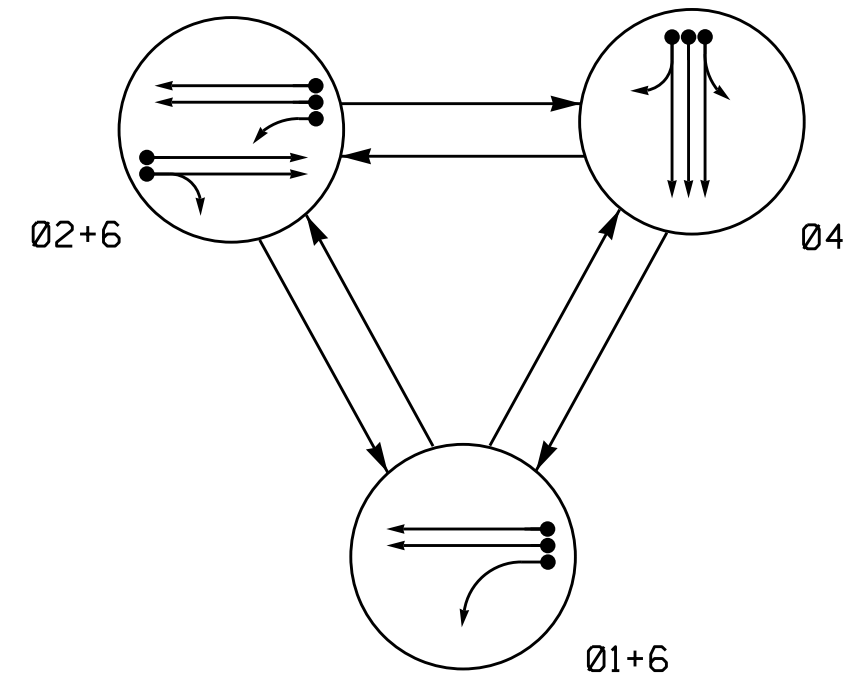


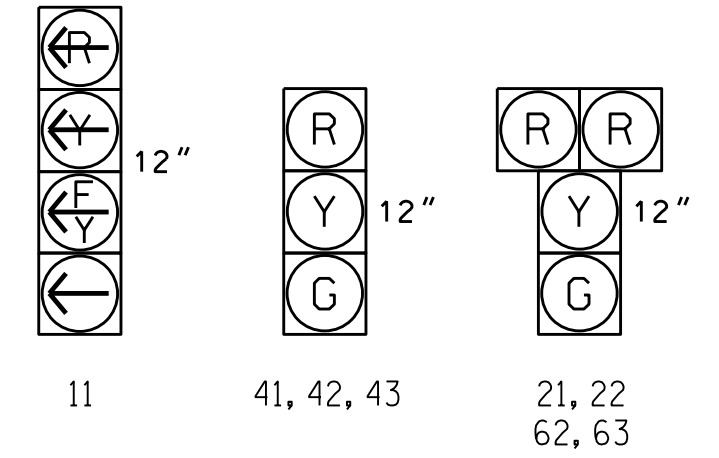
PHASING DIAGRAM



SIGNAL FACE	PHASE			
	01+6	02+6	04	F
11	←	←	←	←
21, 22	R	G	R	Y
41, 42, 43	R	R	G	R
62, 63	G	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

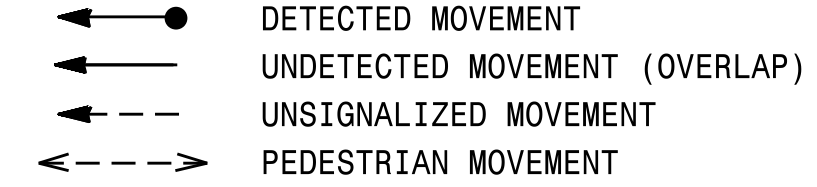
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY			
1A	6X60	+5	2-4-2	-	1	Y	Y	-	15	-	Y
2A, 2B	6X6	70	EXIST	-	2	Y	Y	-	-	-	Y
4A	6X60	+5	2-4-2	-	4	Y	Y	-	-	-	Y
4B	6X60	+5	2-4-2	-	4	Y	Y	-	-	-	Y
4C	6X60	+5	2-4-2	-	4	Y	Y	-	10	-	Y
6A, 6B	6X6	70	EXIST	-	6	Y	Y	-	-	-	Y
S1	6X6	+265	EXIST	-	-	-	-	-	-	-	Y
S2	6X6	+265	EXIST	-	-	-	-	-	-	-	Y
S3	6X6	+265	EXIST	-	-	-	-	-	-	-	Y

