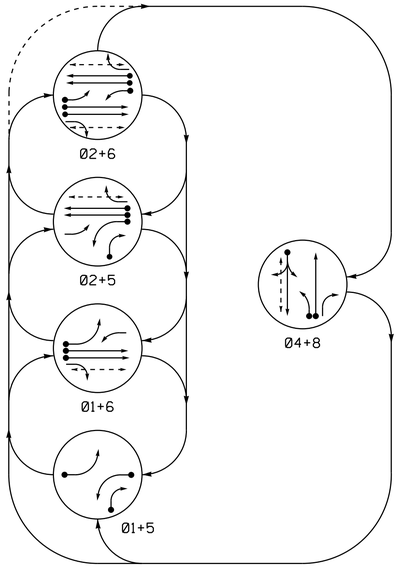
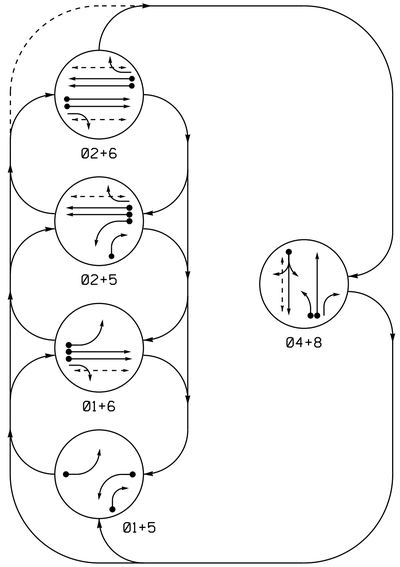
| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| C-5558 | Sig. 177.0 |

## NORMAL PHASING DIAGRAM




## ALTERNATE PHASING DIAGRAM




PHASING DIAGRAM DETECTION LEGEND

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

## NORMAL PHASING TABLE OF OPERATION

| SIGNAL FACE | PHASE 01+5 | 01+6 | 02+5 | 02+6 | 04+8 | FLASH |
|---|---|---|---|---|---|---|
| 11 | ← | ← | F Y | F Y | ~~R~~ | ~~Y~~ |
| 21, 22 | R | R | G | G | R | Y |
| 41, 43 | R | R | R | R | G | R |
| 42 | R/→ | R | R/→ | R | G | R |
| 51 | ← | F Y | ← | F Y | ~~R~~ | ~~Y~~ |
| 61, 62 | R | G | R | G | R | Y |
| 81, 82 | R | R | R | R | G | R |
| P21, P22 | DW | DW | W | W | DW | DRK |
| P61, P62 | DW | W | DW | W | DW | DRK |
| P81, P82 | DW | DW | DW | DW | W | DRK |

## ALTERNATE PHASING TABLE OF OPERATION

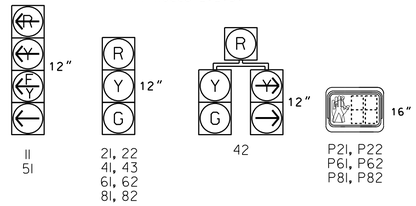
| SIGNAL FACE | PHASE 01+5 | 01+6 | 02+5 | 02+6 | 04+8 | FLASH |
|---|---|---|---|---|---|---|
| 11 | ← | ← | ~~R~~ | ~~R~~ | ~~R~~ | ~~Y~~ |
| 21, 22 | R | R | G | G | R | Y |
| 41, 43 | R | R | R | R | G | R |
| 42 | R/→ | R | R/→ | R | G | R |
| 51 | ← | ~~R~~ | ← | ~~R~~ | ~~R~~ | ~~Y~~ |
| 61, 62 | R | G | R | G | R | Y |
| 81, 82 | R | R | R | R | G | R |
| P21, P22 | DW | DW | W | W | DW | DRK |
| P61, P62 | DW | W | DW | W | DW | DRK |
| P81, P82 | DW | DW | DW | DW | W | DRK |

