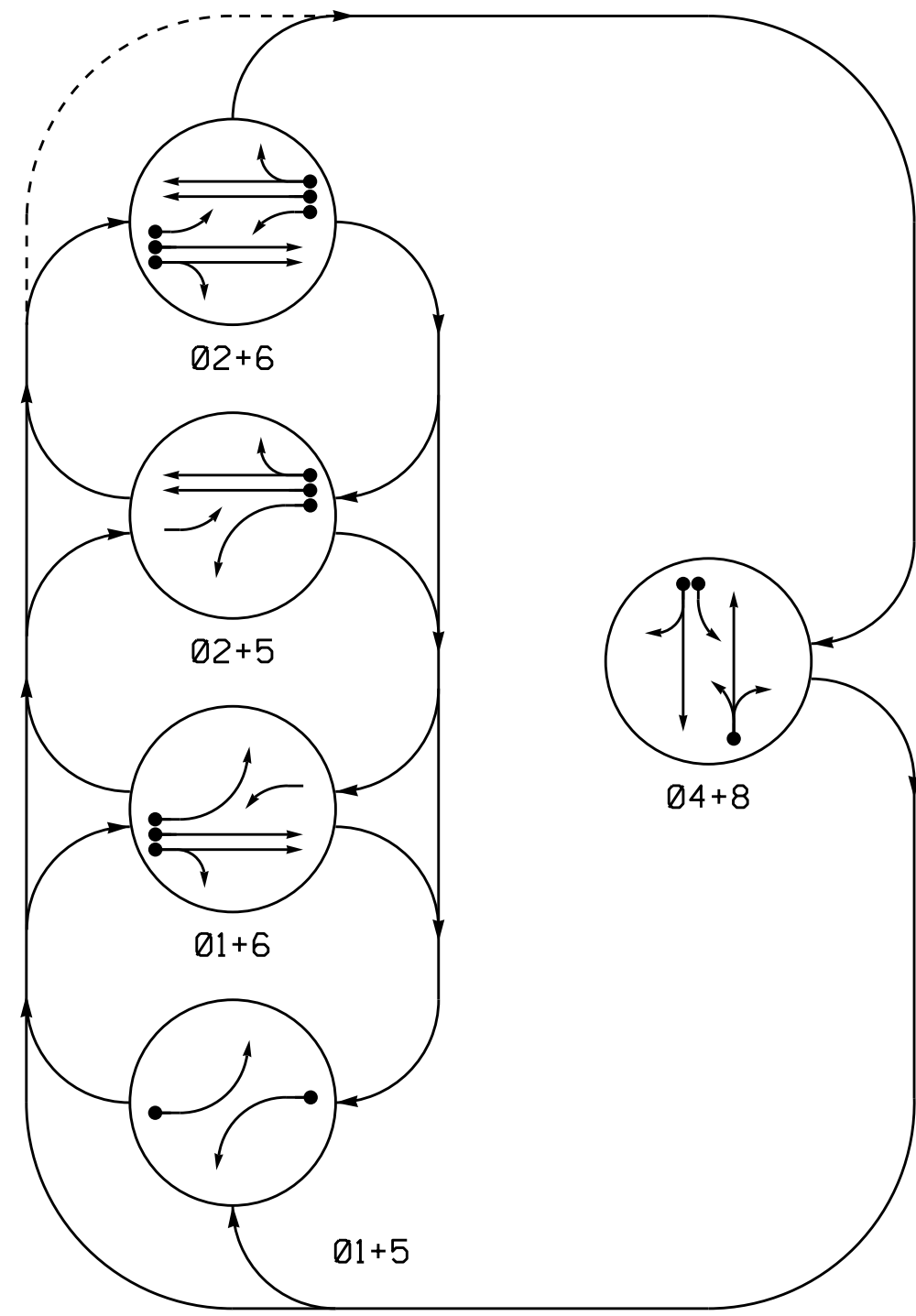


PHASING DIAGRAM



SIGNAL FACE	PHASE					FLASH
	01+5	01+6	02+5	02+6	04+8	
11	—	—	F	F	R	—
21, 22	R	R	G	G	R	Y
41, 42	R	R	R	R	G	R
51	—	F	—	F	R	—
61, 62	R	G	R	G	R	Y
81, 82	R	R	R	R	G	R

PHASING DIAGRAM DETECTION LEGEND

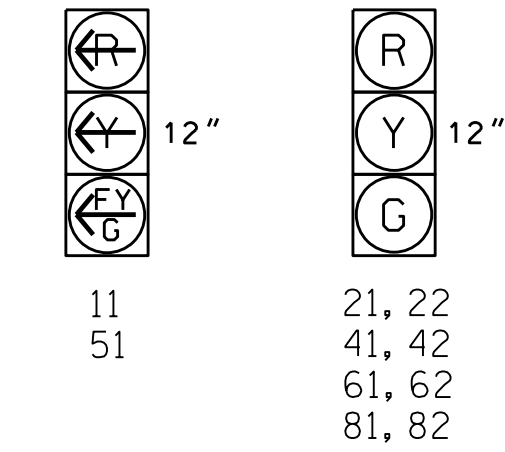
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

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
1A	6X40	+5	2-4-2	—	1	Y	Y	—	—	15	—	Y
2A, 2B	6X6	70	EXIST	—	2	Y	Y	—	—	—	—	Y
4A	6X40	+5	2-4-2	—	4	Y	Y	—	—	10	—	Y
5A	6X40	+5	2-4-2	—	5	Y	Y	—	—	15	—	Y
6A, 6B	6X6	70	EXIST	—	6	Y	Y	—	—	—	—	Y
8A	6X40	+5	2-4-2	—	8	Y	Y	—	—	3	—	Y
8B	6X40	+5	2-4-2	—	8	Y	Y	—	—	10	—	Y
S1	6X6	+275	EXIST	—	—	—	—	—	—	—	Y	Y
S2	6X6	+275	EXIST	—	—	—	—	—	—	—	Y	Y

SIGNAL FACE I.D.

