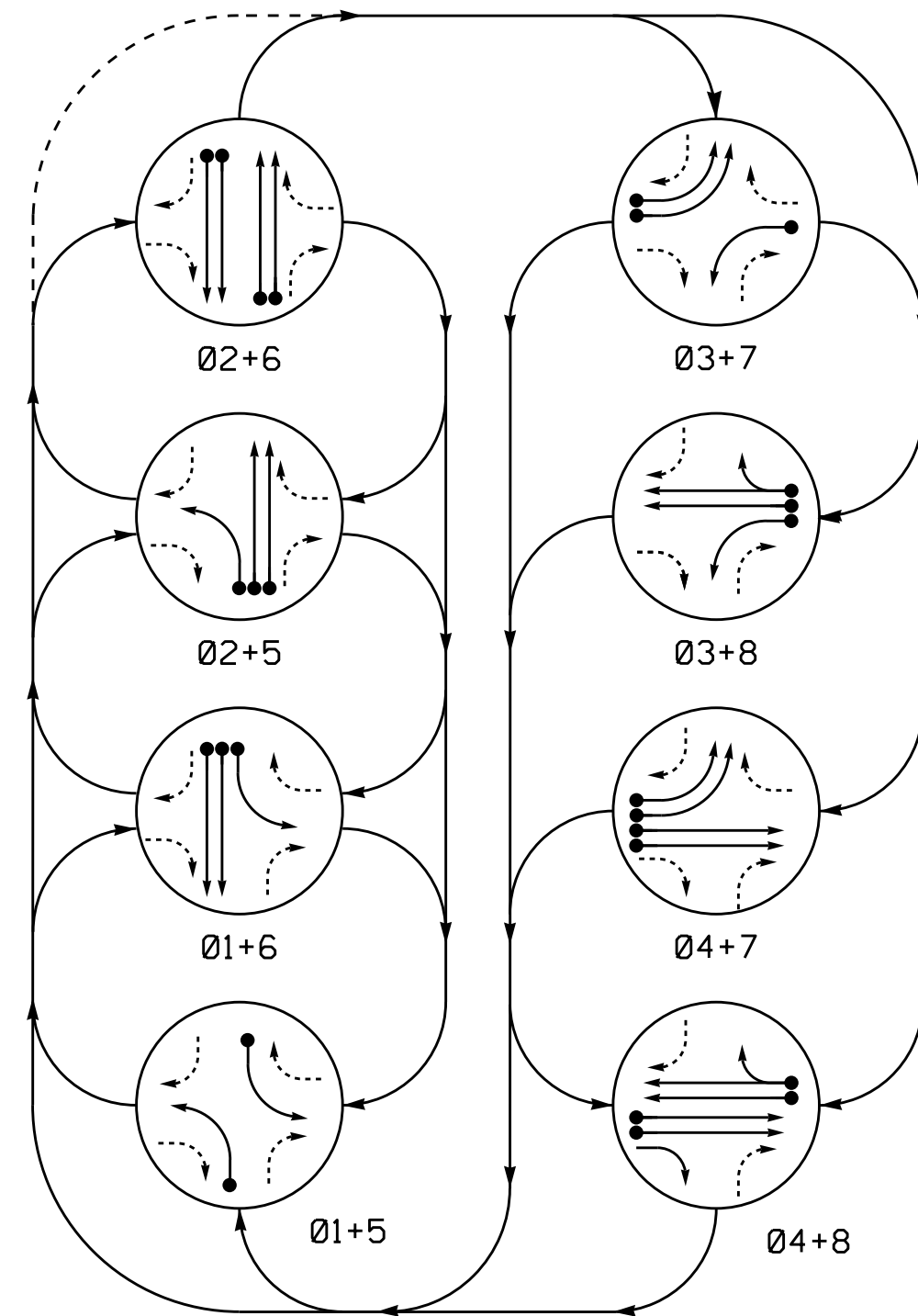
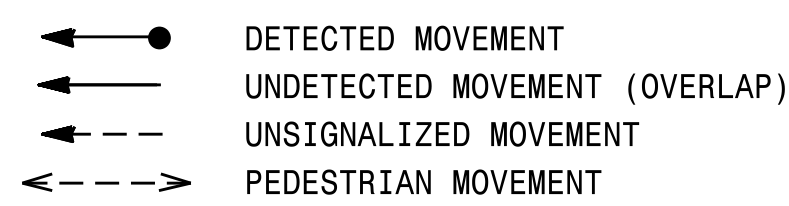