3 Phase Fully Actuated (High Point Signal System)

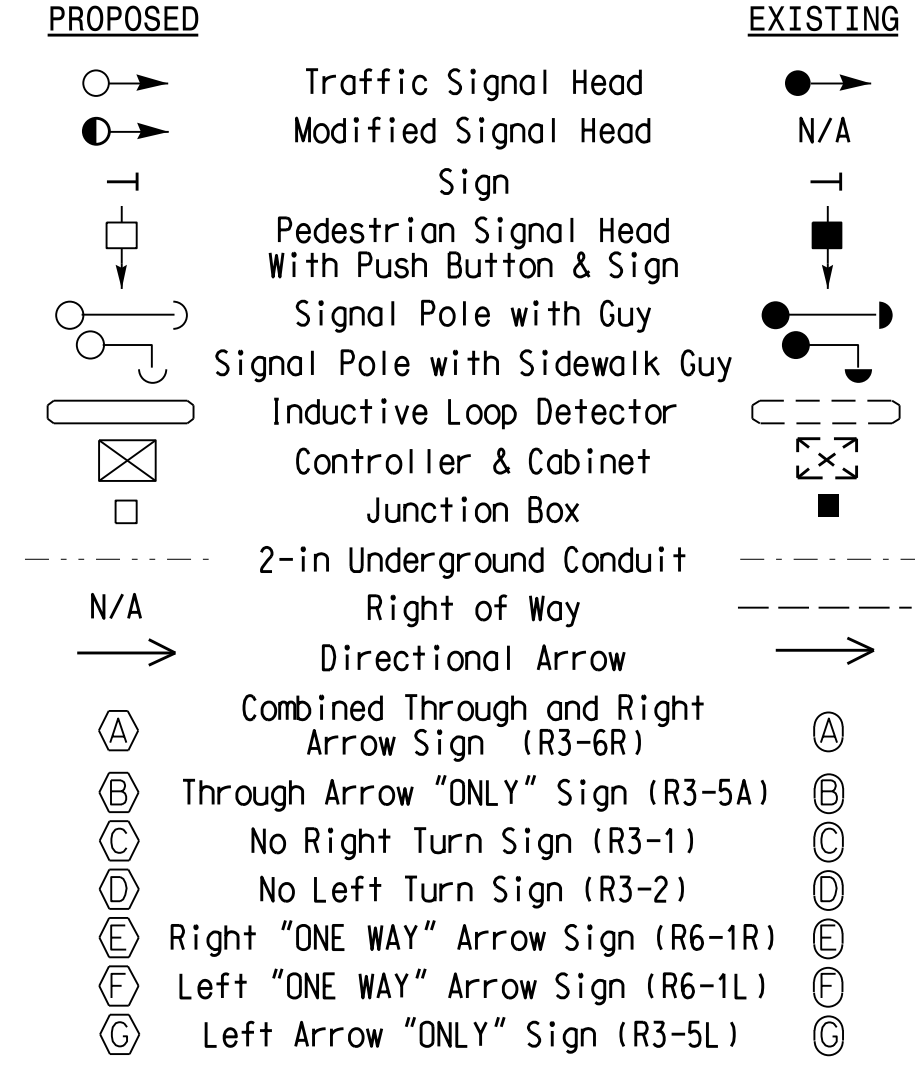
NOTES

- 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 1 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.
- Pavement markings are existing.
- Existing lane control signs may be removed at the direction of the Engineer.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

