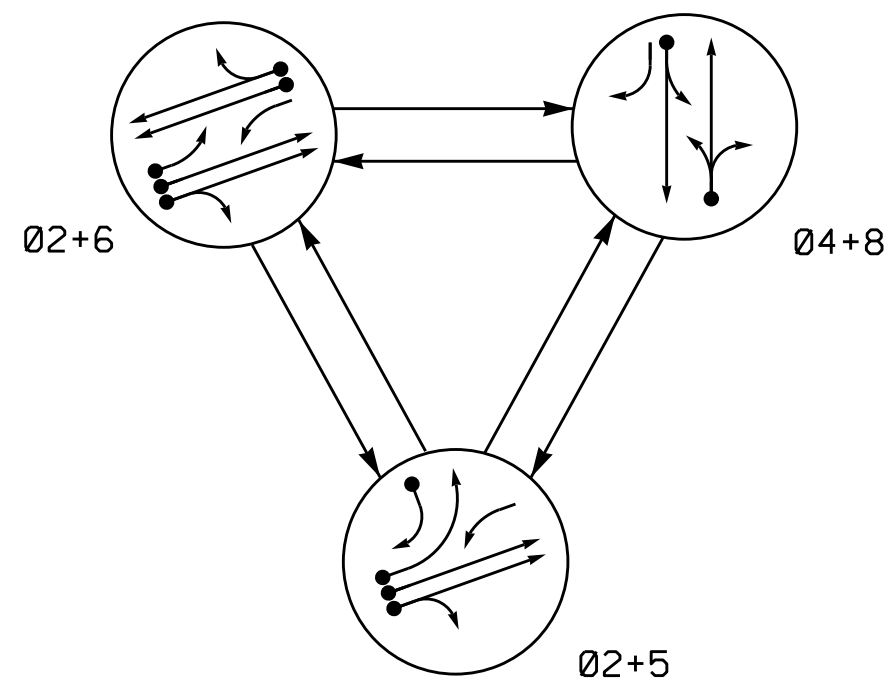


PHASING DIAGRAM



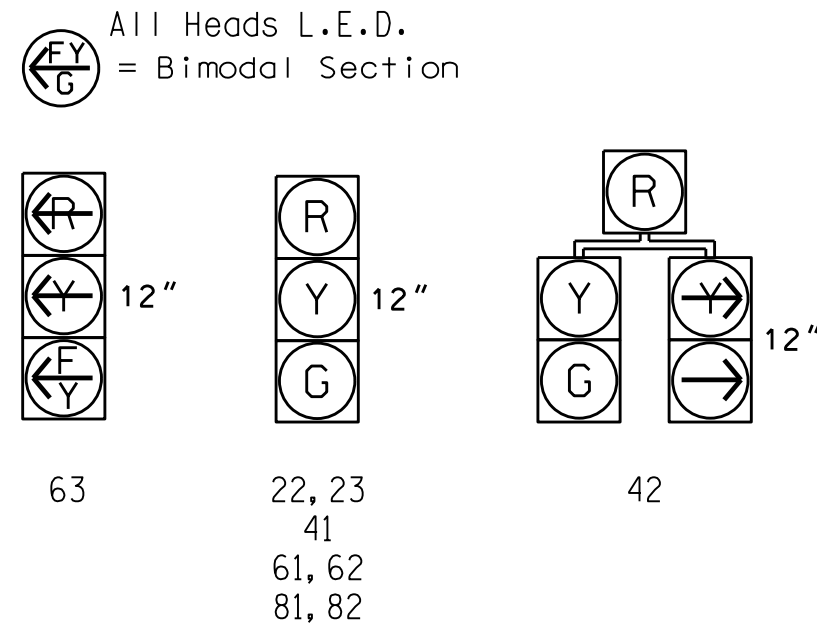
PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- - - UN SIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE			
	Ø 2 + 5	Ø 2 + 6	Ø 4 + 8	F L
22, 23	G	G	R	Y
41	R	R	G	R
42	R	R	G	R
51	F	F	R	Y
61, 62	R	G	R	Y
63	F	F	R	Y
81, 82	R	R	G	R

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	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD	
2A	6X6	70	EXIST	-	2	Y	Y	-	-	-	-	-	Y
2B	6X6	70	EXIST	-	2	Y	Y	-	-	-	-	-	Y
4A	6X60	+5	2-4-2	-	4	Y	Y	-	-	-	3	-	Y
5A	6X60	+5	2-4-2	-	5	Y	Y	-	-	-	15	-	Y
5B	6X60	+5	2-4-2	-	5	Y	Y	-	-	-	15	-	Y
6A	6X6	70	EXIST	-	6	Y	Y	-	-	-	-	-	Y
6B	6X6	70	EXIST	-	6	Y	Y	-	-	-	-	-	Y
8A	6X40	EXIST	2-4-2	-	8	Y	Y	-	-	-	5	-	Y

