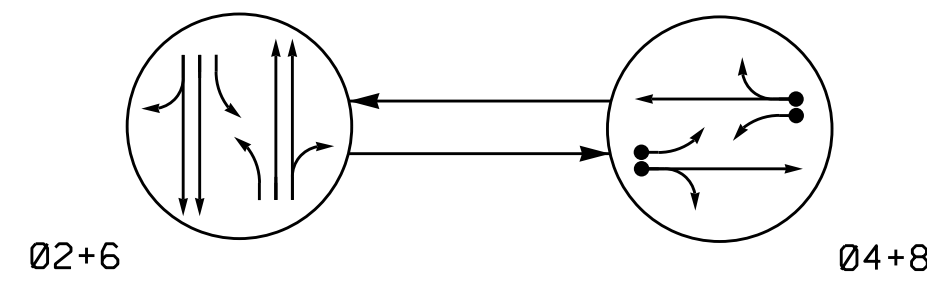


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

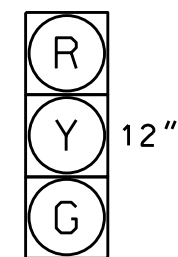
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- - - UNSIGNALIZED MOVEMENT
- ← - - - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	Ø 2+6	Ø 4+8	FLIGHT
21, 22, 23	G	R	Y
41, 42	R	G	R
61, 62, 63	G	R	Y
81, 82	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



21, 22, 23  
41, 42  
61, 62, 63  
81, 82

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY				
4A	6X40	+5	2-4-2	-	4	Y	Y	-	-	3	-	Y
4B	6X40	0	2-4-2	-	4	Y	Y	-	-	-	-	Y
8A	6X40	+5	2-4-2	-	8	Y	Y	-	-	3	-	Y
8B	6X40	0	2-4-2	-	8	Y	Y	-	-	10	-	Y
S1	6X6	+90	EXIST	-	-	-	-	-	-	-	Y	Y
S2	6X6	+90	EXIST	-	-	-	-	-	-	-	Y	Y

