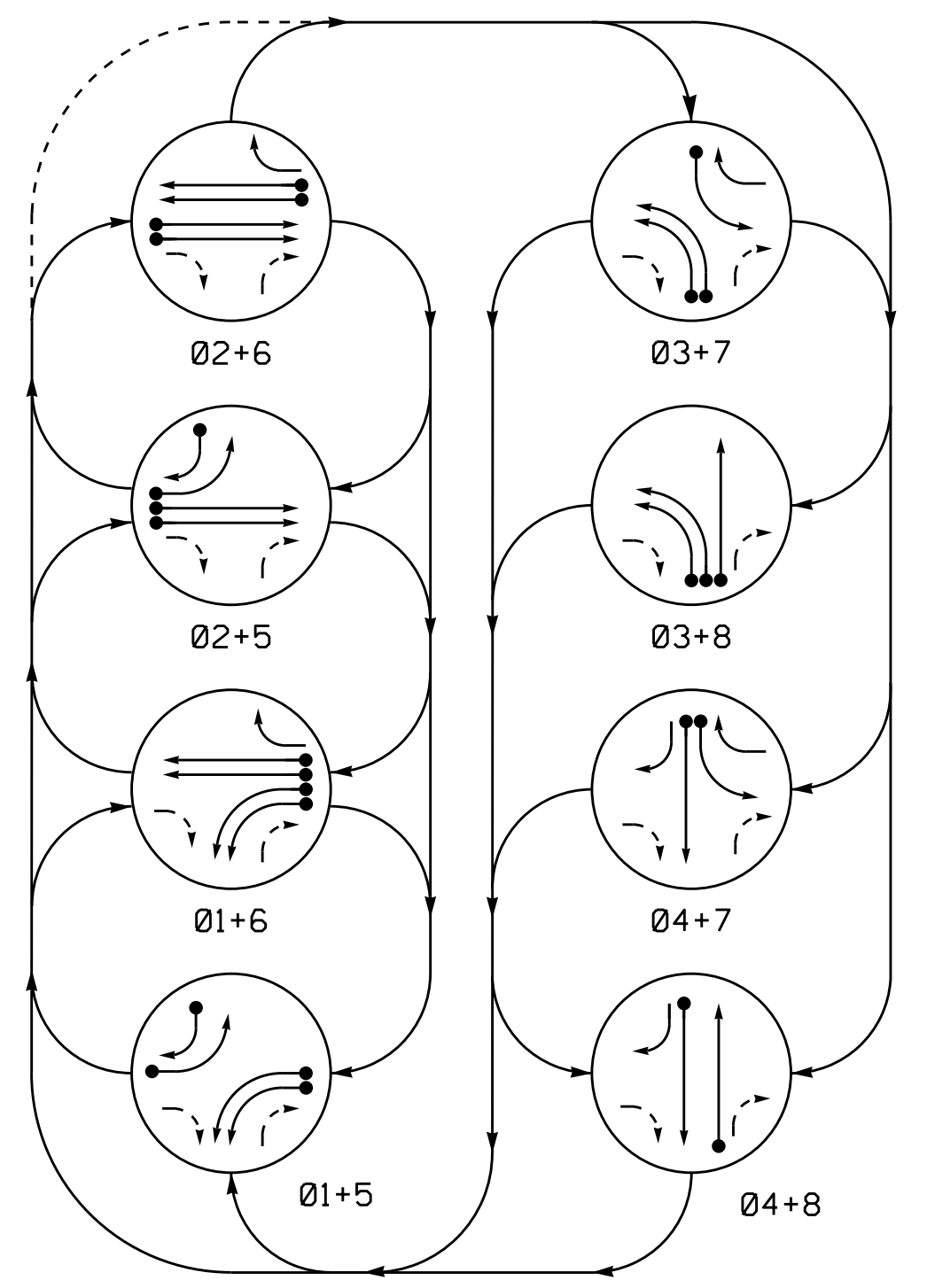


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

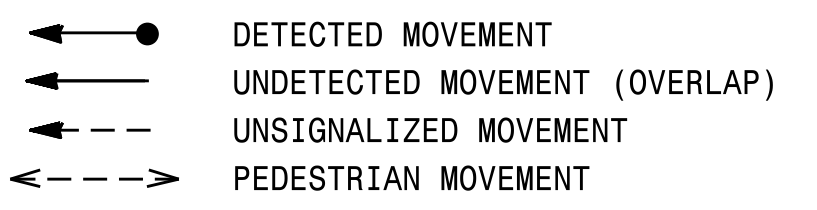
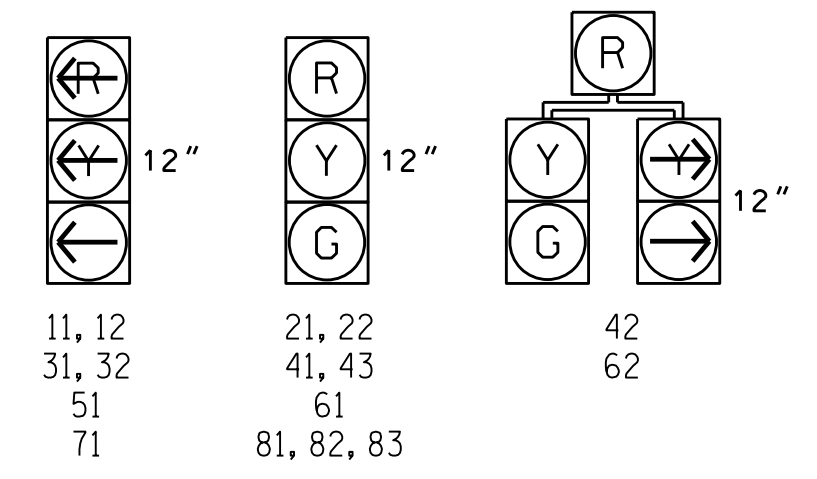


TABLE OF OPERATION

SIGNAL FACE	PHASE								L	T	R
	01+5	02+6	03+7	04+8	01+6	02+5	03+8	04+7			
11, 12	—	—	—	—	—	—	—	—	—	—	—
21, 22	R	R	G	G	R	R	R	R	Y	—	—
31, 32	—	—	—	—	—	—	—	—	—	—	—
41, 43	R	R	R	R	R	R	G	G	R	—	—
42	R	R	R	R	R	R	G	G	R	—	—
51	—	—	—	—	—	—	—	—	—	—	—
61	R	G	R	G	R	R	R	R	Y	—	—
62	R	G	R	G	R	R	R	R	Y	—	—
71	—	—	—	—	—	—	—	—	—	—	—
81, 82, 83	R	R	R	R	R	G	R	G	R	—	—

SIGNAL FACE I.D.

All Heads L.E.D.



