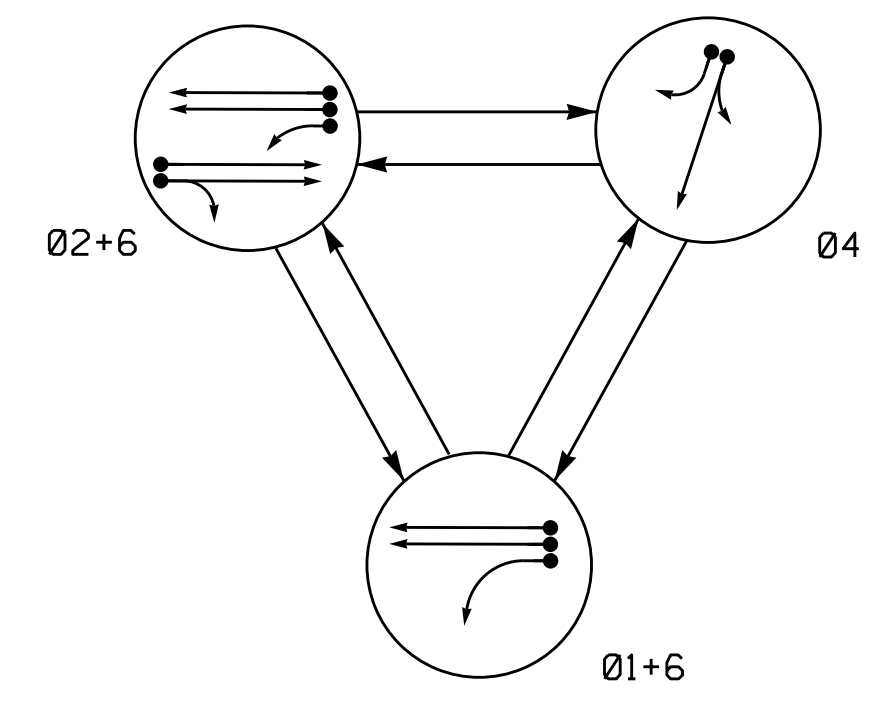


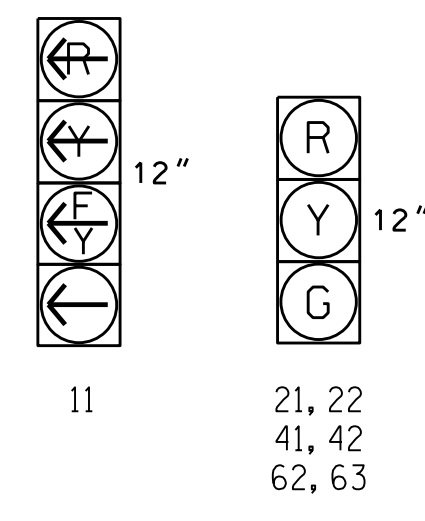
PHASING DIAGRAM



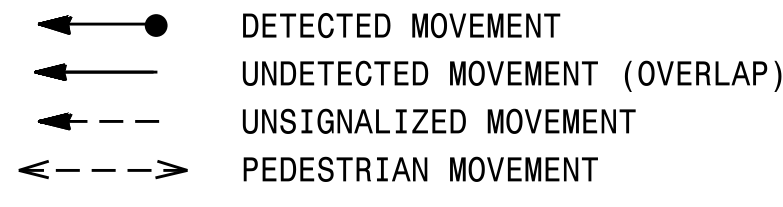
SIGNAL FACE	PHASE			
	Ø 1+6	Ø 2+6	Ø 4	FLASH
11	-	F	R	Y
21, 22	R	G	R	Y
41, 42	R	R	G	R
62, 63	G	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



