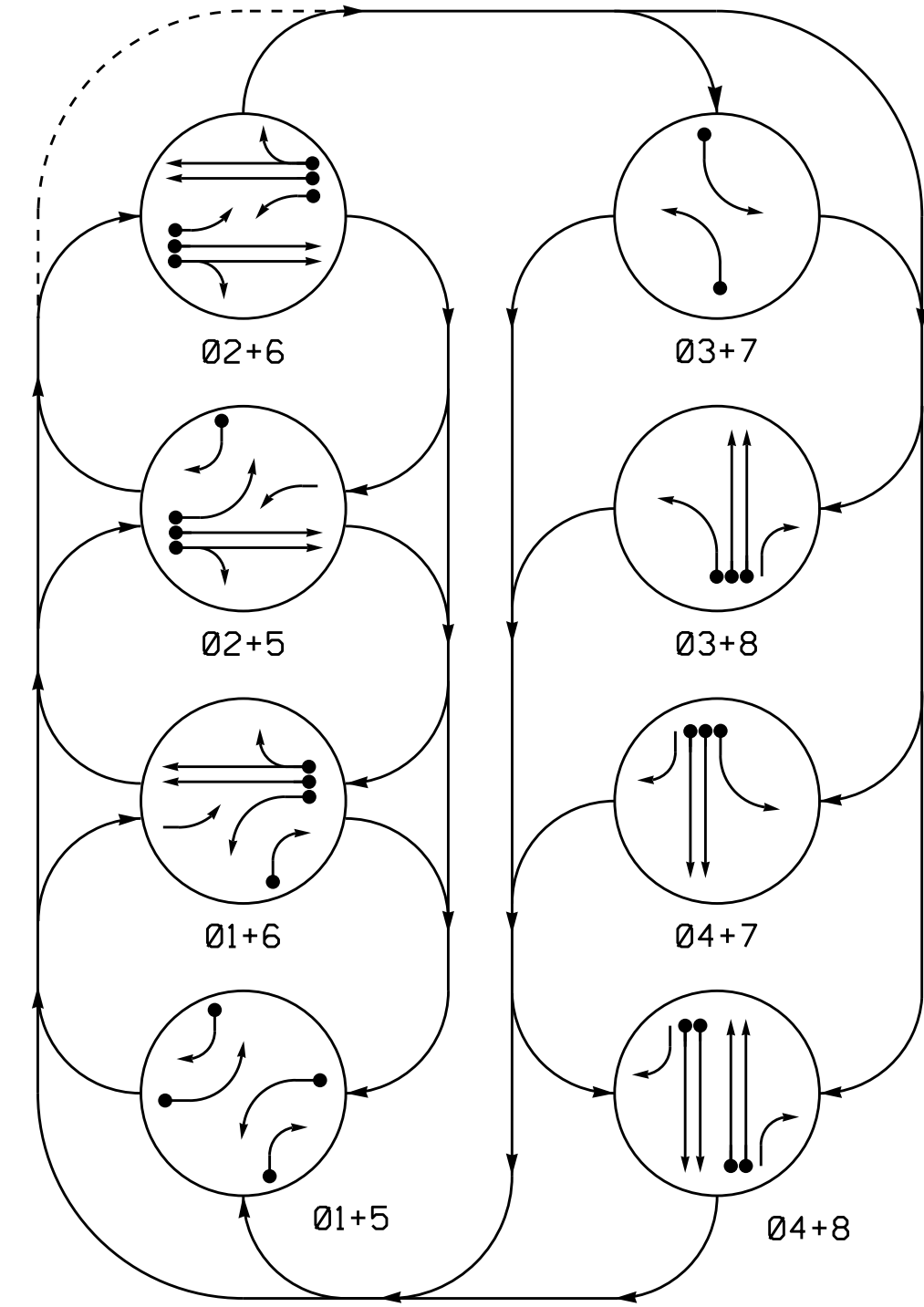


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

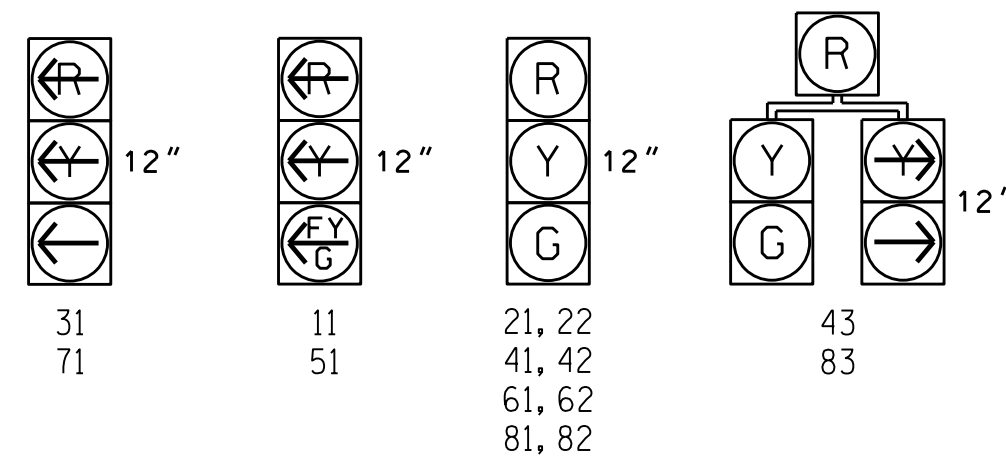
- ● DETECTED MOVEMENT
- ○ UNDETECTED MOVEMENT (OVERLAP)
- - - - UNSIGNALIZED MOVEMENT
- - - - PEDESTRIAN MOVEMENT

| SIGNAL FACE | PHASE | | | | | | | |
|-------------|-------|------|------|------|------|------|------|------|
| | 01+5 | 01+6 | 02+5 | 02+6 | 03+7 | 03+8 | 04+7 | 04+8 |
| 11 | → | → | → | → | → | → | → | → |
| 21, 22 | R | R | G | G | R | R | R | R |
| 31 | → | → | → | → | → | → | → | → |
| 41, 42 | R | R | R | R | R | R | G | G |
| 43 | → | → | → | → | → | → | G | G |
| 51 | → | → | → | → | → | → | → | → |
| 61, 62 | R | G | R | G | R | R | R | R |
| 71 | → | → | → | → | → | → | → | → |
| 81, 82 | R | R | R | R | R | G | R | G |
| 83 | → | → | → | → | → | G | R | G |

SIGNAL FACE I.D.

All Heads L.E.D.