PHASING DIAGRAM DETECTION LEGEND



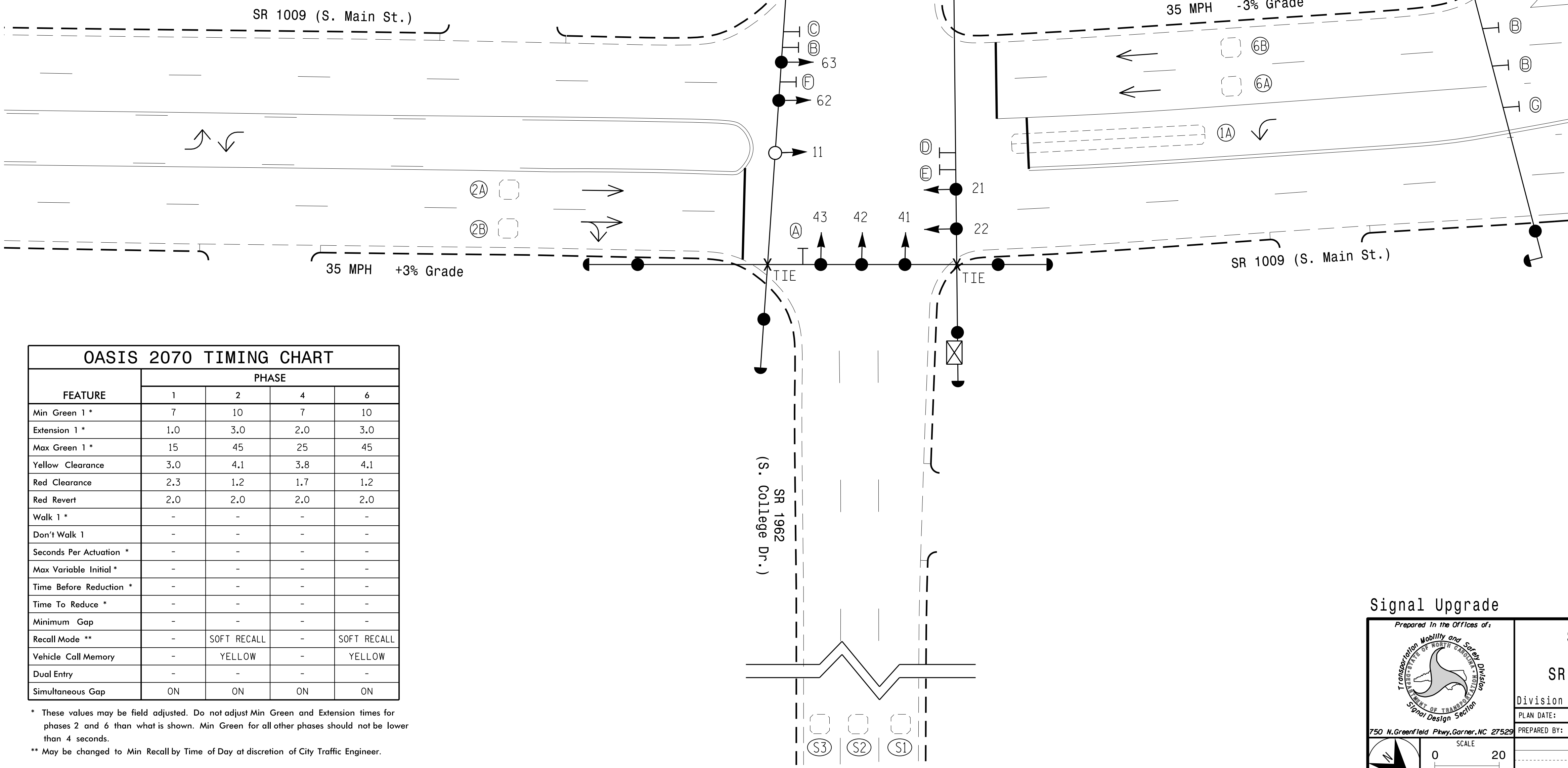
LEGEND



OASIS 2070 TIMING CHART

FEATURE	PHASE			
	1	2	4	6
Min Green 1 *	7	10	7	10
Extension 1 *	1.0	3.0	2.0	3.0
Max Green 1 *	15	45	25	45
Yellow Clearance	3.0	4.1	3.8	4.1
Red Clearance	2.3	1.2	1.7	1.2
Red Revert	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	-	-	-	-
Simultaneous Gap	ON	ON	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 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.



Signal Upgrade

750 N. Greenfield Pkwy, Garner, NC 27529

SR 1009 (S. Main St.)
at
SR 1962 (S. College Dr.)

Division 7 Guilford County High Point

PLAN DATE: August 2014 REVIEWED BY:

PREPARED BY: R.N. Zinser REVIEWED BY:

REVISIONS: _____ INIT. DATE

SEAL

4/24/2015

SIG. INVENTORY NO. 07-0804

10-04-2015 10:22
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