8 Phase Fully Actuated (High Point Signal System)

PHASING DIAGRAM



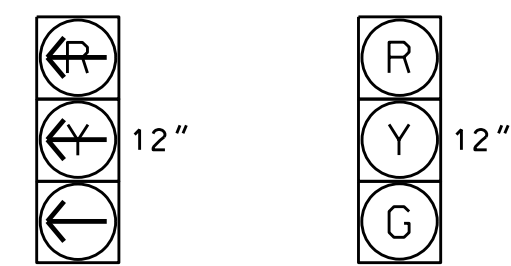
PHASING DIAGRAM DETECTION LEGEND



SIGNAL FACE	PHASE							
	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8
11	←	←	←	←	←	←	←	←
21, 22	R	R	G	G	R	R	R	Y
31	←	←	←	←	←	←	←	←
41, 42	R	R	R	R	R	R	G	G
51	←	←	←	←	←	←	←	←
61, 62	R	G	R	G	R	R	R	Y
71, 72	←	←	←	←	←	←	←	←
81, 82	R	R	R	R	R	G	R	G

SIGNAL FACE I.D.

All Heads L.E.D.



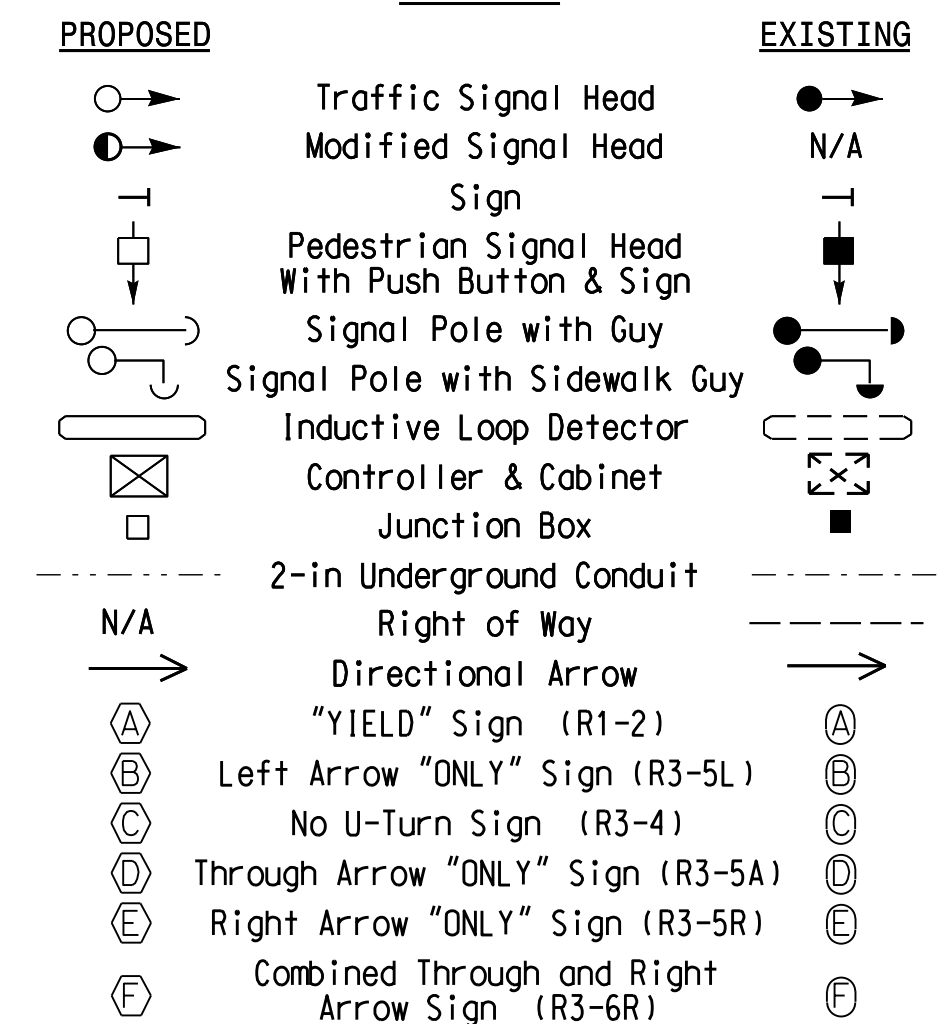
11, 31, 51, 71, 72 (Left Arrow)
21, 22, 41, 42, 61, 62, 81, 82 (Right Arrow)

