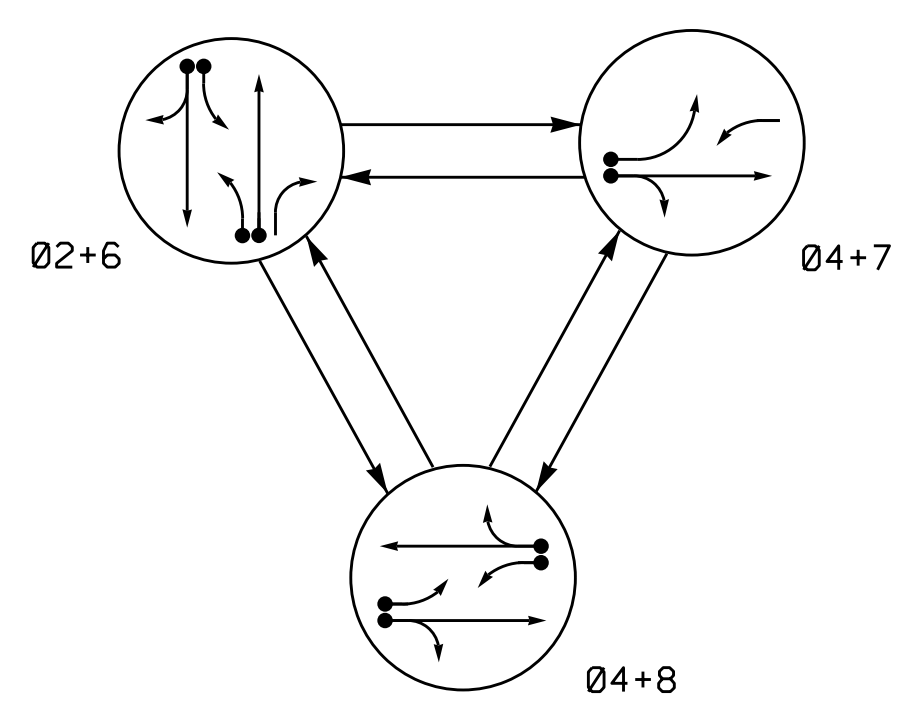


PHASING DIAGRAM



SIGNAL FACE	PHASE				
	02+6	04+7	04+8	F	L
21, 22, 23	G	R	R	Y	
41, 42	R	G	G	R	
61, 62, 63	G	R	R	Y	
71	R	R	F	R	
81, 82	R	R	G	R	
83	R	F	F	R	

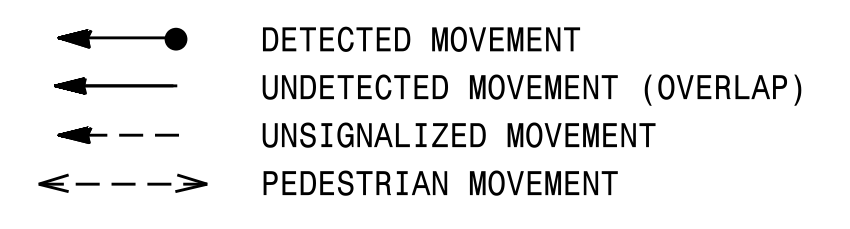
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	DETECTOR PROGRAMMING						
						CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	LOOP SYSTEM	NEW CARD
2A	6X6	70	EXIST	-	2	Y	Y	-	-	-	-	Y
2B	6X40	0	2-4-2	-	2	Y	Y	-	-	-	-	Y
4A	6X40	+5	2-4-2	-	4	Y	Y	-	-	10	-	Y
6A	6X6	70	EXIST	-	6	Y	Y	-	-	-	-	Y
6B	6X40	0	2-4-2	-	6	Y	Y	-	-	-	-	Y
7A	6X40	+5	2-4-2	-	7	Y	Y	-	-	15	-	Y
8A, 8B	6X40	+5	2-4-2	-	8	Y	Y	-	-	5	-	Y
S1	6X6	+160	EXIST	-	-	-	-	-	-	-	-	Y
S2	6X6	+145	EXIST	-	-	-	-	-	-	-	-	Y

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 7 may be lagged.
- Reposition existing signal heads numbered 42, 81, and 82.
- 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.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

