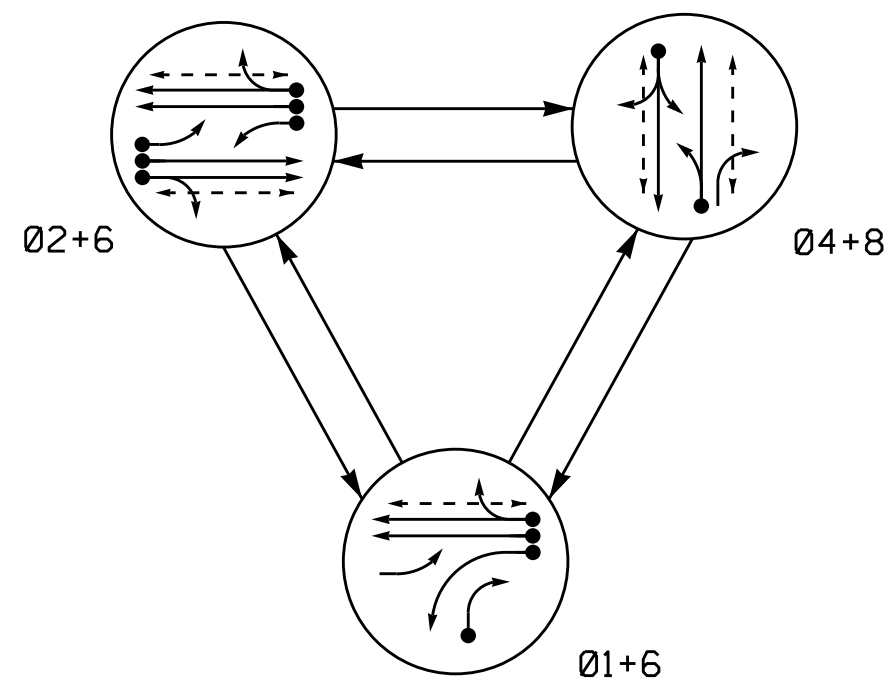


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

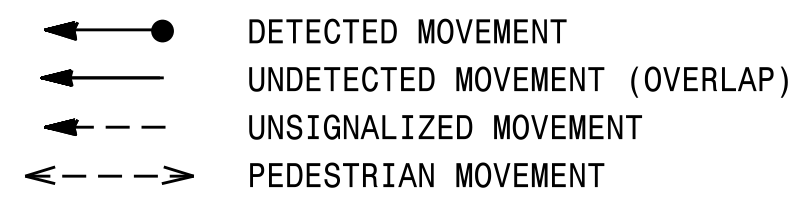


TABLE OF OPERATION

SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 4 + 8	F L
11	Y	R	R	Y
21	Y	Y	R	Y
22, 23	R	G	R	Y
41, 42	R	R	G	R
61, 62	G	G	R	Y
81	R	R	G	R
82	R	R	G	R
P21, P22	DW	W	DW	DRK
P41, P42	DW	DW	W	DRK
P61, P62	W	W	DW	DRK
P81, P82	DW	DW	W	DRK

W - Walk
DW - Don't Walk
DRK - Dark

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY			
1A	6X40	0	2-4-2	-	1	Y	Y	-	15	-	Y
1B	6X40	0	2-4-2	-	1	Y	Y	-	15	-	Y
2A, 2B	6X6	70	EXIST	-	2	Y	Y	-	-	-	Y
2C	6X40	0	2-4-2	-	2	Y	Y	-	-	-	Y
4A	6X60	0	2-4-2	-	4	Y	Y	-	10	-	Y
6A, 6B	6X6	70	EXIST	-	6	Y	Y	-	-	-	Y
8A	6X40	0	2-4-2	-	8	Y	Y	-	3	-	Y
S1	6x6	+150	EXIST	-	-	-	-	-	-	-	Y
S2	6x6	+150	EXIST	-	-	-	-	-	-	-	Y
S3	6x6	+150	EXIST	-	-	-	-	-	-	-	Y
S4	6x6	+150	EXIST	-	-	-	-	-	-	-	Y

