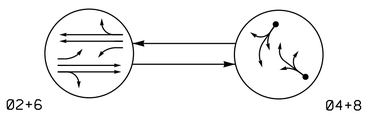
PROJECT REFERENCE NO.	SHEET NO.
C-5558	Sig. 95.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE 02+6	PHASE 04+8	FLASH
21, 22	G	R	Y
41, 42, 43	R	G	R
61, 62	G	R	Y
81, 82, 83	R	G	R

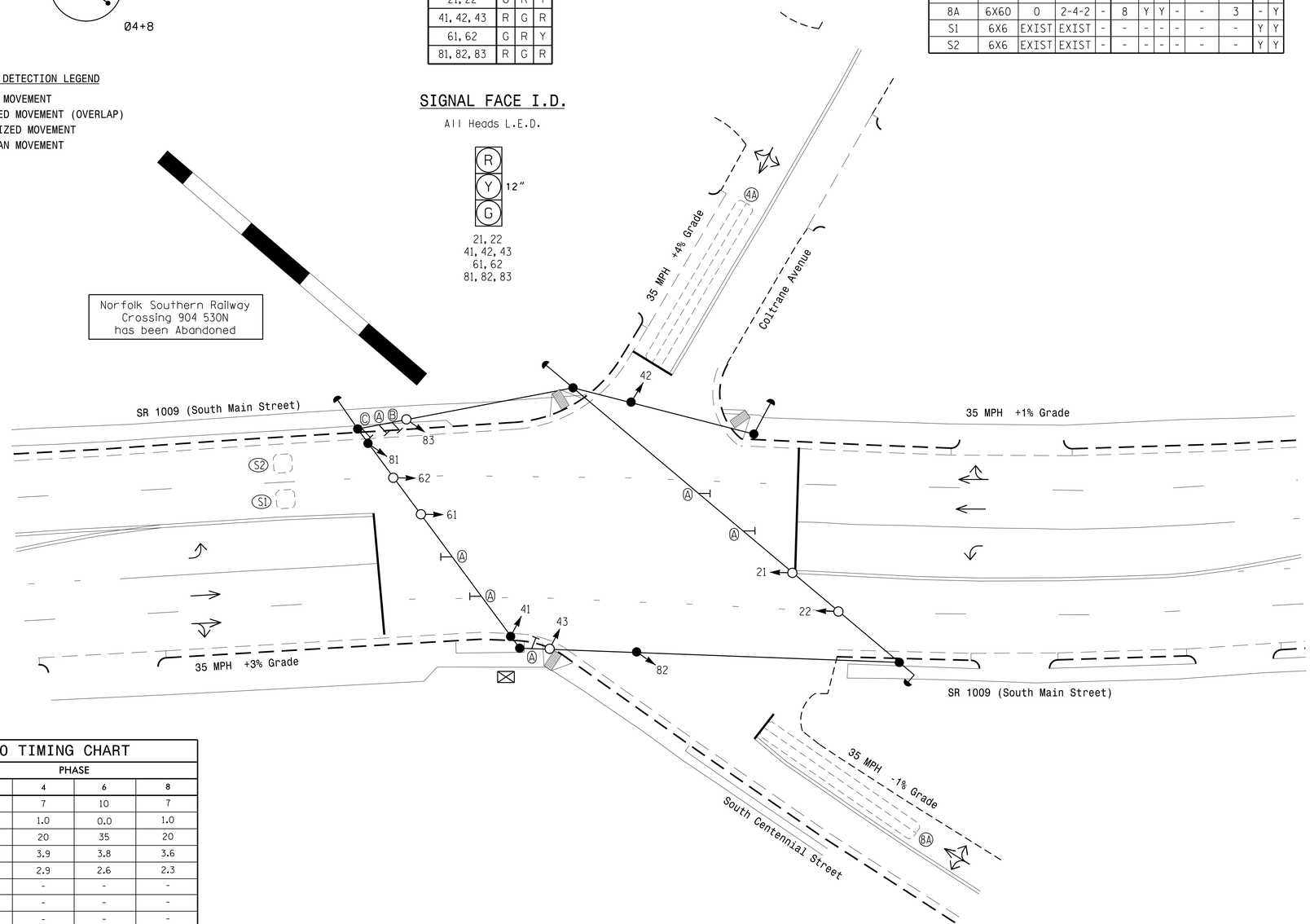
SIGNAL FACE I.D.

All Heads L.E.D.

21, 22
41, 42, 43
61, 62
81, 82, 83

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
4A	6X60	0	2-4-2	-	4	Y	Y	-	-	3	-	Y
8A	6X60	0	2-4-2	-	8	Y	Y	-	-	3	-	Y
S1	6X6	EXIST	EXIST	-	-	-	-	-	-	-	Y	Y
S2	6X6	EXIST	EXIST	-	-	-	-	-	-	-	Y	Y



OASIS 2070 TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 6	PHASE 8
Min Green 1 *	10	7	10	7
Extension 1 *	0.0	1.0	0.0	1.0
Max Green 1 *	35	20	35	20
Yellow Clearance	3.7	3.9	3.8	3.6
Red Clearance	2.5	2.9	2.6	2.3
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.

2 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. Renumber existing phasing and signal heads as shown.
4. Set all detector units to presence mode.
5. 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.
6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
7. Existing "Left Turn Yield on Green" Ball signs (R10-12) may be removed at the direction of the Engineer.
8. Pavement markings are existing.
9. 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	
N/A	Railroad Tracks	
N/A	Curb Ramp	
A	Street Name Sign (D3-1)	A
B	"NO TURN ON RED" Sign (R10-11)	B
C	"LEFT TURN YIELD ON GREEN" Sign (R10-12)	C

Signal Upgrade

Prepared in the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

SCALE 0 20
1"=20'

SR 1009 (South Main Street) at Coltrane Avenue and South Centennial Street

Division 7 Guilford County High Point

PLAN DATE: September 2014 REVIEWED BY:
PREPARED BY: Jeff Spence REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 026486 ENGINEER ROBERT J. ZIEMBA

DocuSigned by: 1999CB5A5A4F4A3... SIGNATURE 3/11/2015 DATE

SIG. INVENTORY NO. 07-1005

11-MAR-2015 17:20
S:\TSSGU\ITS\Signal\Design Section\Central Region\Div 7\C-5558 High Point\Signal Plans\07-1005\071005_sig.dgn_20150311.dgn
rziemba