3 Phase Fully Actuated (High Point Signal System)

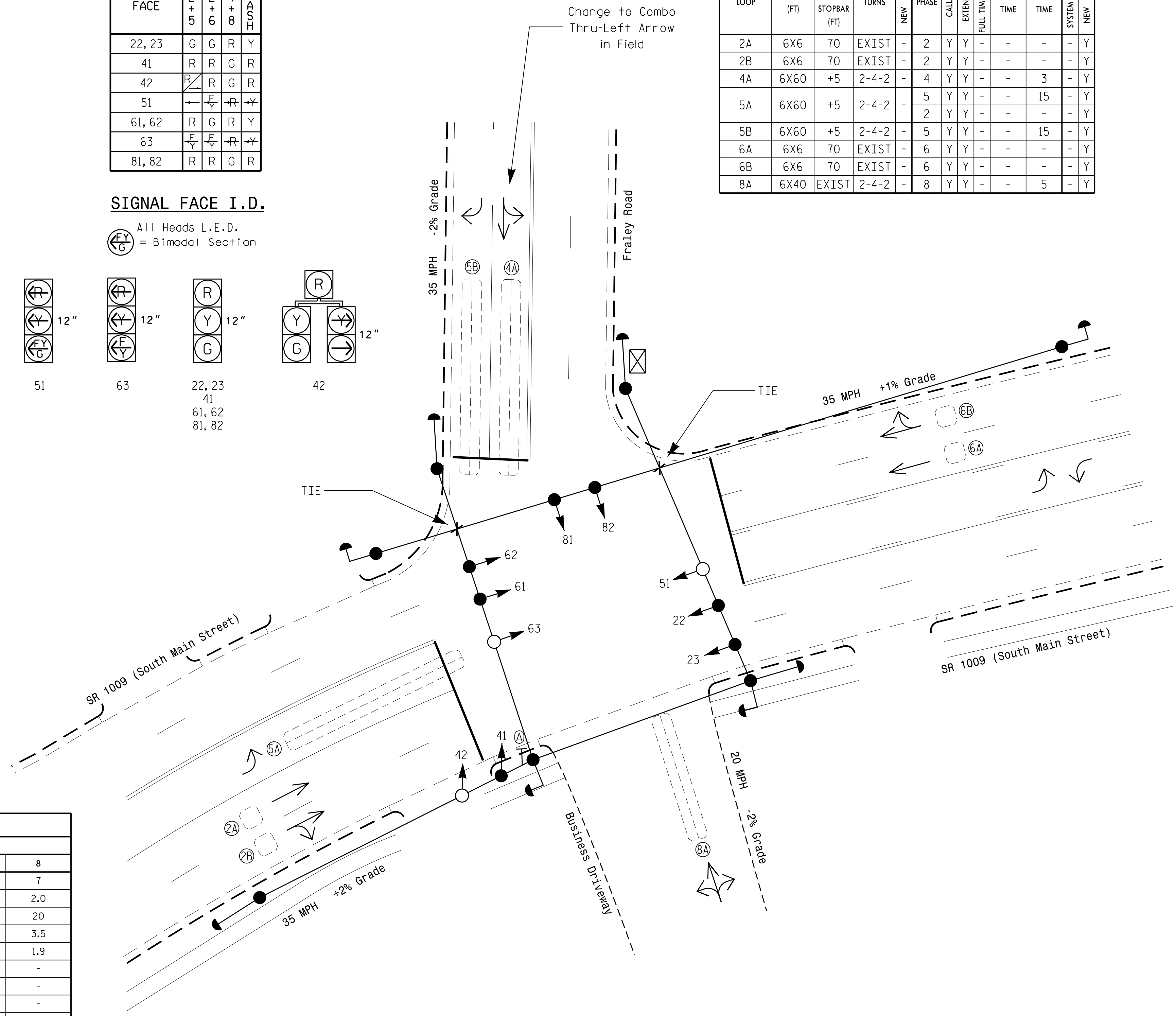
NOTES

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 5 may be lagged.
4. Set all detector units to presence mode.
5. Renumber existing loop 4B to 5B.
6. 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.
7. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
8. Existing "Left Turn Yield on Green" ball sign (R10-12) may be removed at the direction of the Engineer.
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.

OASIS 2070 TIMING CHART

FEATURE	PHASE				
	2	4	5	6	8
Min Green 1 *	10	7	7	10	7
Extension 1 *	2.0	1.0	1.0	2.0	2.0
Max Green 1 *	45	20	15	45	20
Yellow Clearance	3.8	4.0	3.0	3.8	3.5
Red Clearance	1.8	1.7	1.9	1.8	1.9
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	-	-	-	-
Dual Entry	-	ON	-	-	ON
Simultaneous Gap	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
(Circle with arrow)	Traffic Signal Head
(Circle with dot)	Modified Signal Head
(Square with T)	Sign
(Square with T and arrow)	Pedestrian Signal Head With Push Button & Sign
(Square with T and arrow)	Signal Pole with Guy
(Square with T and arrow)	Signal Pole with Sidewalk Guy
(Square with T and arrow)	Inductive Loop Detector
(Square with X)	Controller & Cabinet
(Square)	Junction Box
(Dashed line)	2-in Underground Conduit
(Dashed line)	Right of Way
(Arrow)	Directional Arrow
(Circle with A)	"LEFT TURN YIELD ON GREEN" Sign (R10-12)

Signal Upgrade

Prepared in the Offices of:

SR 1009 (South Main Street) at Fraley Road

Division 7 Guilford County High Point

PLAN DATE: January 2014 PREPARED BY: Jeff Spence

PREPARED BY: T. L. Averette REVIEWED BY:

REVISIONS: _____ INIT. DATE

SCALE: 0 20 1"=20'

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER ROBERT J. ZIEMBA ENGINEER 026486

3/4/2015

SIG. INVENTORY NO. 07-0198

04-MAR-2015 10:00
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