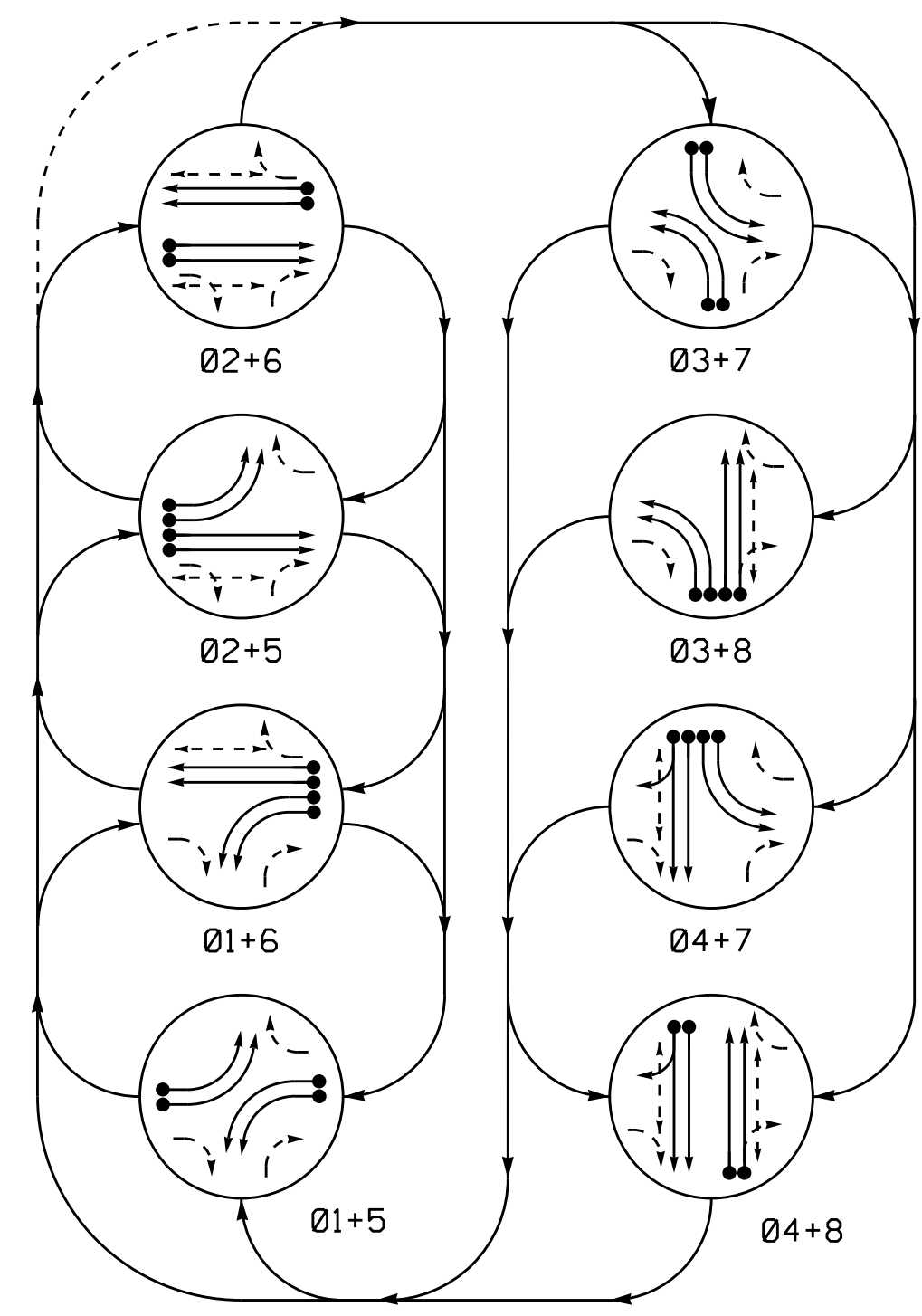


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

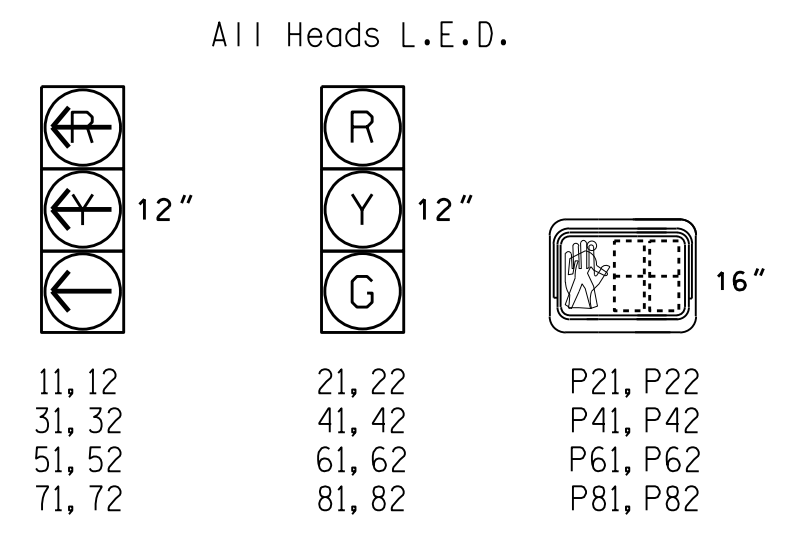
- ←●→ DETECTED MOVEMENT
- ←○→ UNDETECTED MOVEMENT (OVERLAP)
- ←---→ UNSIGNALIZED MOVEMENT
- ←- - - -> PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE							
	01+5	02+6	03+7	04+8	01+6	02+5	03+8	04+7
11, 12	---	---	---	---	---	---	---	---
21, 22	R	R	G	G	R	R	R	Y
31, 32	---	---	---	---	---	---	---	---
41, 42	R	R	R	R	R	R	G	G
51, 52	---	---	---	---	---	---	---	---
61, 62	R	G	R	G	R	R	R	Y
71, 72	---	---	---	---	---	---	---	---
81, 82	R	R	R	R	G	R	G	R
P21, P22	DW	DW	W	W	DW	DW	DW	DRK
P41, P42	DW	DW	DW	DW	DW	W	W	DRK
P61, P62	DW	W	DW	DW	DW	DW	DRK	DRK
P81, P82	DW	DW	DW	DW	W	DW	W	DRK

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

SIGNAL FACE I.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING						
					PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	LOOP SYSTEM	NEW CARD
1A	6X40	0	2-4-2	-	1	Y	Y	-	3	-	Y
1B	6X40	0	2-4-2	-	1	Y	Y	-	-	-	Y
2A, 2B	6X6	300	EXIST	-	2	Y	Y	1.6	-	-	Y