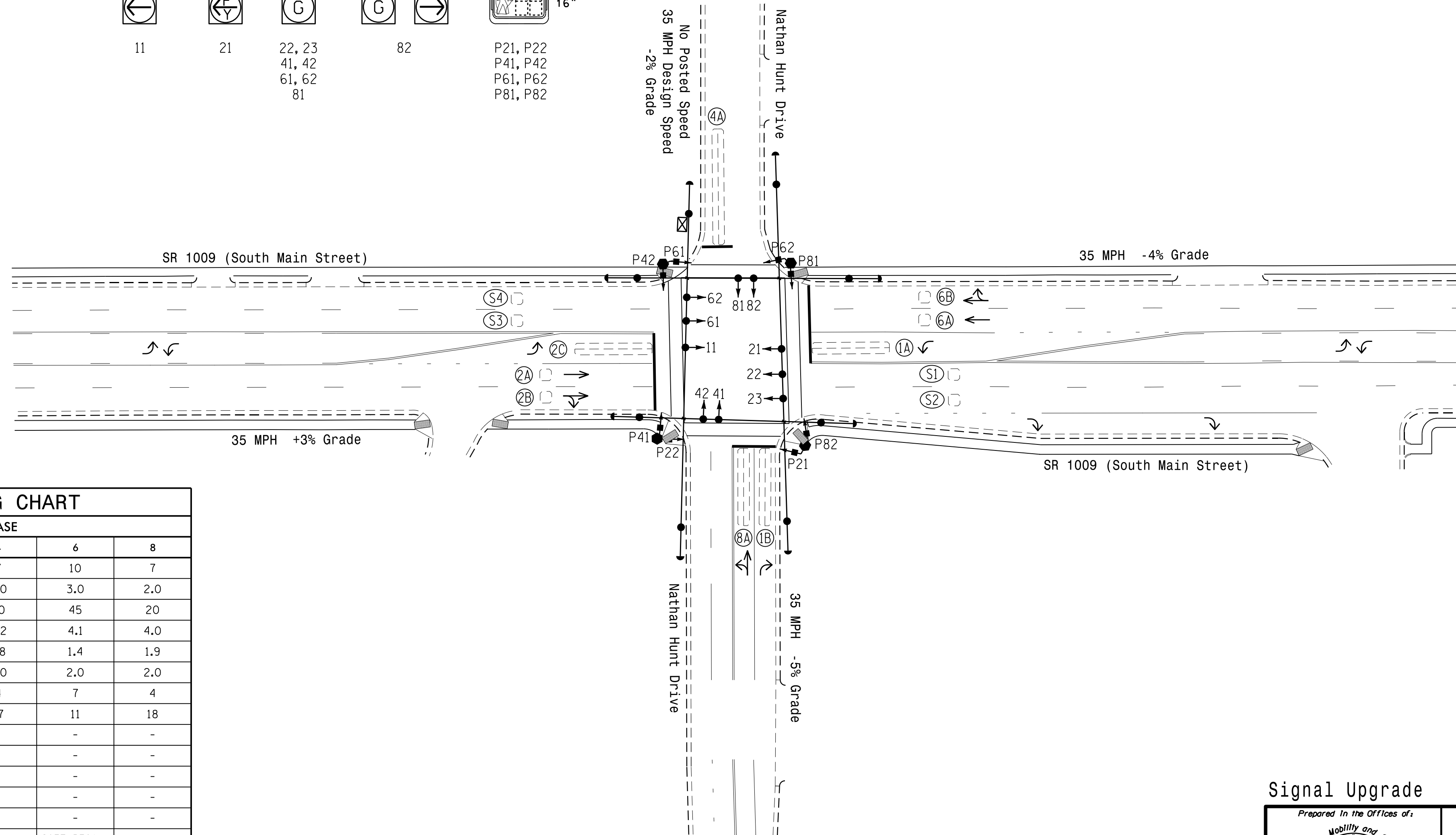
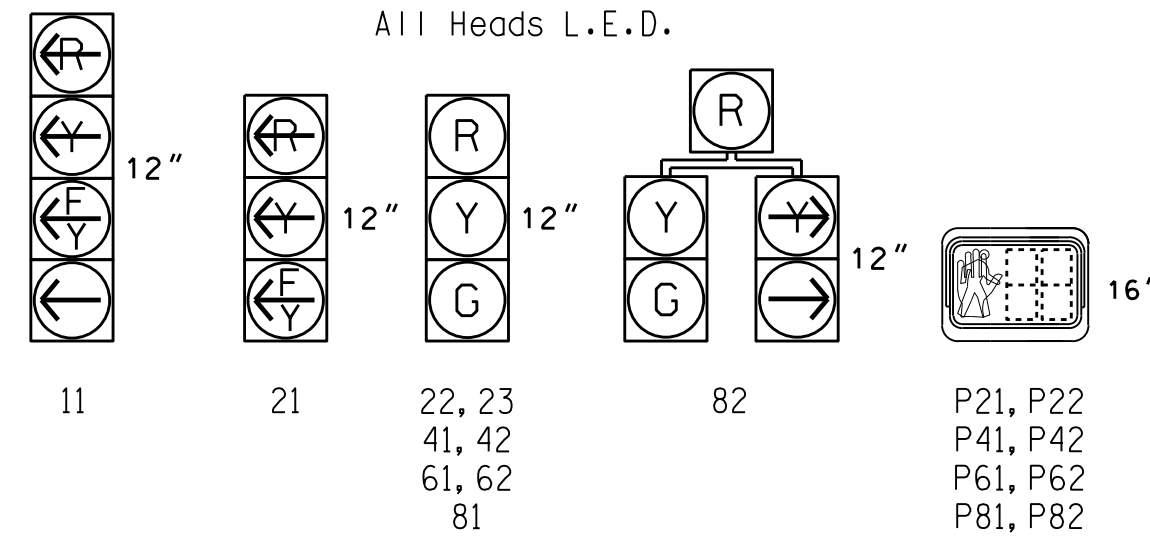
3 Phase Fully Actuated (High Point Signal System)

