PHASING DIAGRAM

02+6   04

02+5

PHASING DIAGRAM DETECTION LEGEND

- ●——— DETECTED MOVEMENT
- ——— UNDETECTED MOVEMENT (OVERLAP)
- –––– UNSIGNALIZED MOVEMENT
- ----- PEDESTRIAN MOVEMENT
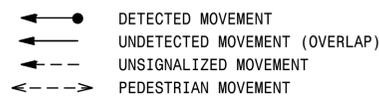
SIGNAL FACE I.D.

All Heads L.E.D.

| 51 | 61 | 21, 22
41
62 | 42
63 | P61, P62 |

TABLE OF OPERATION

SIGNAL FACE	PHASE 02+5	02+6	04	FLASH
21, 22	G	G	R	Y
41	R	R	G	R
42	R	R	G	R
51	F	F	R	Y
61	F	F	R	Y
62	R	G	R	Y
63	R	G	R	Y
P61, P62	DW	W	DW	DRK
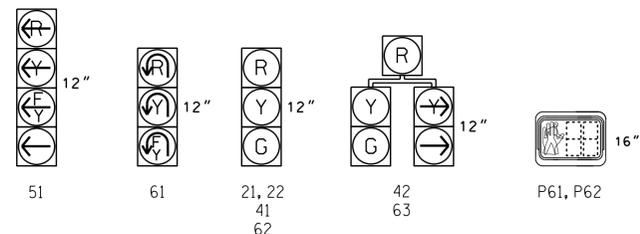
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

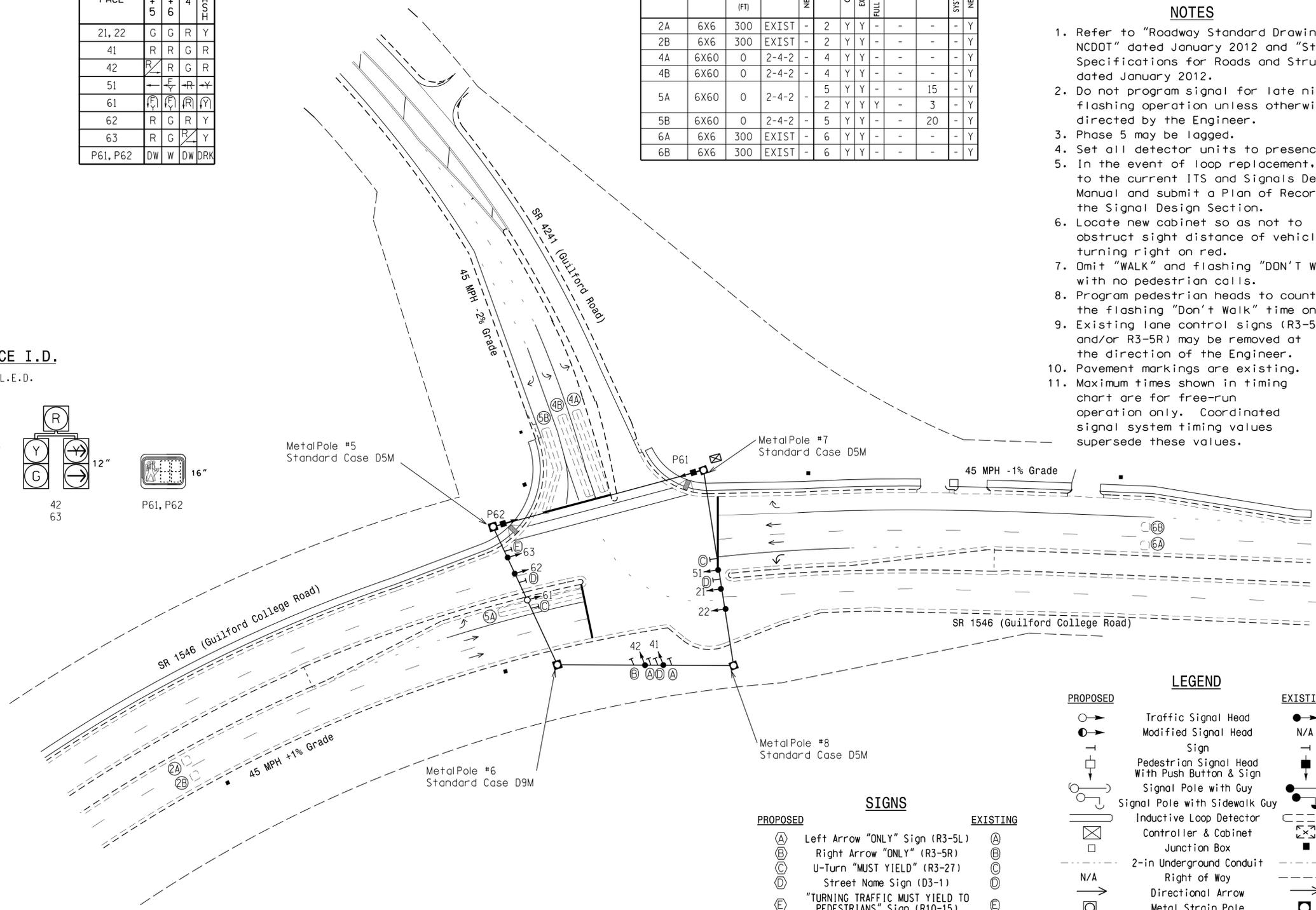| LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A	6X6	300	EXIST	-	2	Y	Y	-	-	-	-	Y
2B	6X6	300	EXIST	-	2	Y	Y	-	-	-	-	Y
4A	6X60	0	2-4-2	-	4	Y	Y	-	-	-	-	Y
4B	6X60	0	2-4-2	-	4	Y	Y	-	-	-	-	Y
5A	6X60	0	2-4-2	-	5	Y	Y	-	-	15	-	Y
				-	2	Y	Y	Y	-	3	-	Y
5B	6X60	0	2-4-2	-	5	Y	Y	-	-	20	-	Y
6A	6X6	300	EXIST	-	6	Y	Y	-	-	-	-	Y
6B	6X6	300	EXIST	-	6	Y	Y	-	-	-	-	Y

