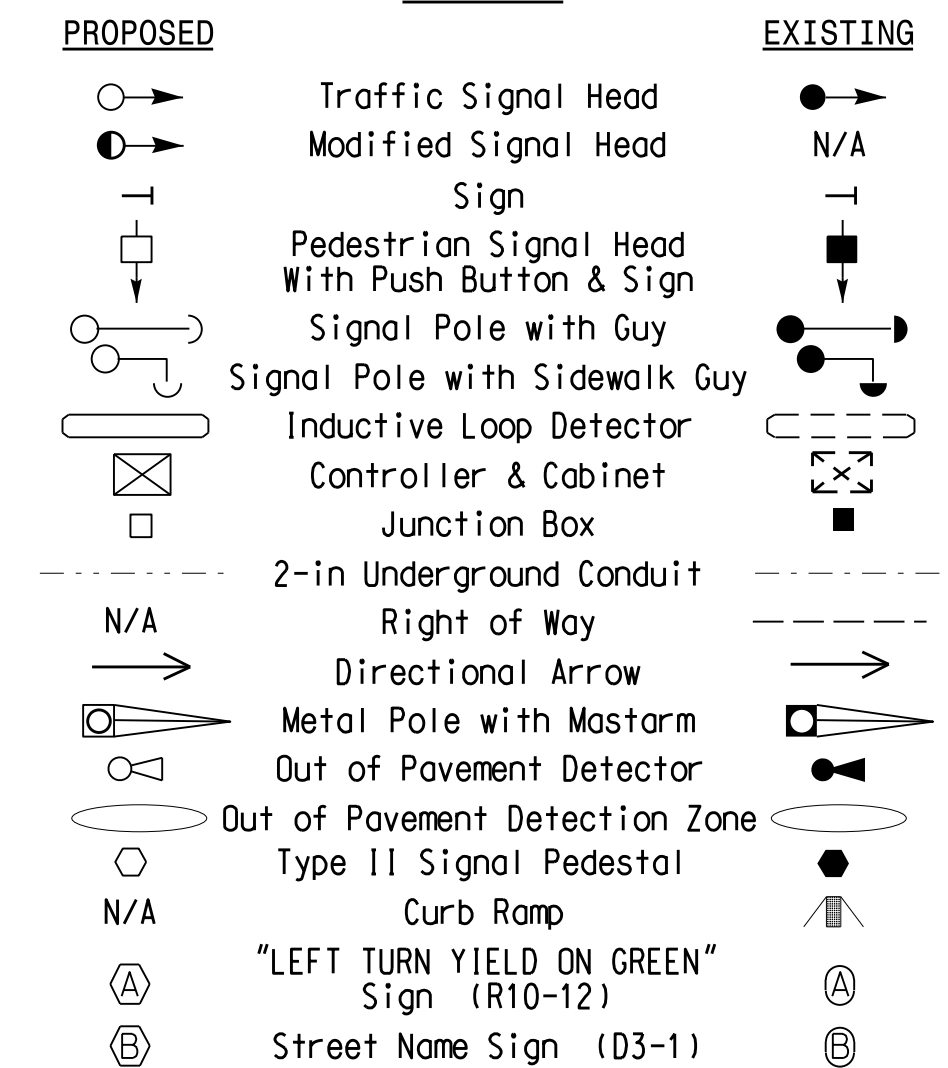


3 Phase Semi-Actuated (High Point Signal System)

NOTES

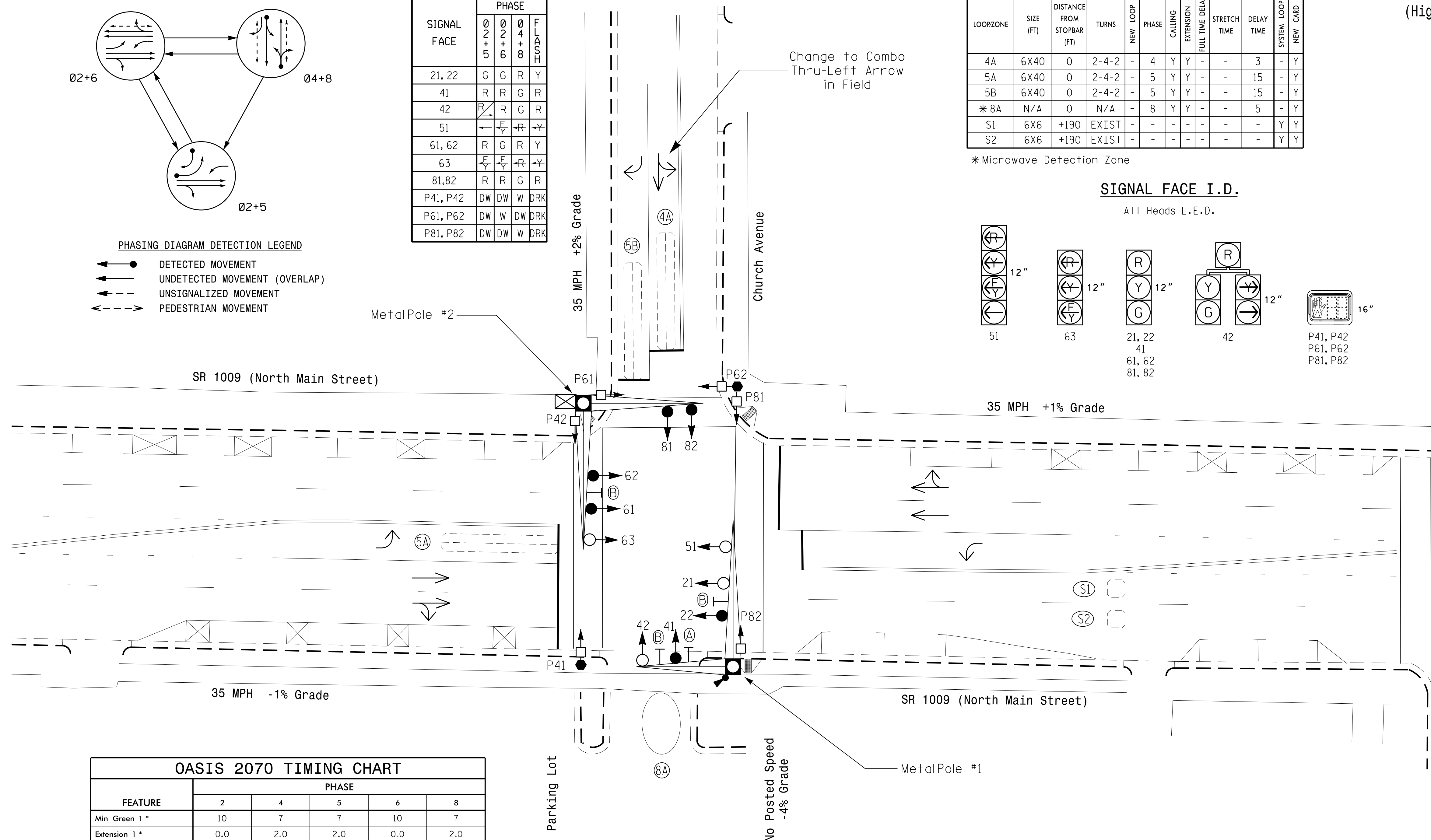
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 5 may be lagged.
4. Reposition existing signal head numbered 22.
5. Set all detector units to presence mode.
6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
7. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls for phase 4 and phase 8.
8. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
9. Existing "Left Turn Yield on Green" ball sign (R10-12) may be removed at the direction of the Engineer.
10. Pavement markings are existing unless otherwise shown.
11. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

LEGEND



FEATURE	PHASE				
	2	4	5	6	8
Min Green 1 *	10	7	7	10	7
Extension 1 *	0.0	2.0	2.0	0.0	2.0
Max Green 1 *	35	25	20	35	25
Yellow Clearance	3.9	3.7	3.0	3.9	3.4
Red Clearance	1.5	2.1	2.3	1.5	2.6
Walk 1 *	-	7	-	7	7
Don't Walk 1	-	19	-	10	20
Seconds Per Actuation *	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-
Time To Reduce *	-	-	-	-	-
Minimum Gap	-	-	-	-	-
Recall Mode	MAX RECALL	-	-	MAX/PED RECALL	-
Vehicle Call Memory	-	-	-	-	-
Dual Entry	-	ON	-	-	ON
Simultaneous Gap	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.



Signal Upgrade

750 N. Greenfield Pkwy, Garner, NC 27529

SR 1009 (North Main Street) at Church Avenue

Division 7 Guilford County High Point

PLAN DATE: July 2014 REVIEWED BY:

PREPARED BY: R.N. Zinser REVIEWED BY:

REVISIONS: INIT. DATE

SCALE: 0 20
1"=20'

SEAL

ROBERT J. ZIERBA
ENGINEER
4/23/2015
DATE
SIG. INVENTORY NO. 07-0769

21-Apr-2015 15:18
 S:\MT\S50115\SIGNAL\Signal Design\Section\Central Region\01v 74c-5558 High Point\SIGNAL Plans\07-0769\070769_Sig.dsn_20150421.dgn
 rz:terbo