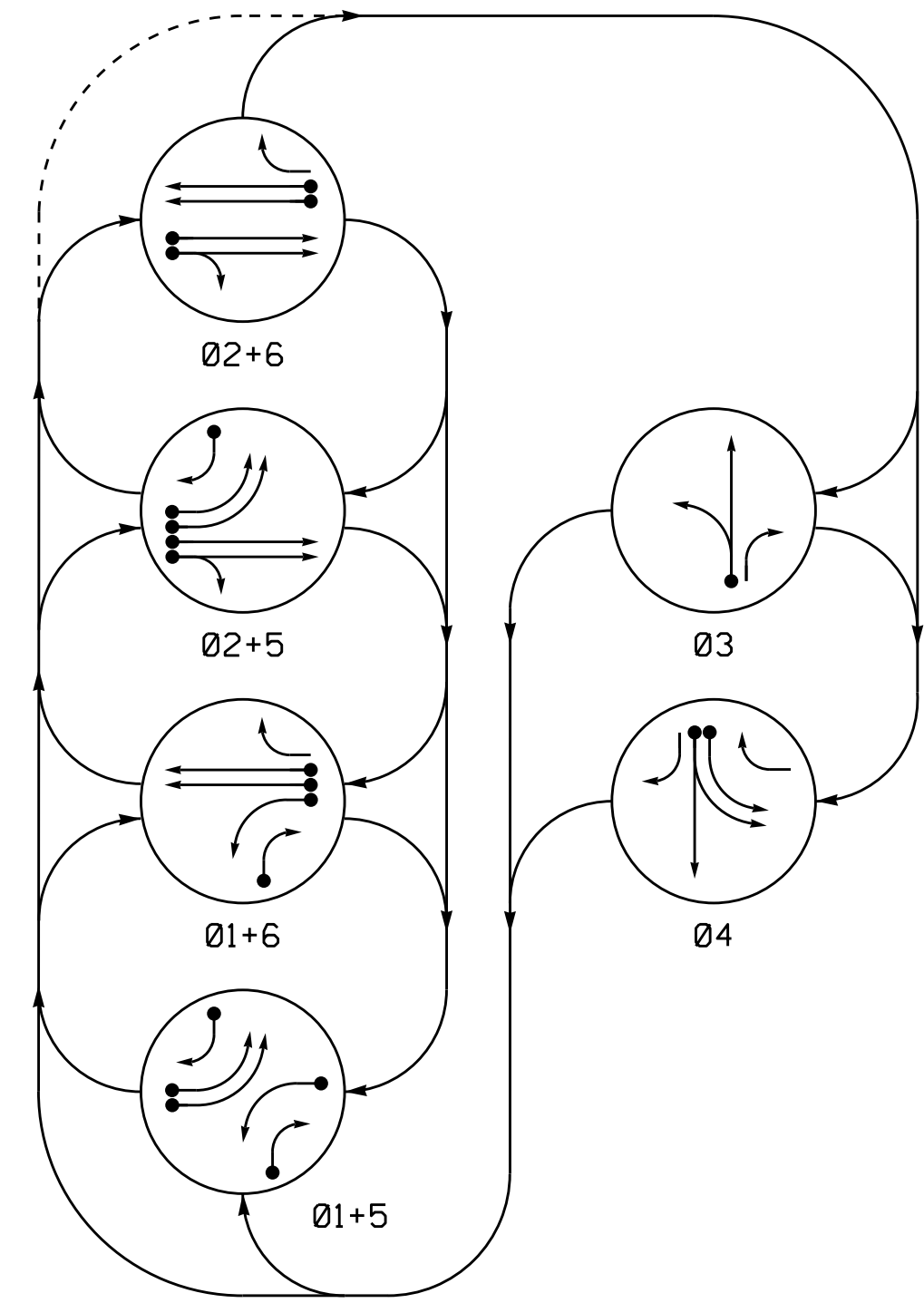


PHASING DIAGRAM



SIGNAL FACE	PHASE					
	Ø1+5	Ø2+5	Ø3	Ø4	Ø1+6	Ø2+6
11	←	←	←	←	←	←
21, 22	R	R	G	G	R	R
31	R	R	R	R	G	R
32	R	R	R	R	G	R
41	←	←	←	←	←	←
42	R	R	R	R	G	R
43	R	R	R	R	G	R
51, 52	←	←	←	←	←	←
61	R	G	R	G	R	R
62	R	G	R	G	R	R