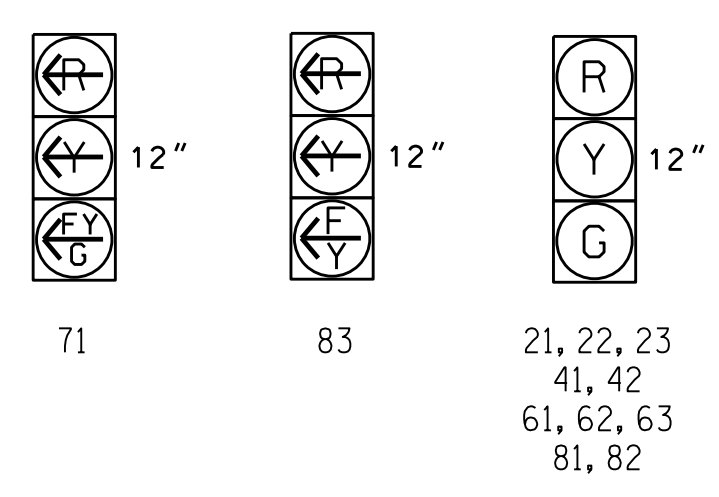
PHASING DIAGRAM DETECTION LEGEND



SIGNAL FACE I.D.

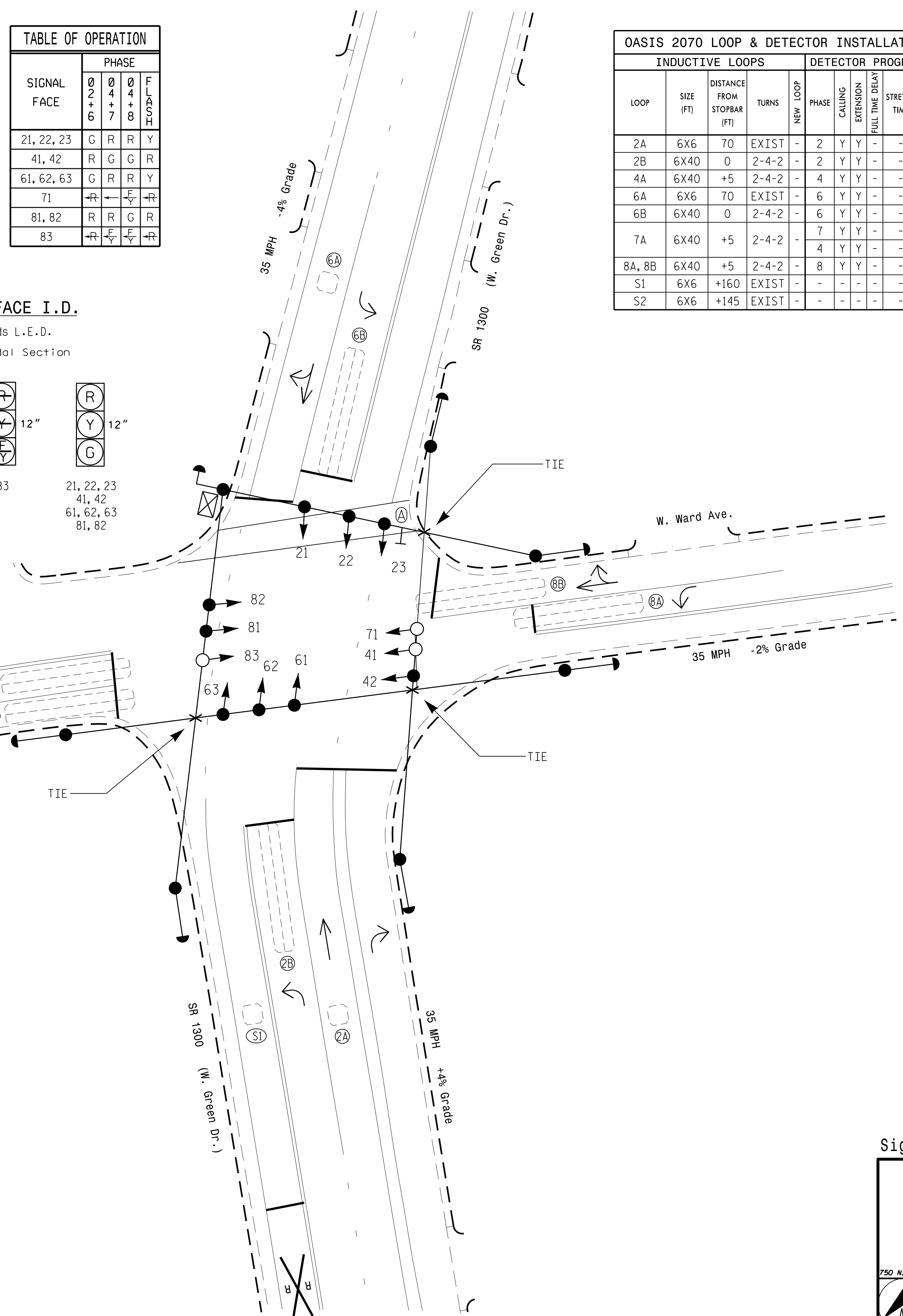
All Heads L.E.D.