2C, 2D	6X6	90	EXIST	-	2	Y	Y	-	-	-	Y
3A	6X40	0	2-4-2	-	3	Y	Y	-	3	-	Y
3B	6X40	0	2-4-2	-	3	Y	Y	-	-	-	Y
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	-	Y
4B	6X40	0	2-4-2	-	4	Y	Y	-	10	-	Y
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	-	Y
5B	6X40	0	2-4-2	-	5	Y	Y	-	-	-	Y
6A, 6B	6X6	300	EXIST	-	6	Y	Y	1.6	-	-	Y
6C, 6D	6X6	90	EXIST	-	6	Y	Y	-	-	-	Y
7A	6X40	0	2-4-2	-	7	Y	Y	-	-	-	Y
7B	6X40	0	2-4-2	-	7	Y	Y	-	-	-	Y
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	-	Y
8B	6X40	0	2-4-2	-	8	Y	Y	-	10	-	Y
S1	6X6	+305	EXIST	-	-	-	-	-	-	-	Y
S2	6X6	+305	EXIST	-	-	-	-	-	-	-	Y
S3	6X6	+305	EXIST	-	-	-	-	-	-	-	Y
S4	6X6	+210	EXIST	-	-	-	-	-	-	-	Y
S5	6X6	+210	EXIST	-	-	-	-	-	-	-	Y

8 Phase Fully 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 1 and/or phase 5 may be lagged.
4. Phase 3 and/or phase 7 may be lagged.
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.
8. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
9. Pavement markings are existing unless otherwise shown.
10. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

