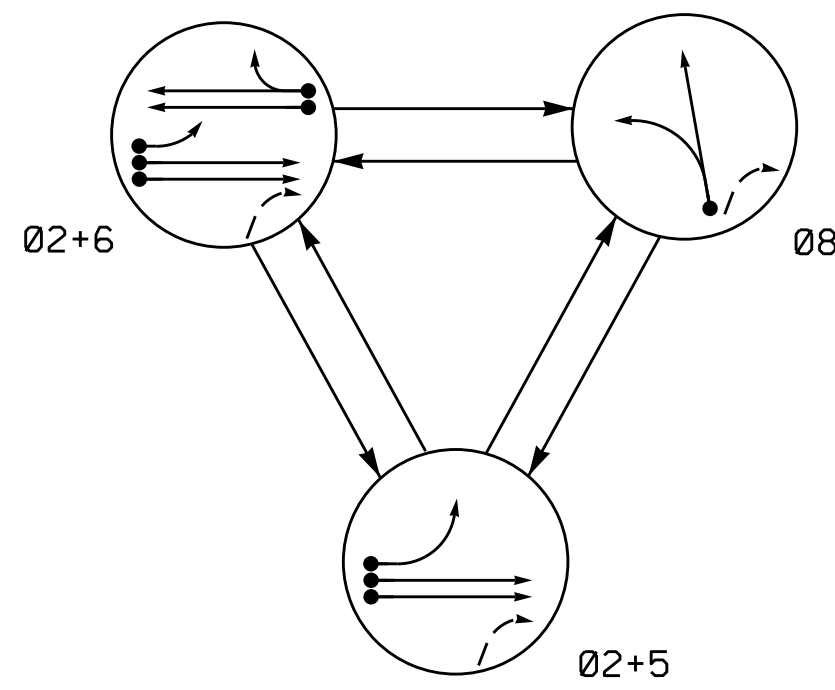
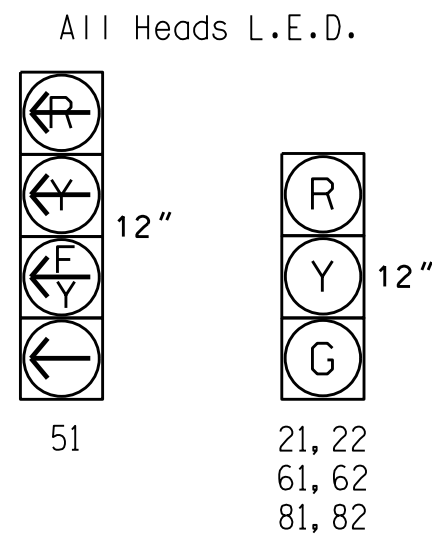


PHASING DIAGRAM



SIGNAL FACE	PHASE			
	02+5	02+6	08	F
21, 22	G	G	R	Y
51	-	F	R	Y
61, 62	R	G	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
2A	6X6	70	EXIST	-	2	Y	Y	-	-	-	Y
2B	6X6	70	EXIST	-	2	Y	Y	-	-	-	Y
5A	6X60	0	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	6X60	0	2-4-2	-	8	Y	Y	-	-	-	Y