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

5 Phase
Fully Actuated
(High Point Signal System)

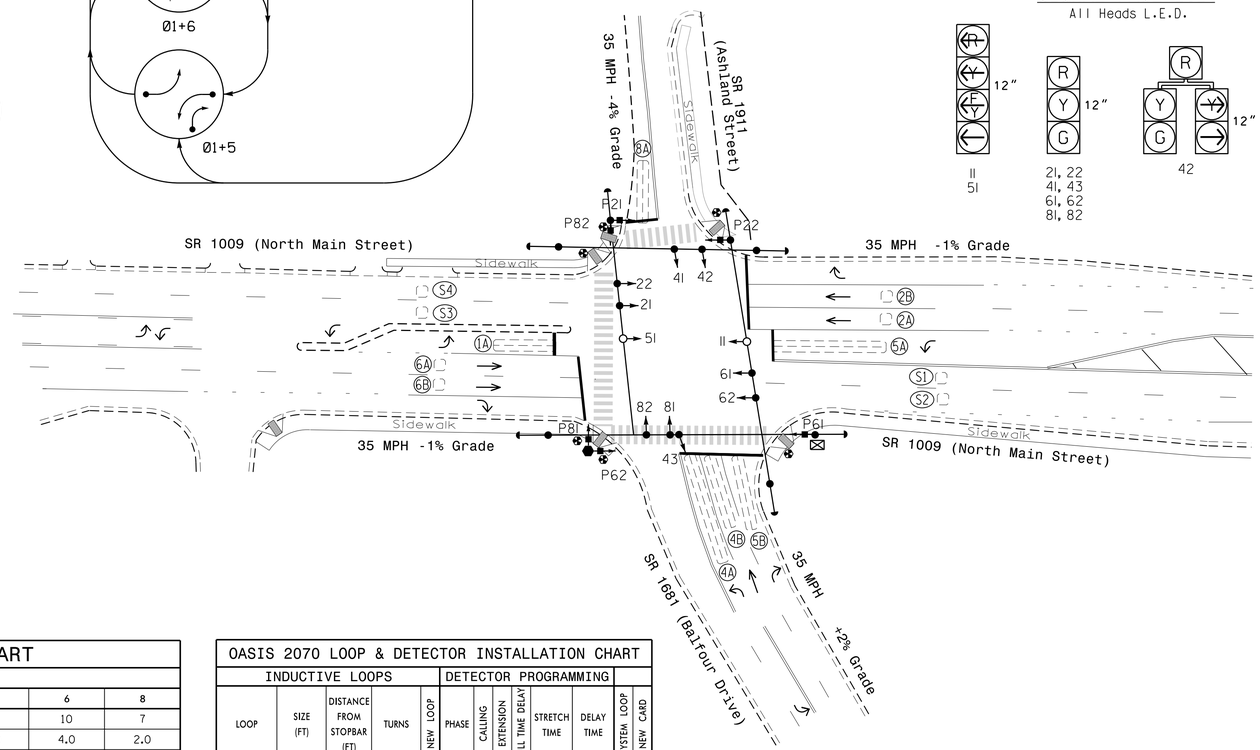
## SIGNAL FACE I.D.

All Heads L.E.D.




## 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. 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. 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.
10. The Division (City) Traffic Engineer will determine the hours of use for each phasing plan.
11. 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 | Wheelchair Ramp | ⩛ |
| ⊛ | Type I Pushbutton Post | ⊛ |
| ⬡ | Type II Signal Pedestal | ⬢ |

## 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 | 4.0 | 2.0 | 2.0 | 4.0 | 2.0 |
| Max Green 1 * | 20 | 60 | 30 | 20 | 60 | 30 |
| Yellow Clearance | 3.0 | 3.9 | 3.7 | 3.0 | 3.9 | 4.1 |
| Red Clearance | 2.9 | 2.0 | 2.3 | 2.6 | 2.0 | 2.2 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Walk 1 * | - | 7 | - | - | 7 | 7 |
| Don't Walk 1 | - | 11 | - | - | 23 | 22 |
| 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.

## OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

| INDUCTIVE LOOPS: LOOP | SIZE (FT) | DISTANCE FROM STOPBAR (FT) | TURNS | NEW LOOP | DETECTOR PROGRAMMING: PHASE | CALLING | EXTENSION | FULL TIME DELAY | STRETCH TIME | DELAY TIME | SYSTEM LOOP | NEW CARD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1A | 6X33 | 0 | 2-4-2 | - | 1 | Y | Y | - | - | *15 | - | Y |
| | | | | | **6 | Y | Y | - | - | - | - | Y |
| 2A, 2B | 6X6 | 90 | 4 | - | 2 | Y | Y | - | - | - | - | Y |
| 4A | 6X60 | 0 | 2-4-2 | - | 4 | Y | Y | - | - | 3 | - | Y |
| 4B | 6X40 | 0 | 2-4-2 | - | 4 | Y | Y | - | - | - | - | Y |
| 5A | 6X60 | 0 | 2-4-2 | - | 5 | Y | Y | - | - | *15 | - | Y |
| | | | | | **2 | Y | Y | - | - | - | - | Y |
| 5B | 6X40 | 0 | 2-4-2 | - | 5 | Y | Y | - | - | 15 | - | Y |
| 6A, 6B | 6X6 | 90 | 4 | - | 6 | Y | Y | - | - | - | - | Y |
| 8A | 6X33 | 0 | 2-4-2 | - | 8 | Y | Y | - | - | 10 | - | Y |
| S1 | 6X6 | +180 | 4 | - | - | - | - | - | - | - | Y | Y |
| S2 | 6X6 | +180 | 4 | - | - | - | - | - | - | - | Y | Y |
| S3 | 6X6 | +180 | 4 | - | - | - | - | - | - | - | Y | Y |
| S4 | 6X6 | +180 | 4 | - | - | - | - | - | - | - | Y | Y |

* Disable Delay During Alternate Phasing Operation.
** Disable Phase 2 and 6 Call For Loops 1A and 5A During Alternate Phasing.

Signal Upgrade

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

SR 1009 (North Main Street)
at
SR 1911 (Ashland Street) and
SR 1681 (Balfour Drive)

Division 8 | Randolph County | Archdale

PLAN DATE: September 2014 | PREPARED BY: Jeff Spence
PREPARED BY: C.E. Carter | REVIEWED BY:

SCALE 0 40 1"=40'

| REVISIONS | INIT. | DATE |
|---|---|---|
| | | |

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 026486 ENGINEER ROBERT J. ZIEMBA
DocuSigned by: SIGNATURE 4/1/2015 DATE

SIG. INVENTORY NO. 08-0504

01-APR-2015 17:54
S:*ITS\SIG#1\ITS Signals\Signal Design Section\Central Region\Div 7\C-5558 High Point\Signal Plans\08-0504\08504_sig_dsn_20150401.dgn
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