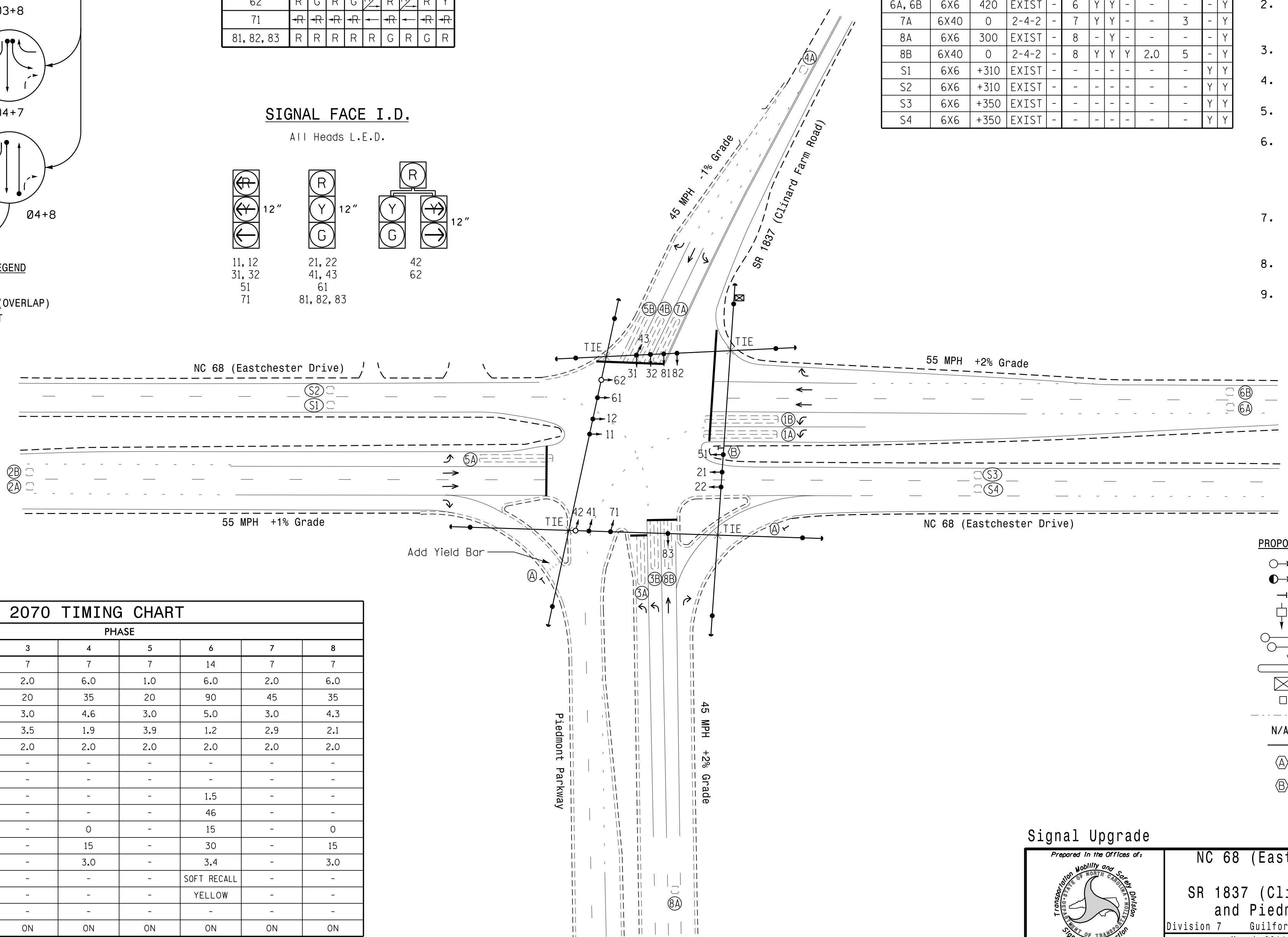
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING					SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME		
1A, 1B	6X60	+5	2-4-2	-	1	Y	Y	-	-	-	Y
2A, 2B	6X6	420	EXIST	-	2	Y	Y	-	-	-	Y
3A	6X40	0	2-4-2	-	3	Y	Y	-	-	-	Y
3B	6X40	0	2-4-2	-	3	Y	Y	-	-	-	Y
4A	6X6	300	EXIST	-	4	-	Y	-	-	-	Y
4B	6X40	0	2-4-2	-	4	Y	Y	Y	2.0	5	Y
5A	6X60	+5	2-4-2	-	5	Y	Y	-	-	-	Y
5B	6X60	0	2-4-2	-	5	Y	Y	-	-	15	Y
6A, 6B	6X6	420	EXIST	-	6	Y	Y	-	-	-	Y
7A	6X40	0	2-4-2	-	7	Y	Y	-	-	3	Y
8A	6X6	300	EXIST	-	8	-	Y	-	-	-	Y
8B	6X40	0	2-4-2	-	8	Y	Y	Y	2.0	5	Y
S1	6X6	+310	EXIST	-	-	-	-	-	-	-	Y
S2	6X6	+310	EXIST	-	-	-	-	-	-	-	Y
S3	6X6	+350	EXIST	-	-	-	-	-	-	-	Y
S4	6X6	+350	EXIST	-	-	-	-	-	-	-	Y