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.
- Phase 1 may be lagged.
- Renumber existing signal phases, heads, and loops as shown.
- 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.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

SIGNAL FACE I.D.

All Heads L.E.D.

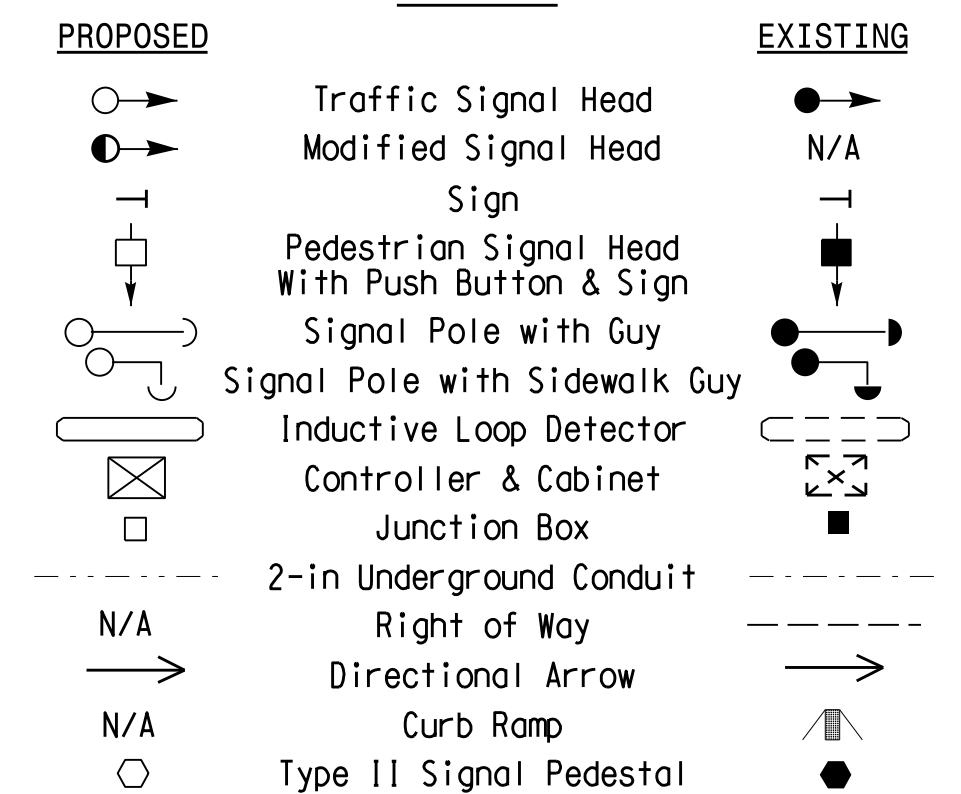


OASIS 2070 TIMING CHART

FEATURE	PHASE				
	1	2	4	6	8
Min Green 1*	7	10	7	10	7
Extension 1*	1.0	3.0	2.0	3.0	2.0
Max Green 1*	15	45	20	45	20
Yellow Clearance	3.0	4.1	4.2	4.1	4.0
Red Clearance	2.3	1.4	1.8	1.4	1.9
Red Revert	2.0	2.0	2.0	2.0	2.0
Walk 1*	-	7	4	7	4
Don't Walk 1	-	12	17	11	18
Seconds Per Actuation*	-	-	-	-	-
Max Variable Initial*	-	-	-	-	-
Time Before Reduction*	-	-	-	-	-
Time To Reduce*	-	-	-	-	-
Minimum Gap	-	-	-	-	-
Recall Mode**	-	SOFT RECALL	-	SOFT RECALL	-
Vehicle Call Memory	-	YELLOW	-	YELLOW	-
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 4 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

SR 1009 (South Main Street) at Nathan Hunt Drive

Division 7 Guilford County High Point

PLAN DATE: July 2014 PREPARED BY: R.N. Zinser

PREPARED BY: T. L. Averette REVIEWED BY:

SEAL

ROBERT J. ZIEMBA

026486

3/27/2015

SIG. INVENTORY NO. 07-0805

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 40 1"=40'

07-MAR-2015 15:59
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 2/2/2015