2 Phase Semi-Actuated (High Point Signal System)

NOTES

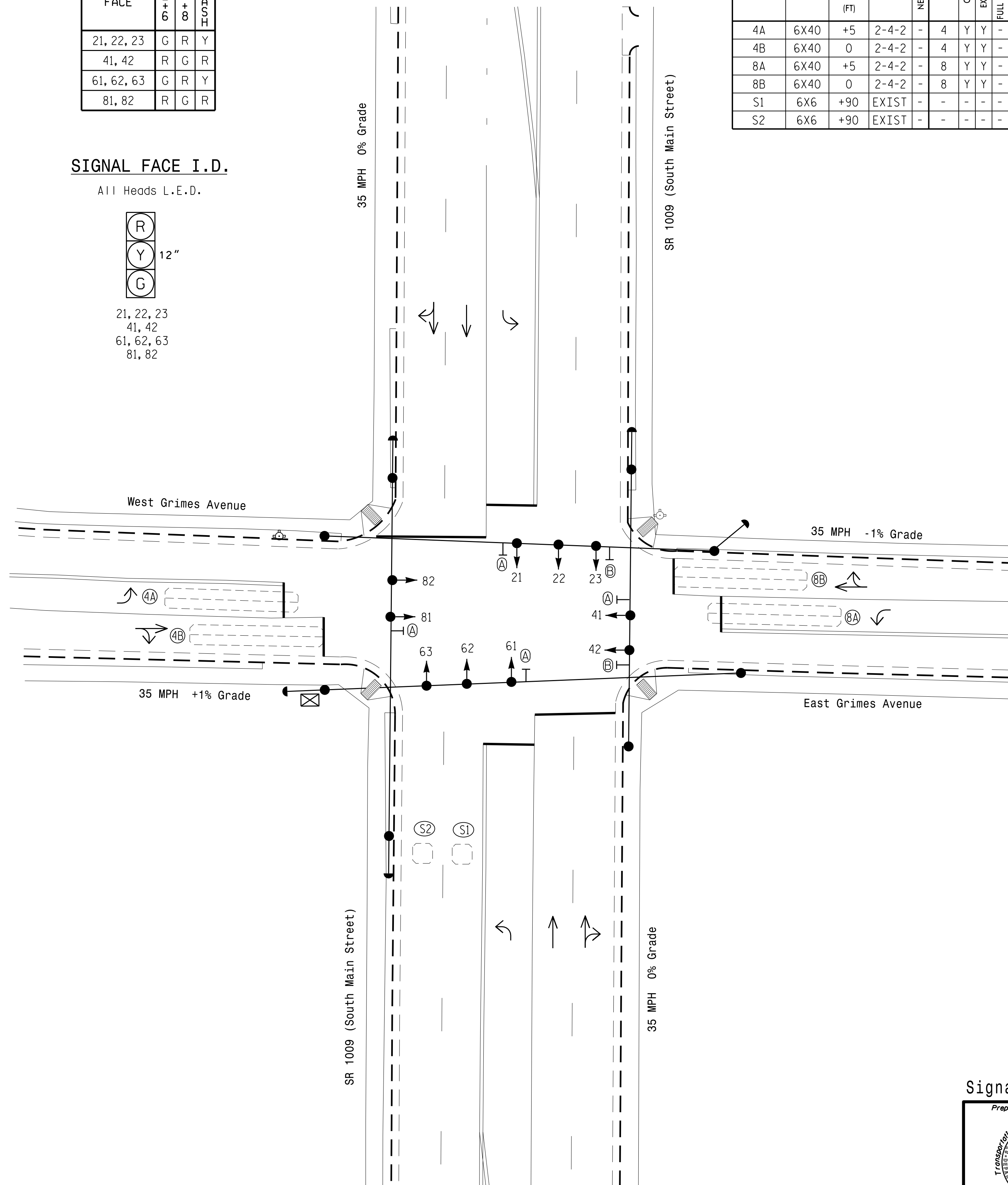
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Set all detector units to presence mode.
- In the event of 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 Left Arrow "ONLY" (R3-5L) signs may be removed at the direction of the Engineer.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

LEGEND

- | PROPOSED | EXISTING |
|----------|----------|
|          |          |
|          | N/A      |
|          |          |
|          |          |
|          |          |
|          |          |
|          |          |
|          |          |
|          |          |
|          |          |
| N/A      |          |
|          |          |
| N/A      |          |
| N/A      |          |
|          |          |
|          |          |

FEATURE	PHASE			
	2	4	6	8
Min Green 1 *	10	7	10	7
Extension 1 *	0.0	2.0	0.0	2.0
Max Green 1 *	35	20	35	20
Yellow Clearance	3.8	3.8	3.8	3.9
Red Clearance	1.5	2.0	1.3	1.7
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Recall Mode	MAX RECALL	-	MAX RECALL	-
Vehicle Call Memory	-	-	-	-
Dual Entry	-	ON	-	ON
Simultaneous Gap	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

	<p>SR 1009 (South Main Street) at Grimes Avenue</p>	
	<p>Division 7 Guilford County High Point</p> <p>PLAN DATE: September 2014 REVIEWED BY:</p> <p>PREPARED BY: Jeff Spence REVIEWED BY:</p>	<p>REVISIONS</p> <p>INIT. DATE</p>
<p>750 N. Greenfield Pkwy, Garner, NC 27529</p> <p>SCALE 0 20</p> <p>1"=20'</p>	<p>3/27/2015</p> <p>DATE</p>	<p>SIG. INVENTORY NO. 07-0794</p>

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 S:\MITSU\ITS\_Signal\Signal Design\Section\Central\_Region\01v\_74c-5558\_High Point\Signal Plans\07-0794\07094\_s1.dgn\_20150327.dgn  
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