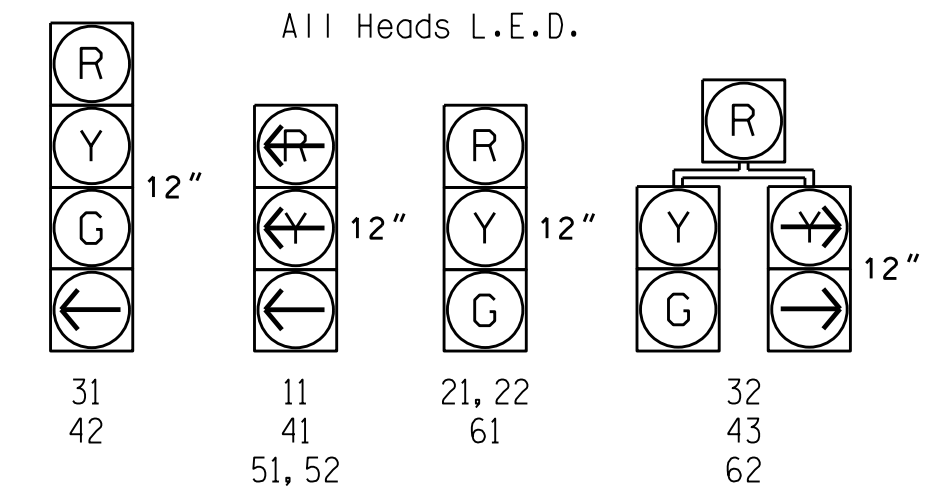
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
LOOP	SIZE	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY				
1A	6X40	0	2-4-2	-	1	Y	Y	-	-	-	-	Y
1B	6X40	0	2-4-2	-	1	Y	Y	-	-	15	-	Y
2A	6X6	300	EXIST	-	2	Y	Y	-	-	-	-	Y
2B	6X6	300	EXIST	-	2	Y	Y	-	-	-	-	Y
3A	6X40	0	2-4-2	-	3	Y	Y	-	-	-	-	Y
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	3	-	Y
4B	6X40	0	2-4-2	-	4	Y	Y	-	-	-	-	Y
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	-	-	Y
5B	6X40	0	2-4-2	-	5	Y	Y	-	-	-	-	Y
5C	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	Y
6A	6X6	300	EXIST	-	6	Y	Y	-	-	-	-	Y
6B	6X6	300	EXIST	-	6	Y	Y	-	-	-	-	Y

6 Phase Fully Actuated (High Point Signal System)

NOTES

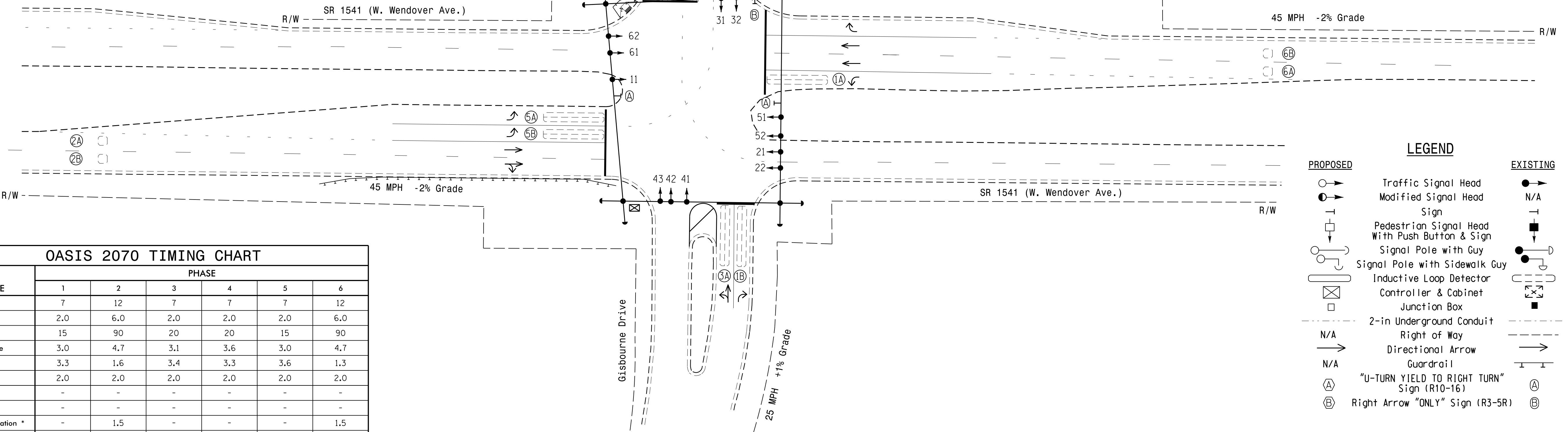
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- The order of phase 3 and phase 4 may be reversed.
- Set all detector units to presence mode.
- 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.

SIGNAL FACE I.D.



PHASING DIAGRAM DETECTION LEGEND

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



FEATURE	PHASE					
	1	2	3	4	5	6
Min Green 1 *	7	12	7	7	7	12
Extension 1	2.0	6.0	2.0	2.0	2.0	6.0
Max Green 1 *	15	90	20	20	15	90
Yellow Clearance	3.0	4.7	3.1	3.6	3.0	4.7
Red Clearance	3.3	1.6	3.4	3.3	3.6	1.3
Red Revert	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 *	-	34	-	-	-	34
Time Before Reduction *	-	15	-	-	-	15
Time To Reduce *	-	30	-	-	-	30
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	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
○→	●→
○→	N/A
⊥	⊥
⊥	⊥
○→	●→
○→	●→
⊥	⊥
⊥	⊥
⊥	⊥
⊥	⊥
N/A	→
N/A	→
⊥	⊥
⊥	⊥
⊥	⊥
⊥	⊥

Signal Upgrade

SR 1541 (W. Wendover Ave.) at Gisbourne Drive

Division 7 Guilford County High Point

PLAN DATE: February 2014 REVIEWED BY: T. L. Averette

PREPARED BY: T. L. Averette REVIEWED BY:

REVISIONS: _____ INIT: _____ DATE: _____

SCALE: 1" = 40'

SEAL

ROBERT J. ZIEMBA

ENGINEER

026486

3/2/2015

SIG. INVENTORY NO. 07-0105

P:\2014\SR 1541\Signal Design\Section\Central_Regional\Div 7\4-5558_High_Point\Signal_Plans\4070105_Sig.dsn_2014mdd.dgn
 S:\IT\SSU\T.S. Signal\Signal Design\Section\Central_Regional\Div 7\4-5558_High_Point\Signal_Plans\4070105_Sig.dsn_2014mdd.dgn
 PZ:terno