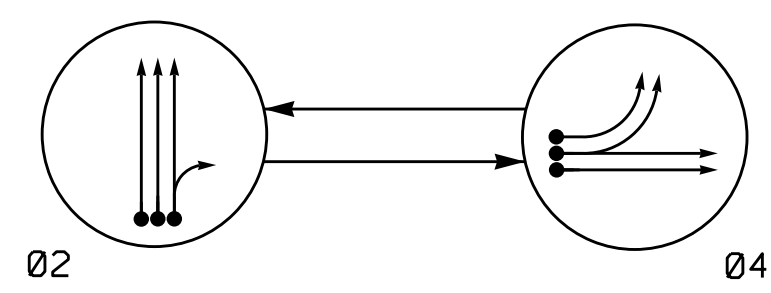


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

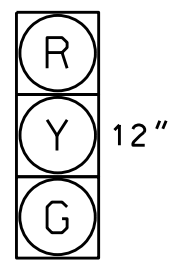
- ←● DETECTED MOVEMENT
- ← UNDETECTED MOVEMENT (OVERLAP)
- ←--- UNSIGNALIZED MOVEMENT
- ←--- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02	04	F L
21, 22, 23	G R	Y	
41, 42, 43	R G	R	

SIGNAL FACE I.D.

All Heads L.E.D.



21, 22, 23
41, 42, 43

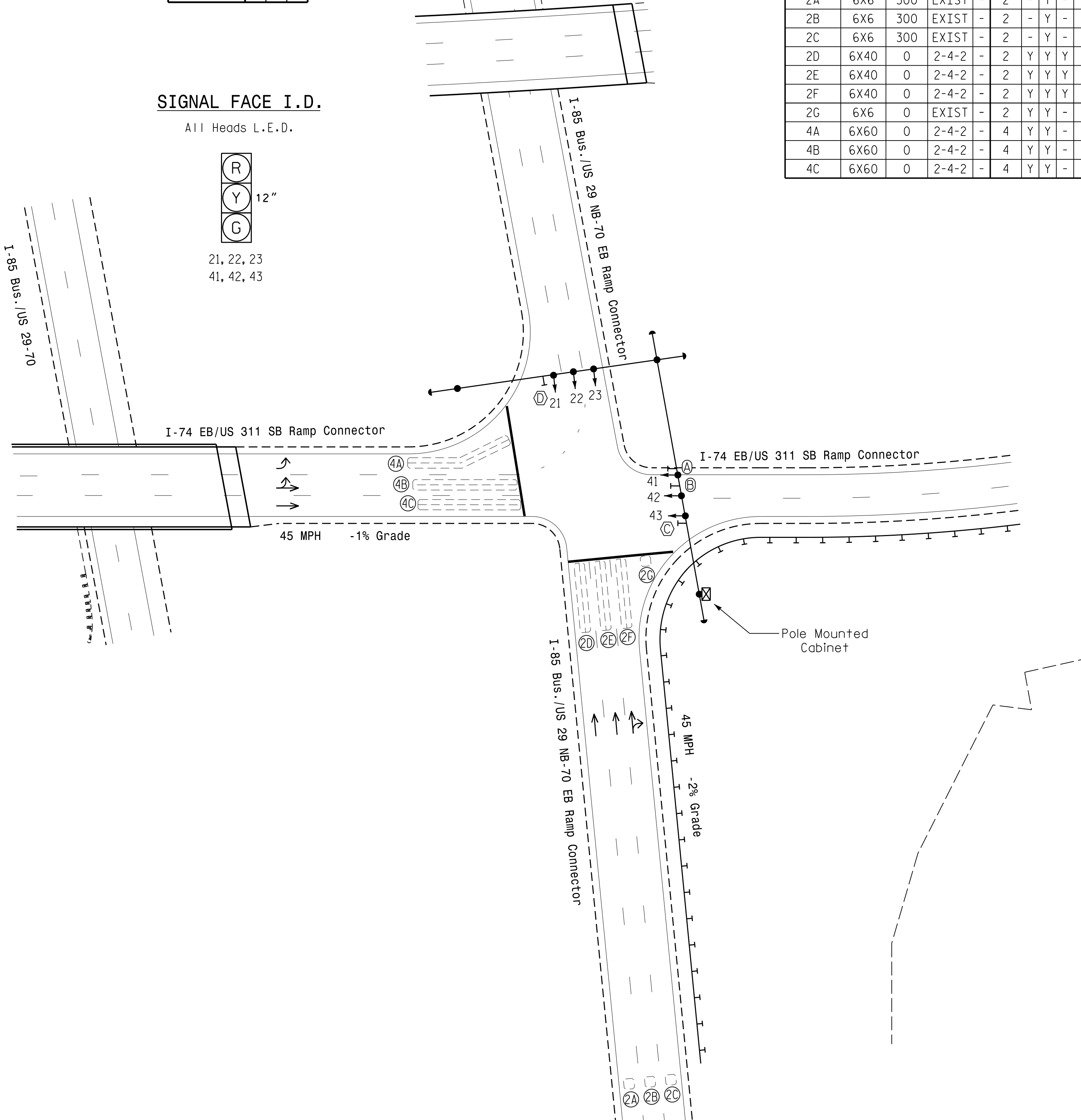
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING					SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME			
2A	6X6	300	EXIST	-	2	-	Y	-	-	-	-	Y
2B	6X6	300	EXIST	-	2	-	Y	-	-	-	-	Y
2C	6X6	300	EXIST	-	2	-	Y	-	-	-	-	Y
2D	6X40	0	2-4-2	-	2	Y	Y	2.0	5	-	-	Y
2E	6X40	0	2-4-2	-	2	Y	Y	2.0	5	-	-	Y
2F	6X40	0	2-4-2	-	2	Y	Y	2.0	10	-	-	Y
2G	6X6	0	EXIST	-	2	Y	Y	-	20	-	-	Y
4A	6X60	0	2-4-2	-	4	Y	Y	-	-	-	-	Y
4B	6X60	0	2-4-2	-	4	Y	Y	-	-	-	-	Y
4C	6X60	0	2-4-2	-	4	Y	Y	-	-	-	-	Y