⊕ = Bimodal Section

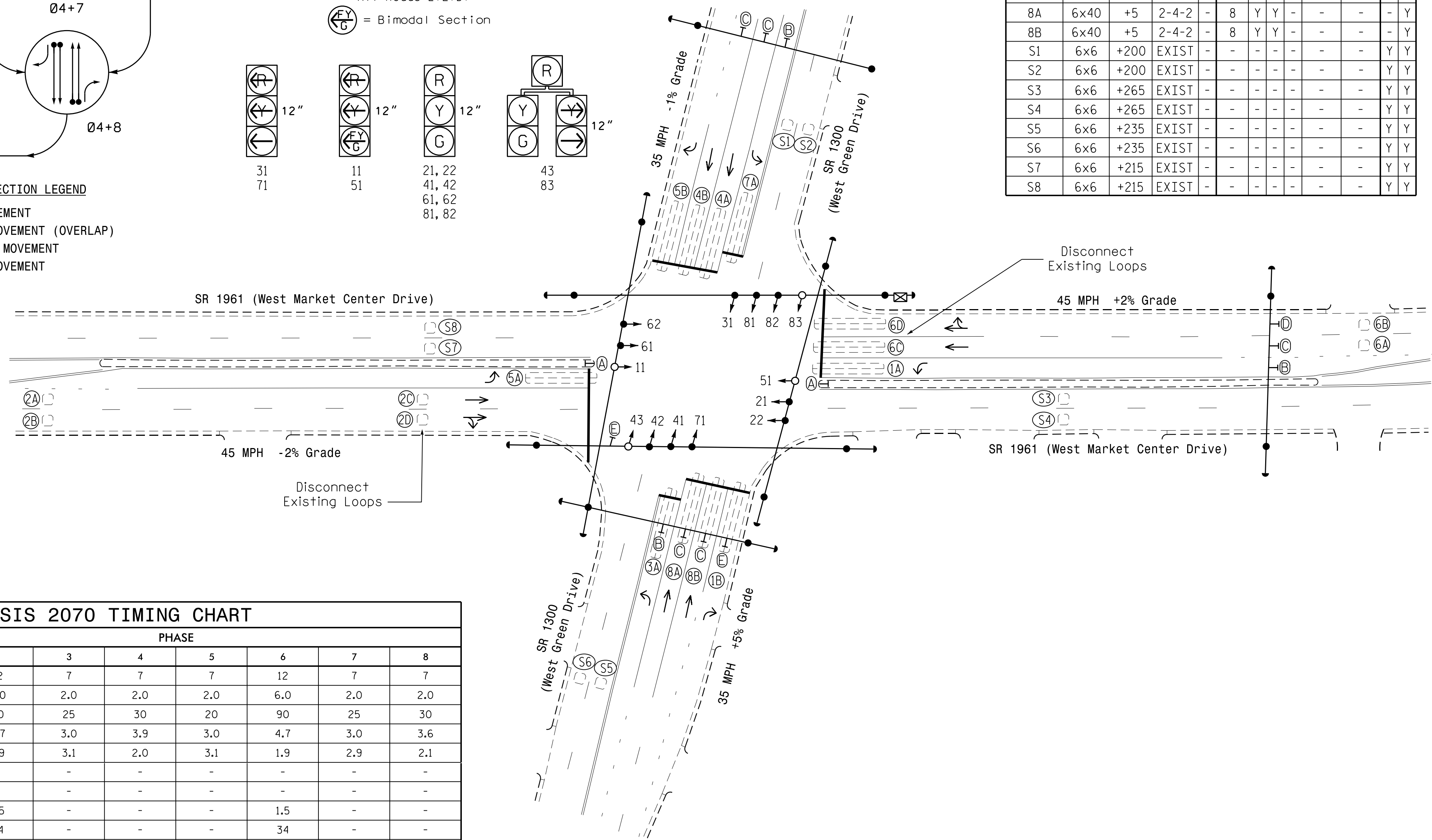


| OASIS 2070 LOOP & DETECTOR INSTALLATION CHART | | | | | | | | | | | |
|---|-----------|----------------------------|-------|----------|----------------------|---------|-----------|--------------|------------|-------------|----------|
| LOOP | SIZE (FT) | DISTANCE FROM STOPBAR (FT) | TURNS | NEW LOOP | DETECTOR PROGRAMMING | | | | | SYSTEM LOOP | NEW CARD |
| | | | | | PHASE | CALLING | EXTENSION | STRETCH TIME | DELAY TIME | | |
| 1A | 6x40 | +5 | 2-4-2 | - | 1 | Y | Y | - | 15 | - | Y |
| 1B | 6x40 | +5 | 2-4-2 | - | 6 | Y | Y | - | 3 | - | Y |
| 2A | 6x6 | 300 | EXIST | - | 2 | Y | Y | - | - | - | Y |
| 2B | 6x6 | 300 | EXIST | - | 2 | Y | Y | - | - | - | Y |
| 2C, 2D | 6x6 | 90 | EXIST | - | DISCONNECT | | | | | - | - |
| 3A | 6x40 | +5 | 2-4-2 | - | 3 | Y | Y | - | 3 | - | Y |
| 4A | 6x40 | +5 | 2-4-2 | - | 4 | Y | Y | - | - | - | Y |
| 4B | 6x40 | +5 | 2-4-2 | - | 4 | Y | Y | - | - | - | Y |
