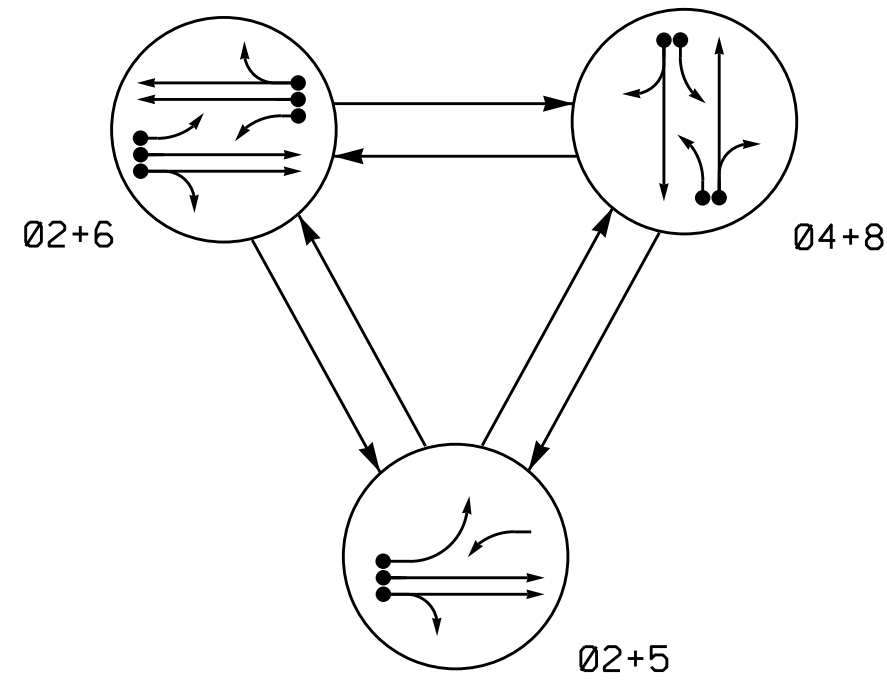


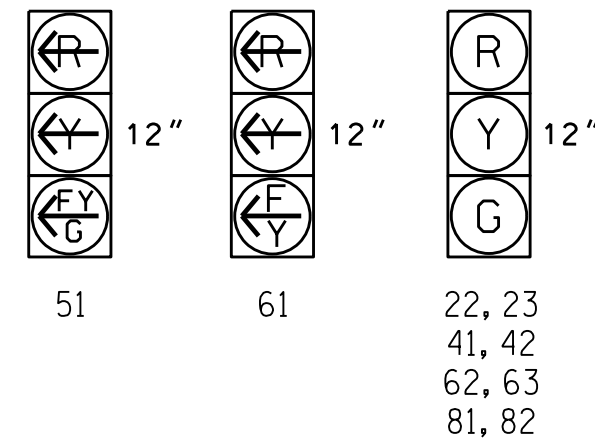
PHASING DIAGRAM



SIGNAL FACE	PHASE				
	0 2 + 5	0 2 + 6	0 4 + 8	0 4 + 8	F L Y
22, 23	G	G	R	Y	
41, 42	R	R	G	R	
51	-	F	R	Y	
61	F	F	R	Y	
62, 63	R	G	R	Y	
81, 82	R	R	G	R	

SIGNAL FACE I.D.