2 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.
- Renumber existing signal phases, heads, and loops as shown.
- 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.



OASIS 2070 TIMING CHART

FEATURE	PHASE	
	2	4
Min Green 1 *	12	12
Extension 1 *	6.0	3.0
Max Green 1 *	40	40
Yellow Clearance	4.7	4.6
Red Clearance	1.0	1.0
Red Revert	2.0	2.0
Walk 1 *	-	-
Don't Walk 1	-	-
Seconds Per Actuation *	-	-
Max Variable Initial *	-	-
Time Before Reduction *	5	-
Time To Reduce *	15	-
Minimum Gap	3.0	-
Recall Mode	MIN RECALL	-
Vehicle Call Memory	-	-
Dual Entry	-	-
Simultaneous Gap	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phase 2 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

LEGEND

PROPOSED	EXISTING
	N/A

Signal Upgrade

	<p>I-85 Bus./US 29 NB-US 70 EB Ramp at I-74 EB/US 311 SB Ramp</p>	<p>SEAL NORTH CAROLINA PROFESSIONAL ENGINEER 026486 ROBERT J. ZIEMBA</p>
	<p>Division 7 Guilford County High Point</p>	<p>PLAN DATE: July 2014 REVIEWED BY:</p>
	<p>PREPARED BY: R.N. Zinser REVIEWED BY:</p>	<p>REVISIONS INIT. DATE</p>

750 N. Greenfield Pkwy, Garner, NC 27529
SCALE 0 40
1"=40'

DocuSigned by: Robert J. Ziemba 4/10/2015
SIG. INVENTORY NO. 07-2012