| 5A | 6x40 | +5 | 2-4-2 | - | 5 | Y | Y | - | 15 | - | Y |
| 5B | 6x40 | +5 | 2-4-2 | - | 5 | Y | Y | - | 15 | - | Y |
| 6A | 6x6 | 300 | EXIST | - | 6 | Y | Y | - | - | - | Y |
| 6B | 6x6 | 300 | EXIST | - | 6 | Y | Y | - | - | - | Y |
| 6C, 6D | 6x40 | +5 | 2-4-2 | - | DISCONNECT | | | | | - | - |
| 7A | 6x40 | +5 | 2-4-2 | - | 7 | Y | Y | - | 3 | - | Y |
| 8A | 6x40 | +5 | 2-4-2 | - | 8 | Y | Y | - | - | - | Y |
| 8B | 6x40 | +5 | 2-4-2 | - | 8 | Y | Y | - | - | - | Y |
| S1 | 6x6 | +200 | EXIST | - | - | - | - | - | - | - | Y |
| S2 | 6x6 | +200 | EXIST | - | - | - | - | - | - | - | Y |
| S3 | 6x6 | +265 | EXIST | - | - | - | - | - | - | - | Y |
| S4 | 6x6 | +265 | EXIST | - | - | - | - | - | - | - | Y |
| S5 | 6x6 | +235 | EXIST | - | - | - | - | - | - | - | Y |
| S6 | 6x6 | +235 | EXIST | - | - | - | - | - | - | - | Y |
| S7 | 6x6 | +215 | EXIST | - | - | - | - | - | - | - | Y |
| S8 | 6x6 | +215 | EXIST | - | - | - | - | - | - | - | Y |