All Heads L.E.D.

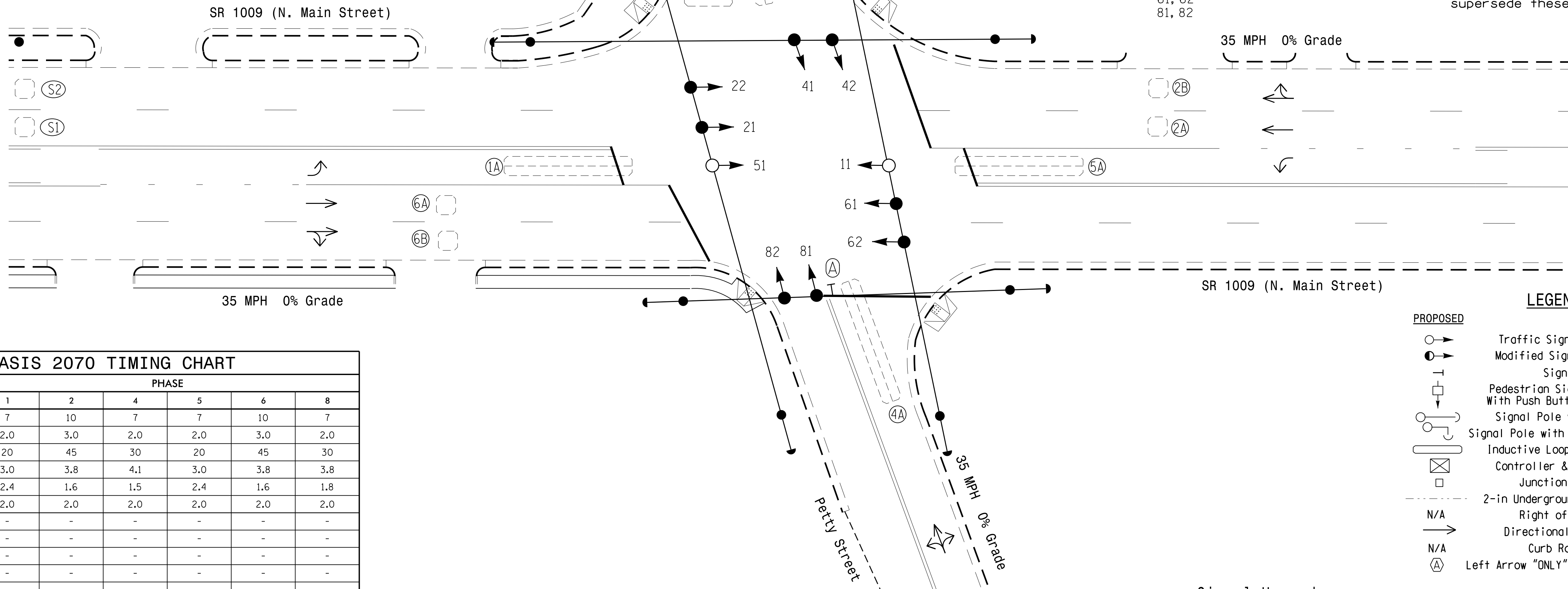
⊕ = Bimodal Section



5 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.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Existing Left Arrow "ONLY" sign (R3-5L) 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.



OASIS 2070 TIMING CHART

FEATURE	PHASE						
	1	2	4	5	6	8	
Min Green 1 *	7	10	7	7	10	7	
Extension 1 *	2.0	3.0	2.0	2.0	3.0	2.0	
Max Green 1 *	20	45	30	20	45	30	
Yellow Clearance	3.0	3.8	4.1	3.0	3.8	3.8	
Red Clearance	2.4	1.6	1.5	2.4	1.6	1.8	
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	
Walk 1 *	-	-	-	-	-	-	
Don't Walk 1	-	-	-	-	-	-	
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	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 |
| — Sign | — Sign |
| ○ 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 | — Right of Way |
| — Directional Arrow | — Directional Arrow |
| N/A Curb Ramp | — Curb Ramp |
| ⊕ Left Arrow "ONLY" Sign (R3-5L) | ⊕ Left Arrow "ONLY" Sign (R3-5L) |

Signal Upgrade

	SR 1009 (N. Main Street) at SR 1901 (Baker Road) and Petty Street		SEAL NORTH CAROLINA PROFESSIONAL ENGINEER ROBERT J. ZIEMBA 026486
	Division 8 Randolph County Archdale	PREPARED BY: R.N. Zinser REVIEWED BY:	
PLAN DATE: April 2014 750 N. Greenfield Pkwy, Garner, NC 27529 TRANSPORTATION MOBILITY AND SAFETY SOLUTIONS A DIVISION OF WORTH ENGINEERING GROUP Signal Design Section	SCALE: 1"=20' 0 20	REVISIONS:	DATE: 4/21/2015 SIG. INVENTORY NO. 08-0402

C:\Users\p111111\OneDrive\Documents\Signal Design\Section\Central Region\01\4-5558 High Point\Signal Plans\08-0402-Sig.dwg, 2015/04/21, dgm
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