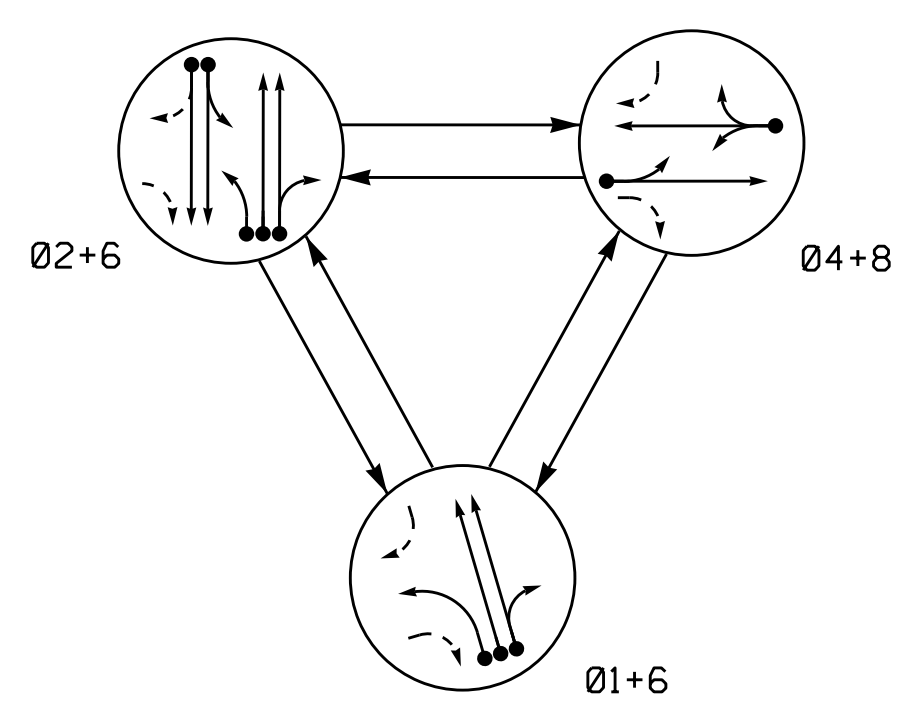
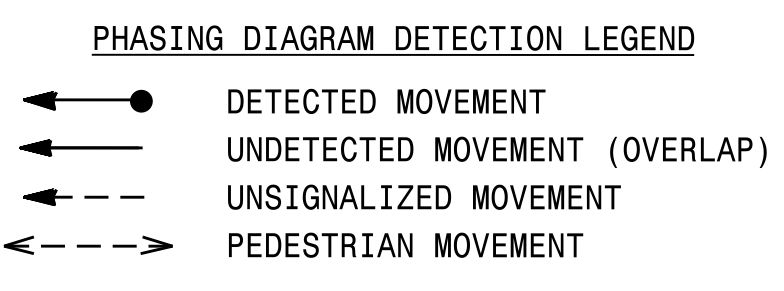


3 Phase Fully Actuated (High Point Signal System)

PHASING DIAGRAM

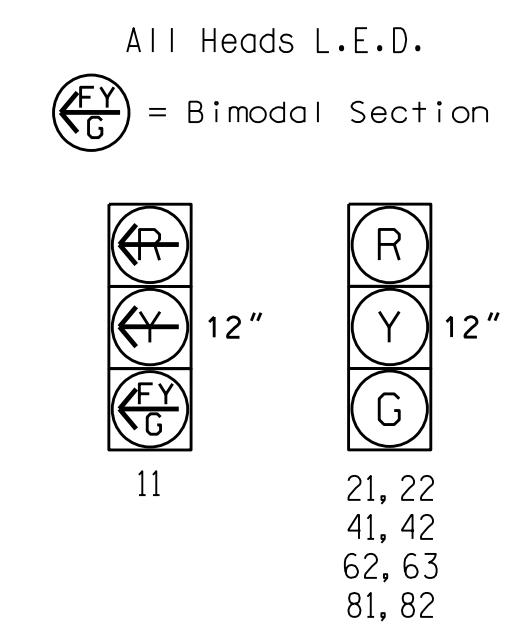


SIGNAL FACE	PHASE			
	01+6	02+6	04+8	F EOOD
11	←	→	←	→
21, 22	R	G	R	Y
41, 42	R	R	G	R
62, 63	G	G	R	Y
81, 82	R	R	G	R



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Y	Y	-	-	15	-	Y
2A, 2B	6X6	70	EXIST	-	2	Y	Y	-	-	-	-	Y
4A	6X40	+5	2-4-2	-	4	Y	Y	-	-	10	-	Y
6A, 6B	6X6	70	EXIST	-	6	Y	Y	-	-	-	-	Y
8A	6X40	+5	2-4-2	-	8	Y	Y	-	-	-	-	Y