8 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 and/or phase 5 may be lagged.
- Phase 3 and/or phase 7 may be lagged.
- Disconnect existing loops 2C, 2D, 6C, and 6D.
- 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 lane control 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.



| FEATURE | PHASE | | | | | | | |
|-------------------------|-------|-------------|-----|-----|-----|-------------|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Min Green 1 * | 7 | 12 | 7 | 7 | 7 | 12 | 7 | 7 |
| Extension 1 * | 2.0 | 6.0 | 2.0 | 2.0 | 2.0 | 6.0 | 2.0 | 2.0 |
| Max Green 1 * | 20 | 90 | 25 | 30 | 20 | 90 | 25 | 30 |
| Yellow Clearance | 3.0 | 4.7 | 3.0 | 3.9 | 3.0 | 4.7 | 3.0 | 3.6 |
| Red Clearance | 3.2 | 1.9 | 3.1 | 2.0 | 3.1 | 1.9 | 2.9 | 2.1 |
| Walk 1 * | - | - | - | - | - | - | - | - |
| Don't Walk 1 | - | - | - | - | - | - | - | - |
| Seconds Per Actuation * | - | 1.5 | - | - | - | 1.5 | - | - |
| Max Variable Initial * | - | 34 | - | - | - | 34 | - | - |
| Time Before Reduction * | - | 15 | - | - | - | 15 | - | - |
| Time To Reduce * | - | 30 | - | - | - | 30 | - | - |
| Minimum Gap | - | 3.0 | - | - | - | 3.0 | - | - |
| Recall Mode ** | - | SOFT RECALL | - | - | - | SOFT RECALL | - | - |
| Vehicle Call Memory | - | YELLOW | - | - | - | YELLOW | - | - |
| Dual Entry | - | - | - | - | - | - | - | - |
| Simultaneous Gap | ON | ON | ON | 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.
 ** May be changed to Min Recall by Time of Day at discretion of City Traffic Engineer.

LEGEND

- | PROPOSED | EXISTING |
|--|--|
| ○ → Traffic Signal Head | ● → Traffic Signal Head |
| ● → Modified Signal Head | N/A |
| ○ ⊕ Pedestrian Signal Head With Push Button & Sign | ○ ⊕ Pedestrian Signal Head With Push Button & Sign |
| ○ ⊕ Signal Pole with Guy | ○ ⊕ Signal Pole with Guy |
| ○ ⊕ Signal Pole with Sidewalk Guy | ○ ⊕ Signal Pole with Sidewalk Guy |
| ⊗ Inductive Loop Detector | ⊗ Inductive Loop Detector |
| ⊗ Controller & Cabinet | ⊗ Controller & Cabinet |
| ⊗ Junction Box | ⊗ Junction Box |
| ⊗ 2-in Underground Conduit | ⊗ 2-in Underground Conduit |
| N/A | → Right of Way |
| → Directional Arrow | → Directional Arrow |
| Ⓐ No U-Turn Sign (R3-4) | Ⓐ No U-Turn Sign (R3-4) |
| Ⓑ Left Arrow "ONLY" Sign (R3-5L) | Ⓑ Left Arrow "ONLY" Sign (R3-5L) |
| Ⓒ Through Arrow "ONLY" Sign (R3-5A) | Ⓒ Through Arrow "ONLY" Sign (R3-5A) |
| Ⓓ Combined Through and Right Arrow Sign (R3-6R) | Ⓓ Combined Through and Right Arrow Sign (R3-6R) |
| Ⓔ Right Arrow "ONLY" Sign (R3-5R) | Ⓔ Right Arrow "ONLY" Sign (R3-5R) |

Signal Upgrade

750 N. Greenfield Pkwy, Garner, NC 27529

SR 1961 (W. Market Center Dr.) at SR 1300 (West Green Drive)

Division 7 Guilford County High Point

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

PREPARED BY: Jeff Spence REVIEWED BY:

SEAL

ROBERT J. ZIEMBA
ENGINEER
026486

SCALE 0 40
1" = 40'

REVISIONS: _____ INIT. DATE

DocuSigned by: 3/30/2015

SIG. INVENTORY NO. 07-0949

3D-MAR-2015 11:26
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