PHASING DIAGRAM DETECTION LEGEND

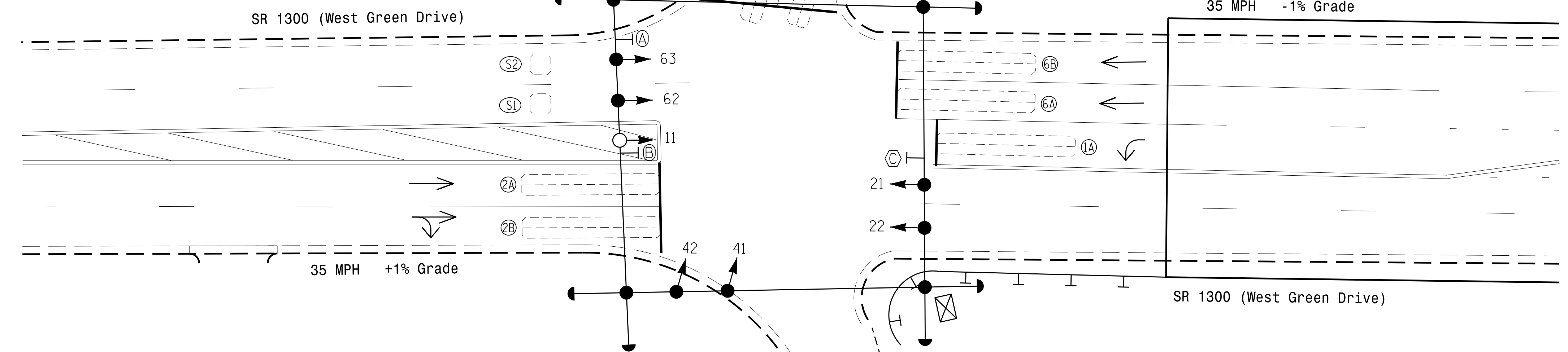


OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	LOOP SYSTEM	NEW CARD
1A	6X40	0	2-4-2	-	1	Y	Y	-	-	15	-	Y
					6	Y	Y	-	-	-	-	Y
2A, 2B	6X40	0	2-4-2	-	2	Y	Y	-	-	-	-	Y
4A, 4B	6X40	+5	2-4-2	-	4	Y	Y	-	-	5	-	Y
6A, 6B	6X40	0	2-4-2	-	6	Y	Y	-	-	-	-	Y
S1	6X6	EXIST	EXIST	-	-	-	-	-	-	-	-	Y
S2	6X6	EXIST	EXIST	-	-	-	-	-	-	-	-	Y

3 Phase Fully Actuated (High Point Signal System)

NOTES

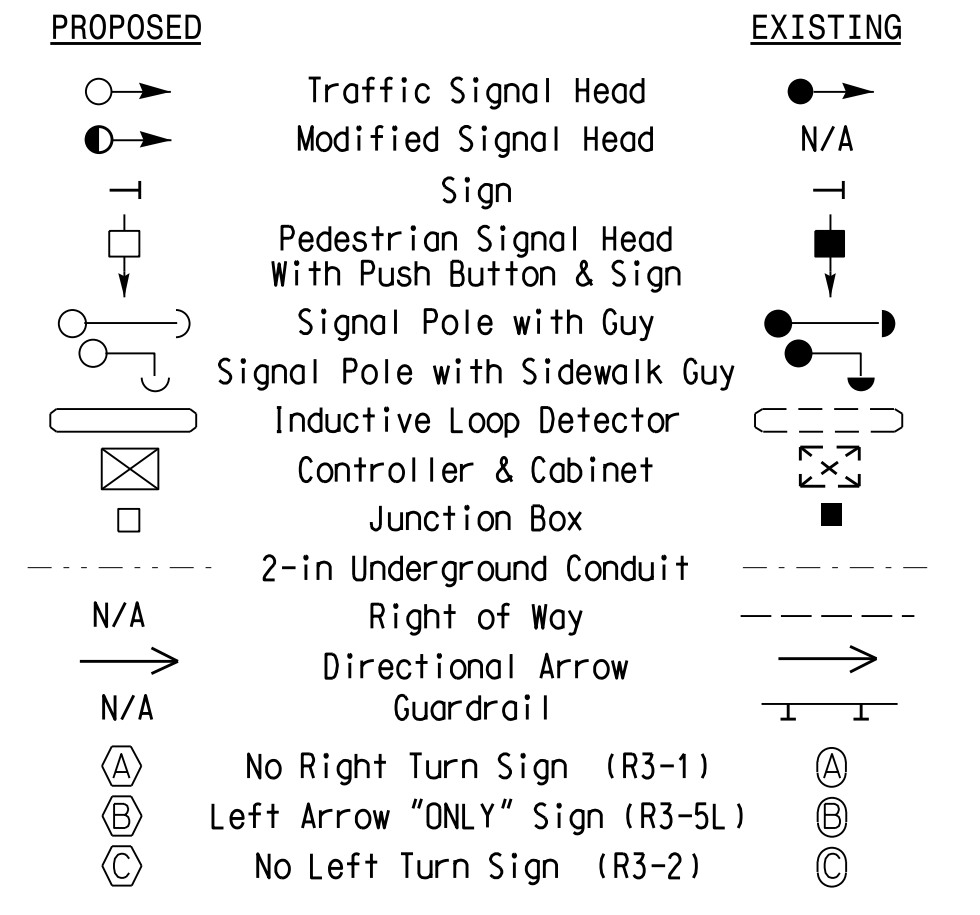
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 may be lagged.
- Set all detector units to presence 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.
- Existing Left Arrow "ONLY" sign (R3-5L) may be removed at the direction of the Engineer.
- 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	4	6
Min Green 1 *	7	10	7	10
Extension 1 *	2.0	3.0	2.0	3.0
Max Green 1 *	15	45	20	45
Yellow Clearance	3.0	3.9	3.4	3.9
Red Clearance	2.1	1.3	1.8	1.3
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	-	-	-	-
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



Signal Upgrade

SR 1300 (West Green Drive) at I-85 Bus./US 29 SB-70 WB Ramps

Division 7 Guilford County High Point

PLAN DATE: March 2014 PREPARED BY: R.N. Zinser

PREPARED BY: T. L. Averette REVIEWED BY:

SEAL

3/2/2015

DATE

SIG. INVENTORY NO. 07-0416

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 20 1"=20'

02-MAR-2015 11:57
 S:\MITSU\ITS_Signal\Signal Design\Section\Central_Regional\iv_74c-5558_High_Point\Signal_Plans\07-0416_Sig.dsn_2015mads.dgn
 rz:terbo