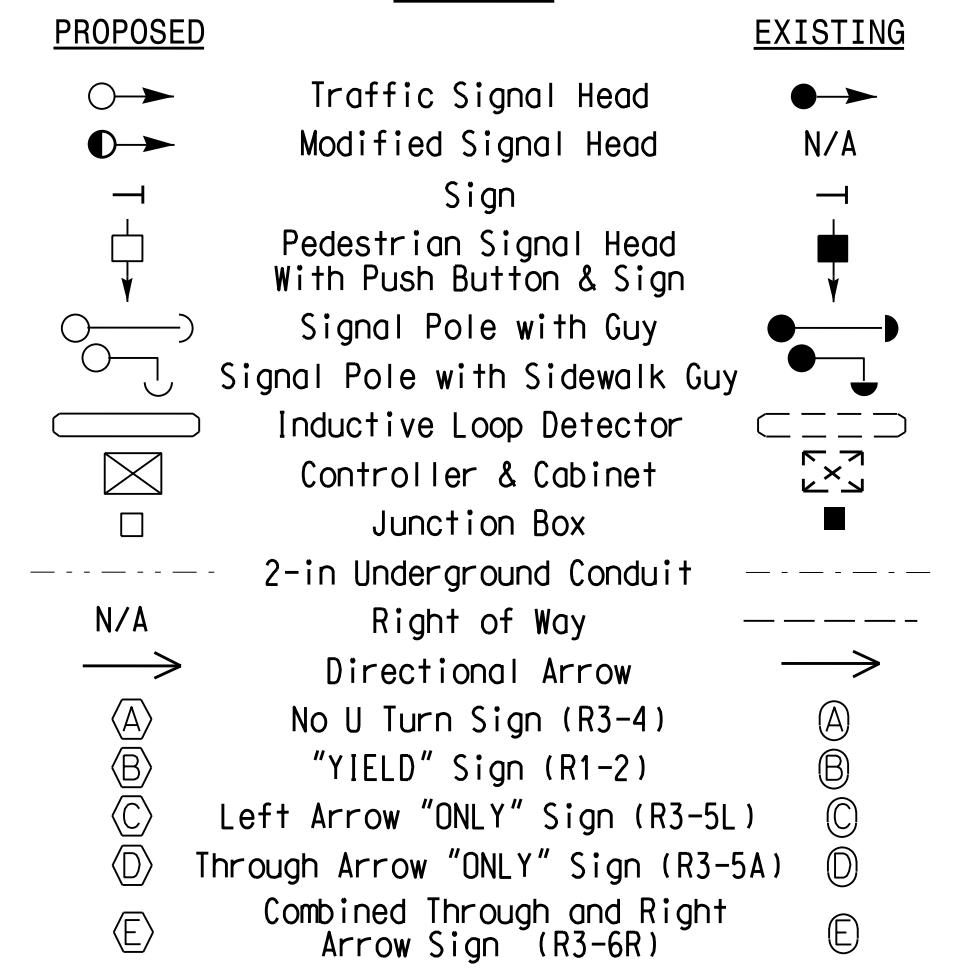
SIGNAL FACE I.D.