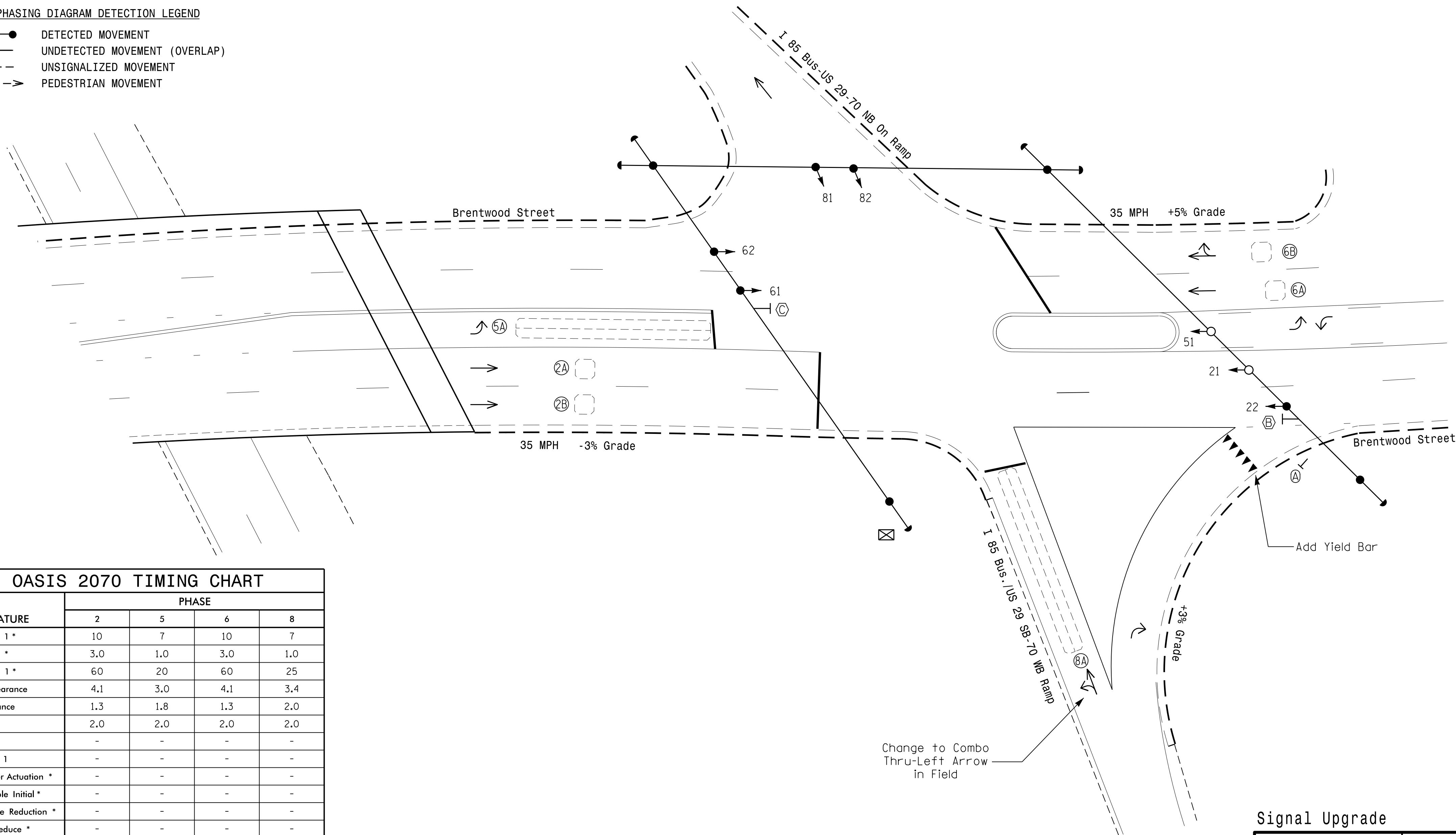
3 Phase Fully Actuated (High Point Signal System)

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. Reposition existing signal heads numbered #22.
5. Set all detector units to presence mode.
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. Pavement markings are existing unless otherwise shown.
9. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

PHASING DIAGRAM DETECTION LEGEND

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



OASIS 2070 TIMING CHART				
FEATURE	PHASE			
	2	5	6	8
Min Green 1 *	10	7	10	7
Extension 1 *	3.0	1.0	3.0	1.0
Max Green 1 *	60	20	60	25
Yellow Clearance	4.1	3.0	4.1	3.4
Red Clearance	1.3	1.8	1.3	2.0
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 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 |
|----------------------------------|----------|
| ○→ Traffic Signal Head | ●→ N/A |
| ○→ Modified Signal Head | ○→ N/A |
| ⊥ Sign | ⊥ |
| ⊥ Pedestrian Signal Head | ⊥ |
| ⊥ With Push Button & Sign | ⊥ |
| ○→ Signal Pole with Guy | ○→ |
| ○→ Signal Pole with Sidewalk Guy | ○→ |
| ⊠ Inductive Loop Detector | ⊠ |
| ⊠ Controller & Cabinet | ⊠ |
| ⊠ Junction Box | ⊠ |
| --- 2-in Underground Conduit | --- |
| N/A Right of Way | --- |
| → Directional Arrow | → |
| (A) "YIELD" Sign (R1-2) | (A) |
| (B) No Right Turn Sign (R3-1) | (B) |
| (C) No Left Turn Sign (R3-2) | (C) |

Signal Upgrade

	Prepared In the Offices of: Brentwood Street at I-85 Bus./US 29-70 WB Ramps		SEAL NORTH CAROLINA PROFESSIONAL ENGINEER ROBERT J. ZINSER 026486
	Division 7 Guilford County High Point PLAN DATE: JUNE 2014 PREPARED BY: R.N. Zinser	REVIEWED BY:	
SCALE: 1"=20' 0 20	REVISIONS:	INIT. DATE:	SIG. INVENTORY NO. 07-1363

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