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	+5	2-4-2	-	1	Y	Y	-	-	-	-	Y
2A	6X6	300	EXIST	-	2	Y	-	-	-	-	-	Y
2B	6X6	300	EXIST	-	2	Y	-	-	-	-	-	Y
2C	6X40	+5	2-4-2	-	2	Y	Y	Y	2.0	5	-	Y
2D	6X40	+5	2-4-2	-	2	Y	Y	Y	2.0	5	-	Y
3A	6X40	+5	2-4-2	-	3	Y	Y	-	-	-	-	Y
4A	6X40	+5	2-4-2	-	4	Y	Y	-	-	-	-	Y
4B	6X40	+5	2-4-2	-	4	Y	Y	-	-	-	-	Y
5A	6X40	+5	2-4-2	-	5	Y	Y	-	-	-	-	Y
6A	6X6	300	EXIST	-	6	Y	Y	-	-	-	-	Y
6B	6X6	300	EXIST	-	6	Y	Y	-	-	-	-	Y
6C, 6D	6X6	90	EXIST	-	DISCONNECT						-	-
7A	6X40	+5	2-4-2	-	7	Y	Y	-	-	-	-	Y
7B	6X40	+5	2-4-2	-	7	Y	Y	-	-	-	-	Y
8A	6X40	+5	2-4-2	-	8	Y	Y	-	-	-	-	Y
8B	6X40	+5	2-4-2	-	8	Y	Y	-	-	-	-	Y
S1	6X6	+230	EXIST	-	-	-	-	-	-	-	-	Y
S2	6X6	+230	EXIST	-	-	-	-	-	-	-	-	Y
S3	6X6	+260	EXIST	-	-	-	-	-	-	-	-	Y
S4	6X6	+260	EXIST	-	-	-	-	-	-	-	-	Y

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.
- Phase 3 and/or phase 7 may be lagged.
- Disconnect existing loops 6C and 6D.
- 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.
- Existing lane control signs may be removed at the direction of the Engineer.
- 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.

LEGEND



FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green 1 *	7	12	7	7	7	12	7	7
Extension 1 *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max Green 1 *	15	60	15	25	15	60	15	25
Yellow Clearance	3.0	4.3	3.3	4.8	3.0	4.6	3.0	4.5
Red Clearance	2.8	1.5	3.2	1.6	2.8	1.6	3.7	2.1
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-	-	-
Seconds Per Actuation *	-	-	-	-	-	1.5	-	-
Max Variable Initial *	-	-	-	-	-	34	-	-
Time Before Reduction *	-	0	-	-	-	15	-	-
Time To Reduce *	-	15	-	-	-	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	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.

Signal Upgrade

Prepared In the Offices of:
TRANSPO-MOBILITY AND SAFETY SOLUTIONS
 A DIVISION OF WESTCHESTER SIGNAL DESIGN SECTION
 750 N. Greenfield Pkwy, Garner, NC 27529

SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 ROBERT J. ZILMER
 LICENSE NO. 026486

NC 68 (Westchester Drive) and SR 1961 (W. Market Center Dr.) at NC 68/SR 1970 (W. English Rd.)
 Division 7 Guilford County High Point
 PLAN DATE: July 2014 PREPARED BY: Jeff Spence
 PREPARED BY: N. Brinkley REVIEWED BY:

SCALE 0 40
 1"=40'

REVISIONS: _____ INIT. DATE _____
 _____ INIT. DATE _____
 _____ INIT. DATE _____

SIG. INVENTORY NO. 07-0779