3 Phase
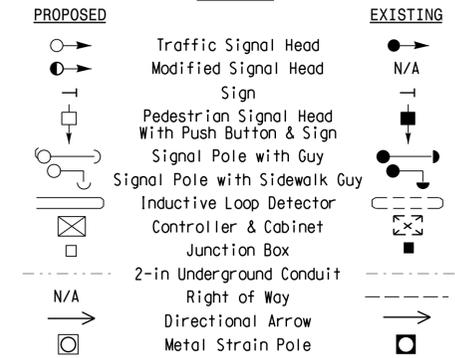## Fully Actuated
(High Point Signal System)

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. Set all detector units to presence mode.
5. 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.
6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
7. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
8. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
9. Existing lane control signs (R3-5L and/or R3-5R) may be removed at the direction of the Engineer.
10. Pavement markings are existing.
11. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

OASIS 2070 TIMING CHART

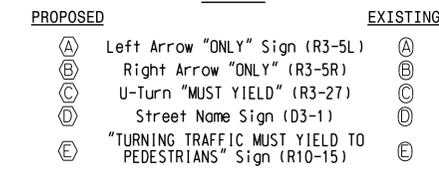| FEATURE	PHASE 2	4	5	6
Min Green 1 *	12	7	7	12
Extension 1 *	6.0	1.0	1.0	6.0
Max Green 1 *	100	25	15	100
Yellow Clearance	4.6	3.0	3.0	4.6
Red Clearance	1.9	3.3	2.4	1.9
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	7
Don't Walk 1	-	-	-	28
Seconds Per Actuation *	1.5	-	-	1.5
Max Variable Initial *	34	-	-	34
Time Before Reduction *	15	-	-	15
Time To Reduce *	45	-	-	45
Minimum Gap	3.0	-	-	3.0
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.

Map labels

SR 4241 (Guilford Road)
45 MPH -2% Grade
45 MPH -1% Grade
45 MPH +1% Grade
SR 1546 (Guilford College Road)
SR 1546 (Guilford College Road)

MetalPole #5 Standard Case D5M
MetalPole #6 Standard Case D9M
MetalPole #7 Standard Case D5M
MetalPole #8 Standard Case D5M

P61, P62, 63, 62, 61, 51, 21, 22, 42, 41

SIGNS

PROPOSED		EXISTING
Ⓐ	Left Arrow "ONLY" Sign (R3-5L)	Ⓐ
Ⓑ	Right Arrow "ONLY" (R3-5R)	Ⓑ
Ⓒ	U-Turn "MUST YIELD" (R3-27)	Ⓒ
Ⓓ	Street Name Sign (D3-1)	Ⓓ
Ⓔ	"TURNING TRAFFIC MUST YIELD TO PEDESTRIANS" Sign (R10-15)	Ⓔ

LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	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	
	Metal Strain Pole	

Signal Upgrade

16-MAR-2015 14:29
S:*ITS&SU*ITS Signals*Signal Design Section*Central Region*Div 7*C-5558 High Point*Signal Plans*07-2031 *072031_sig_dsn_20150316.dgn
rziemba