8 Phase Fully Actuated (High Point Signal System)

NOTES

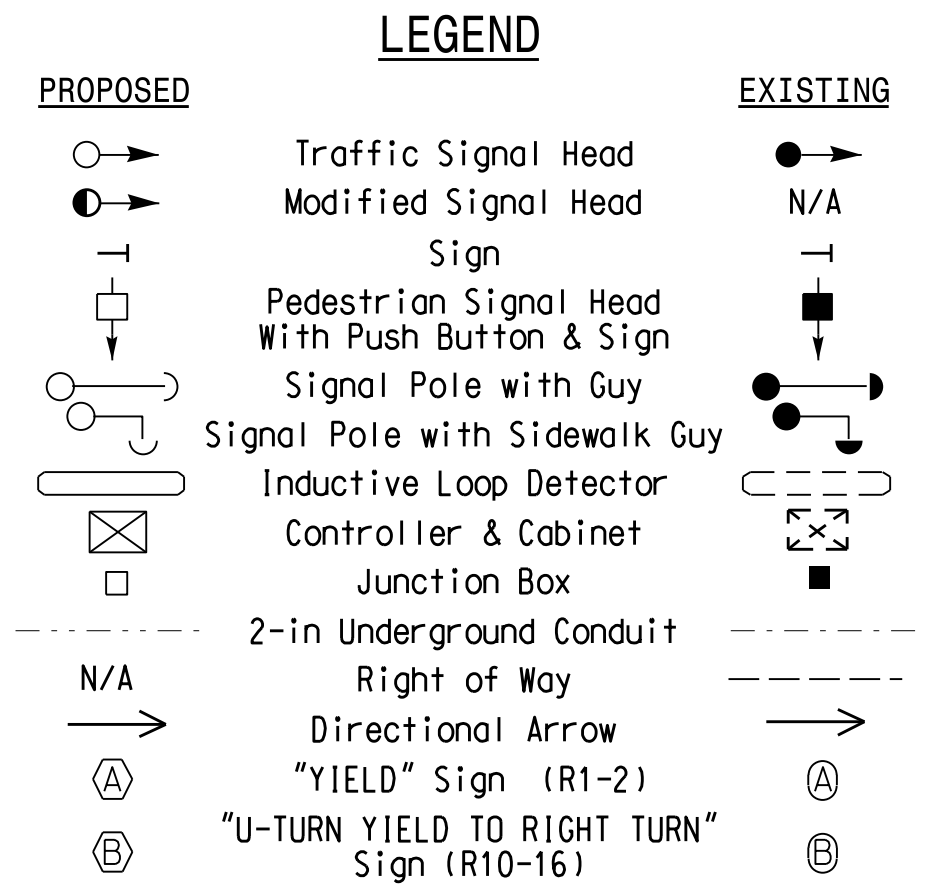
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Phase 3 and/or phase 7 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 unless otherwise shown.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



OASIS 2070 TIMING CHART

FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green 1 *	7	14	7	7	7	14	7	7
Extension 1 *	1.0	6.0	2.0	6.0	1.0	6.0	2.0	6.0
Max Green 1 *	25	90	20	35	20	90	45	35
Yellow Clearance	3.0	5.1	3.0	4.6	3.0	5.0	3.0	4.3
Red Clearance	3.7	1.5	3.5	1.9	3.9	1.2	2.9	2.1
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-	-	-
Seconds Per Actuation *	-	1.5	-	-	-	1.5	-	-
Max Variable Initial *	-	46	-	-	-	46	-	-
Time Before Reduction *	-	15	-	0	-	15	-	0
Time To Reduce *	-	30	-	15	-	30	-	15
Minimum Gap	-	3.4	-	3.0	-	3.4	-	3.0
Recall Mode **	-	SOFT RECALL	-	-	-	SOFT RECALL	-	-
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW	-	-
Dual Entry	-	-	-	-	-	-	-	-
Simultaneous Gap	ON	ON	ON	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

Prepared In the Offices of:

 750 N. Greenfield Pkwy, Garner, NC 27529

NC 68 (Eastchester Drive) at SR 1837 (Clinard Farm Road) and Piedmont Parkway
 Division 7 Guilford County High Point

PLAN DATE: March 2014 REVIEWED BY:
 PREPARED BY: T. L. Averette REVIEWED BY:

SCALE: 1"=50'

REVISIONS: _____ INIT. DATE _____

SEAL: _____
 PROFESSIONAL ENGINEER
 ROBERT J. ZEMBA
 026486
 4/22/2015
 SIG. INVENTORY NO. 07-1525

02-APR-2015 1:51 PM
 S:\MTS\SU\15\Sig\Signal\Central\Region01\4-c-5558-High Point\Sig\Plans\07-1525\071525_s1a.dsn_20150422.dgn
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