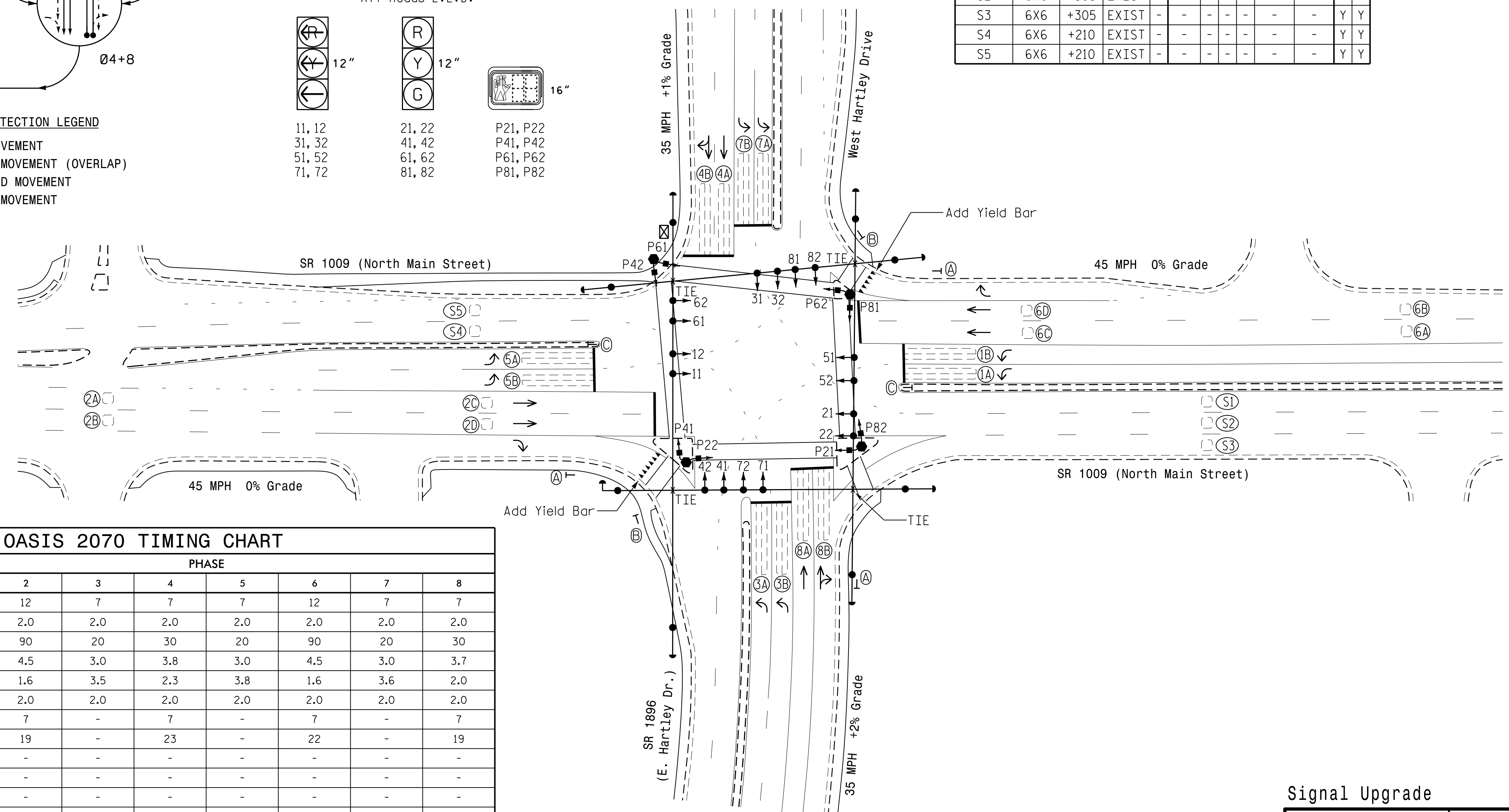
LEGEND

- | PROPOSED  | EXISTING  |
|---|---|
| ○→ Traffic Signal Head                            | ●→ Traffic Signal Head                                      |
| ○→ Modified Signal Head                           | N/A   |
| ○→ Sign   | ○→ Sign   |
| ○→ Pedestrian Signal Head With Push Button & Sign | ○→ Pedestrian Signal Head With Push Button & Sign           |
| ○→ Type II Signal Pedestal                        | ○→ Type II Signal Pedestal                                  |
| ○→ 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   |
| Ⓐ   | Ⓐ "TURNING TRAFFIC MUST YIELD TO PEDESTRIANS" Sign (R10-15) |
| Ⓑ   | Ⓑ "YIELD" Sign (R1-2)                                       |
| Ⓒ   | Ⓒ No U-Turn Sign (R3-4)                                     |

OASIS 2070 TIMING CHART

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	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Max Green 1*	20	90	20	30	20	90	20	30
Yellow Clearance	3.0	4.5	3.0	3.8	3.0	4.5	3.0	3.7
Red Clearance	3.4	1.6	3.5	2.3	3.8	1.6	3.6	2.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1*	-	7	-	7	-	7	-	7
Don't Walk 1	-	19	-	23	-	22	-	19
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	-	-	-	-	-	-	-	-
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.



Signal Upgrade

	SR 1009 (North Main Street) at SR 1896 (Hartley Drive)		SEAL NORTH CAROLINA PROFESSIONAL ENGINEER ROBERT J. ZIEMBA 026486
	Division 7 Guilford County High Point PLAN DATE: May 2014 REVIEWED BY: T. L. Averette	PREPARED BY: T. L. Averette REVIEWED BY:	
SCALE: 1" = 40' 	REVISIONS:	INIT. DATE:	SIG. INVENTORY NO. 07-1455

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