⊕ = Bimodal Section

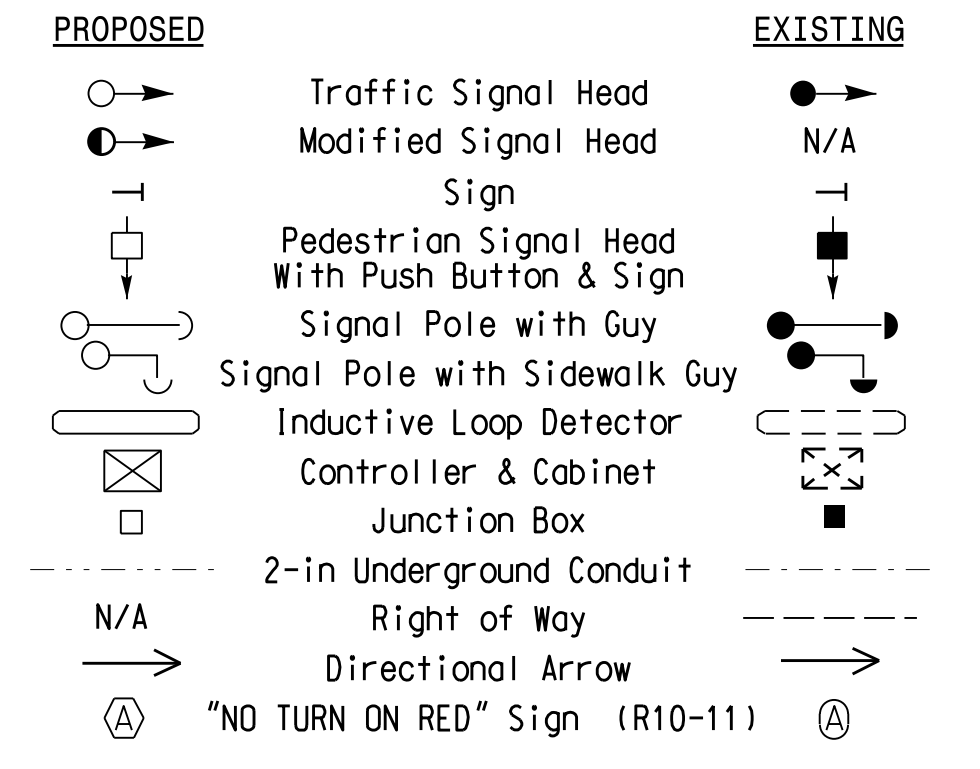


FEATURE	PHASE				
	2	4	6	7	8
Min Green 1*	10	7	10	7	7
Extension 1*	3.0	2.0	3.0	2.0	2.0
Max Green 1*	45	20	45	15	20
Yellow Clearance	3.6	4.0	4.1	3.0	4.0
Red Clearance	1.7	2.4	1.3	2.9	2.4
Walk 1*	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
Seconds Per Actuation*	-	-	-	-	-
Max Variable Initial*	-	-	-	-	-
Time Before 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

* 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



Signal Upgrade

750 N. Greenfield Pkwy, Garner, NC 27529

SR 1300 (West Green Dr.) at West Ward Ave.

Division 7 Guilford County High Point

PLAN DATE: September 2014 PREPARED BY: Jeff Spence

PREPARED BY: R.N. Zinser REVIEWED BY:

SEAL

ROBERT J. ZIEMER
ENGINEER

4/22/2015

SIG. INVENTORY NO. 07-0799

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