All Heads L.E.D.
 = Bimodal Section



PHASING DIAGRAM DETECTION LEGEND

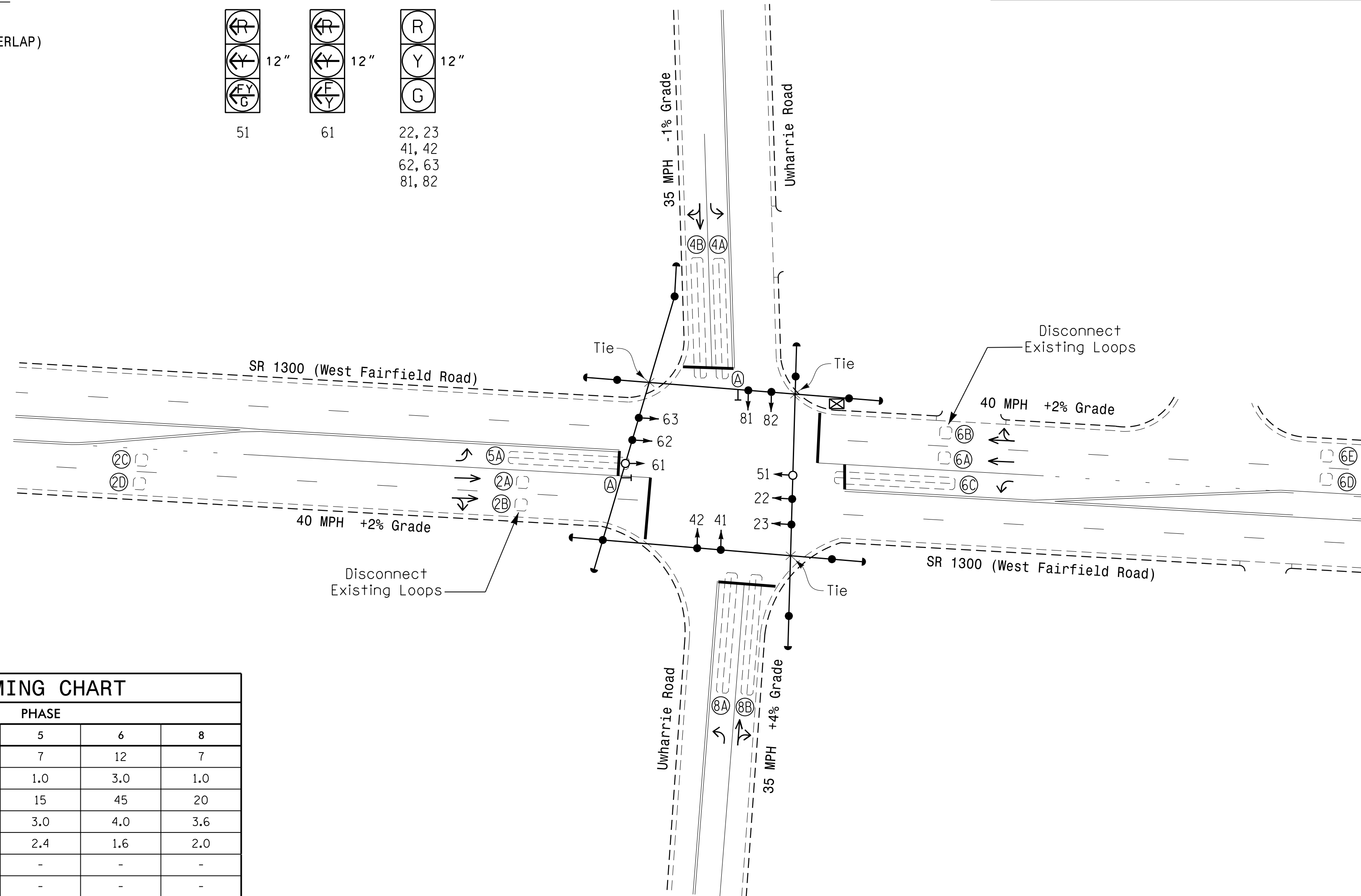
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

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	60	EXIST	-	DISCONNECT						
2B	6X6	60	EXIST	-	DISCONNECT						
2C	6X6	250	5	-	2	Y	Y	-	-	-	-
2D	6X6	250	5	-	2	Y	Y	-	-	-	-
4A, 4B	6X60	+5	2-4-2	-	4	Y	Y	-	-	5	-
5A	6X60	+5	2-4-2	-	5	Y	Y	-	-	15	-
6A	6X6	60	EXIST	-	DISCONNECT						
6B	6X6	60	EXIST	-	DISCONNECT						
6C	6X60	+5	2-4-2	-	6	Y	Y	-	-	3	-
6D	6X6	250	4	-	6	Y	Y	-	-	-	-
6E	6X6	250	4	-	6	Y	Y	-	-	-	-
8A, 8B	6X60	+5	2-4-2	-	8	Y	Y	-	-	5	-

3 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 5 may be lagged.
- Set all detector units to presence mode.
- 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.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Existing Left Arrow "ONLY" signs (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.



FEATURE	OASIS 2070 TIMING CHART				
	2	4	5	6	8
Min Green 1 *	12	7	7	12	7
Extension 1 *	3.0	1.0	1.0	3.0	1.0
Max Green 1 *	45	20	15	45	20
Yellow Clearance	4.0	3.9	3.0	4.0	3.6
Red Clearance	1.6	1.7	2.4	1.6	2.0
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
Seconds Per Actuation *	1.5	-	-	1.5	-
Max Variable Initial *	29	-	-	29	-
Time Before Reduction *	15	-	-	15	-
Time To Reduce *	30	-	-	30	-
Minimum Gap	3.0	-	-	3.0	-
Recall Mode **	SOFT RECALL	-	-	SOFT RECALL	-
Vehicle Call Memory	YELLOW	-	-	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.

PROPOSED	EXISTING
	N/A
	N/A
N/A	

Signal Upgrade

750 N. Greenfield Pkwy, Garner, NC 27529

SR 1300 (West Fairfield Road) at Uwharrie Road

Division 7 Guilford County High Point

PLAN DATE: March 2014 PREPARED BY: R.N. Zinser

PREPARED BY: T. L. Averette PREPARED BY:

SEAL

4/23/2015

SIG. INVENTORY NO. 07-0200

SCALE 0 40 1"=40'

REVISIONS: _____ INIT. DATE

03-APR-2015 16:57
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