NOTES

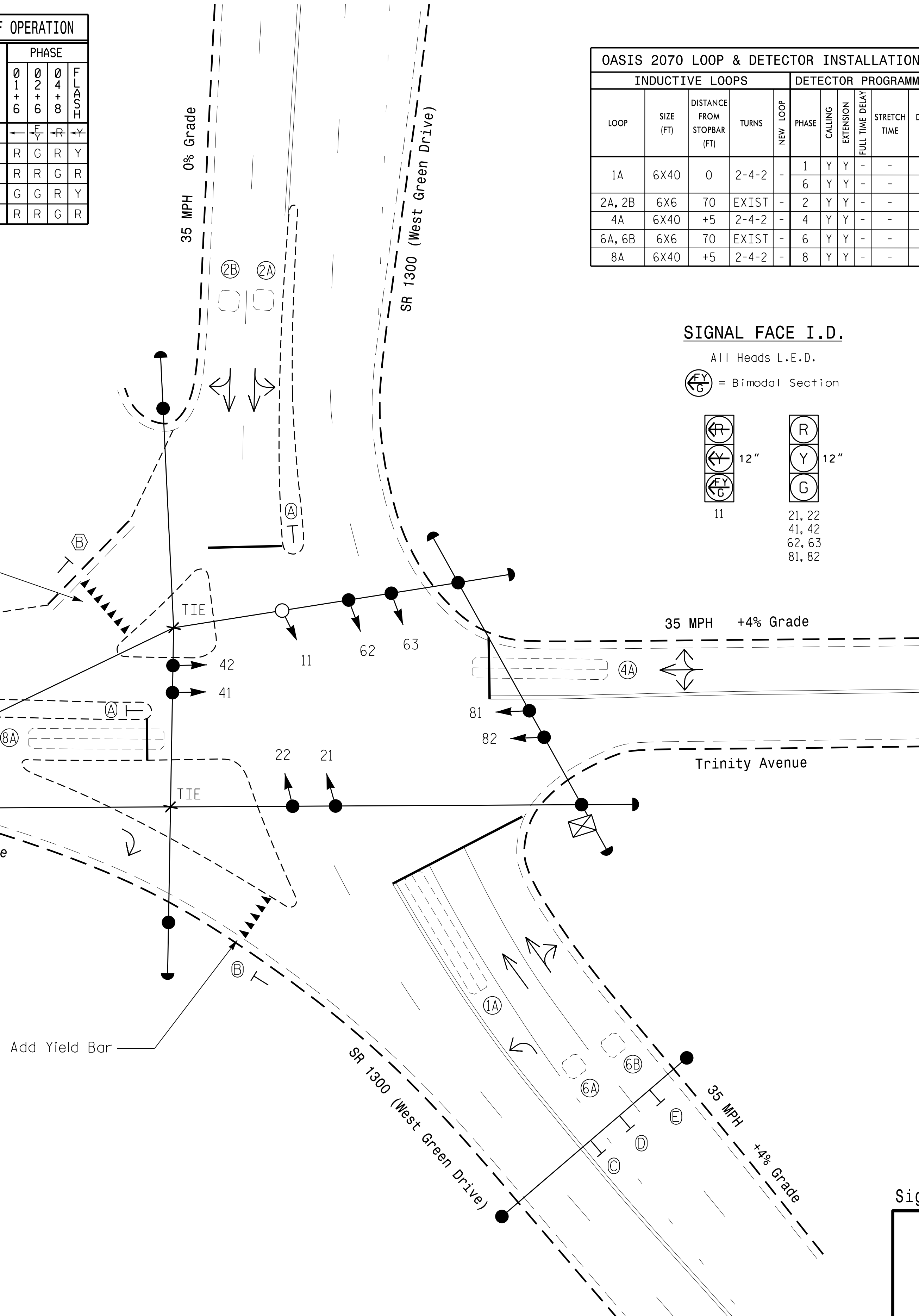
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Enable Backup Protect for phase 6 to allow the controller to clear from phase 2+6 to phase 1+6 by progressing through an all red display.
- 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 unless otherwise shown.
- 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.

LEGEND



FEATURE	PHASE				
	1	2	4	6	8
Min Green 1 *	7	10	7	10	7
Extension 1 *	2.0	3.0	2.0	3.0	2.0
Max Green 1 *	15	45	20	45	20
Yellow Clearance	3.0	3.8	3.6	3.8	4.0
Red Clearance	2.8	2.2	1.6	2.2	2.0
Red Revert	2.0	2.0	2.0	5.0	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	-	-	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.



Signal Upgrade

SR 1300 (West Green Drive) at Trinity Avenue

Division 7 Guilford County High Point

PLAN DATE: August 2014 PREPARED BY: Jeff Spence

PREPARED BY: R.N. Zinser REVIEWED BY:

SEAL

026486

ROBERT J. ZIEMBA

ENGINEER

4/1/2015

SIG. INVENTORY NO. 07-0809

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 1"=20'

01-APR-2015 13:34 S:\ITS\GIS\ITS_Signal\Signal\Central_Regional\iv_74c-5558_High_Point\Signal_Plans\07-0809\070809_Sig.dwg 20150401.dgn rzl/emo