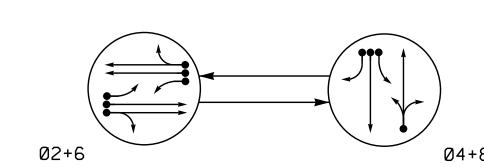


## PHASING DIAGRAM



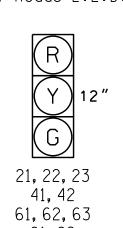
## PHASING DIAGRAM DETECTION LEGEND

DETECTED MOVEMENT UNDETECTED MOVEMENT (OVERLAP) UNSIGNALIZED MOVEMENT ← − − > PEDESTRIAN MOVEMENT

TABLE OF 0	PER	ATI	ON		
	PHASE				
SIGNAL FACE	®N+6	04+8	11日のエ		
21, 22, 23	G	R	Υ		
41, 42	R	G	R		
61, 62, 63	G	R	Υ		
81, 82	R	G	R		

## SIGNAL FACE I.D.

All Heads L.E.D.



81,82

Existing Loops —

<u>↑</u> @ =

↑ TIE

INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
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,2B	6×6	300	EXIST	-	2	Υ	Υ	-	-	1	ı	Υ
2C,2D	6×6	90	EXIST	-	DISCONNECT			ı	-			
2E	6×60	+5	2-4-2	-	2	Υ	Υ	Υ	-	3	1	Υ
4A	6X40	0	2-4-2	-	4	Υ	Υ	-	-	3	ı	Υ
4B	6X40	0	2-4-2	-	4	Υ	Υ	-	-	-	ı	Υ
4C	6X40	0	2-4-2	-	4	Υ	Υ	-	-	15	ı	Υ
6A,6B	6x6	300	EXIST	-	6	Υ	Υ	-	-	-	ı ı	Υ
6C,6D	6x6	90	EXIST	-	DISCONNECT -				-			
6E	6×60	+5	2-4-2	-	6	Υ	Υ	Υ	-	3	1	Υ
8.8	6×60	+5	EXIST	-	8	Υ	Υ	-	-	5	ı	Υ
S1	6×6	+180	EXIST	-	-	-	-	-	-	-	Υ	Υ
S2	6×6	+180	EXIST	-	-	-	-	-	-	_	Υ	Υ

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

Disconnect -Existing Loops ) (E) \( \sqrt{} NC 68 (Westchester Drive)

OASIS	2070	TIMINO	CHAR1			
	PHASE					
FEATURE	2	4	6	8		
Min Green 1 *	12	7	12	7		
Extension 1 *	6.0	2.0	6.0	1.0		
Max Green 1 *	60	20	60	20		
Yellow Clearance	4.7	4.0	4.2	3.8		
Red Clearance	1.4	1.9	1.6	1.8		
Red Revert	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	MIN RECALL	-	MIN RECALL	-		
Vehicle Call Memory	YELLOW	_	YELLOW	-		
Dual Entry	-	ON	-	ON		
	011	011	011	ON		

 $\frac{10.24}{10.28} = 10.28$  = 10.28 =

\* 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.

	LEGEND	
PROPOSED		<u>EXISTING</u>
$\bigcirc$	Traffic Signal Head	•
<b>O</b>	Modified Signal Head	N/A
$\dashv$	Sign	$\dashv$
<b>↓</b>	Pedestrian Signal Head With Push Button & Sign	•
<u> </u>	Signal Pole with Guy	•
	Signal Pole with Sidewalk Guy	, •
	Inductive Loop Detector	$\subset = = \supset$
	Controller & Cabinet	K_X K_ \Z
	Junction Box	
	- 2-in Underground Conduit	
N/A	Right of Way	
$\longrightarrow$	Directional Arrow	$\longrightarrow$
$\langle A \rangle$	Left Arrow "ONLY" Sign (R3-5L	) (A)

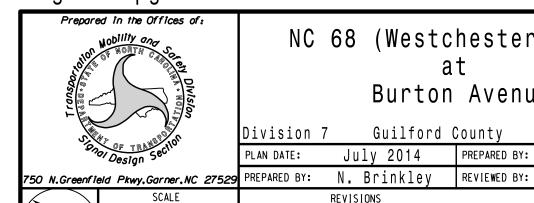
Fully Actuated (High Point Signal System)

2 Phase

## **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. Disconnect existing loops 2C, 2D, 6C, and 6D.
- 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. The cabinet should be designed to include an Auxiliary Output file for future use.
- 8. Existing Left Arrow "ONLY" signs (R3-51) may be removed at the direction of the Engineer.
- 9. Pavement markings are existing.
- 10. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

Signal Upgrade



NC 68 (Westchester Drive) Burton Avenue

REVISIONS

Guilford County High Point July 2014 PREPARED BY: Jeff Spence

INIT. DATE

Simultaneous Gap

SIG. INVENTORY NO.