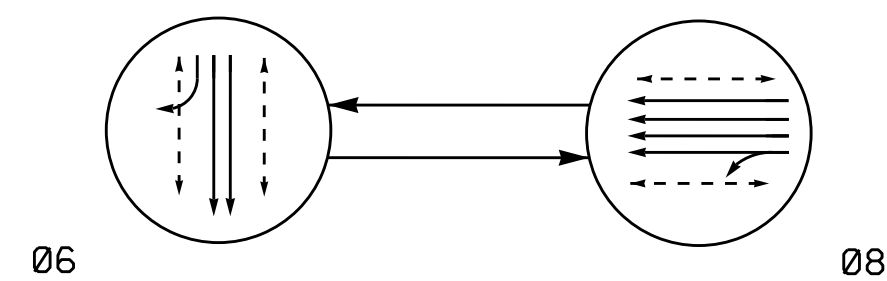


**PHASING DIAGRAM**



**PHASING DIAGRAM DETECTION LEGEND**

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

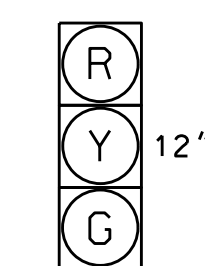
**TABLE OF OPERATION**

SIGNAL FACE	PHASE		
	06	08	F L
61, 62, 63	G	R	Y
81, 82, 83, 84	R	G	R
P61, P62	W	DW	DRK
P63, P64	W	DW	DRK
P81, P82	DW	W	DRK
P83, P84	DW	W	DRK

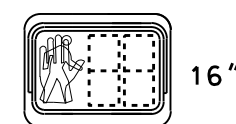
W - Walk  
 DW - Don't Walk  
 DRK - Dark

**SIGNAL FACE I.D.**

All Heads L.E.D.



61, 62, 63  
 81, 82, 83, 84



P61, P62  
 P63, P64  
 P81, P82  
 P83, P84

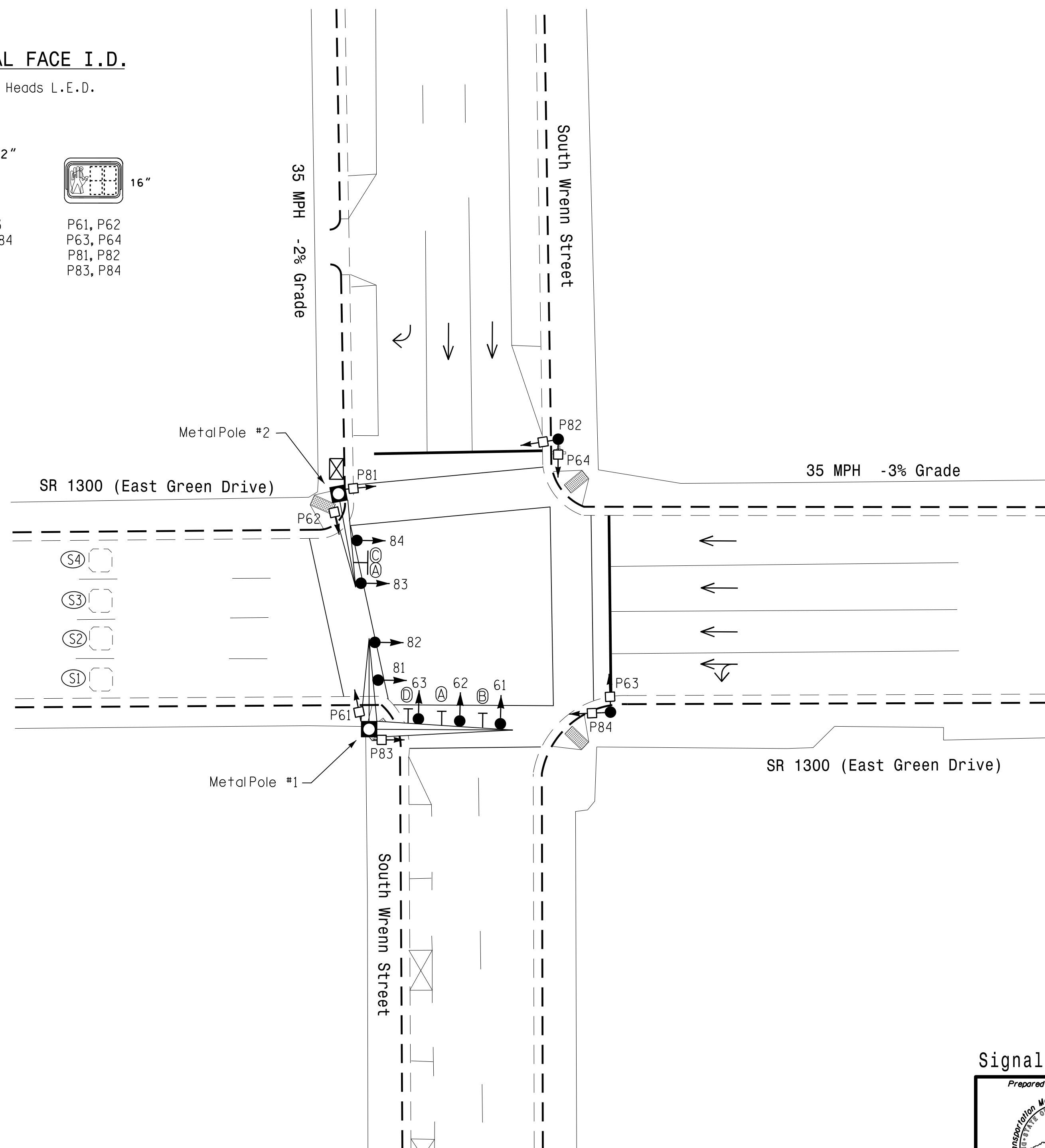
**OASIS 2070 LOOP & DETECTOR INSTALLATION CHART**

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING					SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME		
S1	6X6	+130	EXIST	-	-	-	-	-	-	Y	Y
S2	6X6	+130	EXIST	-	-	-	-	-	-	Y	Y
S3	6X6	+130	EXIST	-	-	-	-	-	-	Y	Y
S4	6X6	+130	EXIST	-	-	-	-	-	-	Y	Y

**2 Phase  
 Pre-Timed  
 (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. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
4. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
5. Pavement markings are existing.
6. 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	
	6	8
Min Green 1 *	10	7
Extension 1 *	0.0	0.0
Max Green 1 *	35	25
Yellow Clearance	4.0	4.1
Red Clearance	1.4	1.4
Walk 1 *	7	7
Don't Walk 1	12	12
Seconds Per Actuation *	-	-
Max Variable Initial *	-	-
Time Before Reduction *	-	-
Time To Reduce *	-	-
Minimum Gap	-	-
Recall Mode	MAX/PED RECALL	MAX/PED RECALL
Vehicle Call Memory	-	-
Dual Entry	-	-
Simultaneous Gap	ON	ON

\* These values may be field adjusted. Do not adjust Min Green and Extension times for phase 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

**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 Pole with Mastarm                        | ⊠        |
| N/A Curb Ramp                                    | ⊠        |
| ⊠ Street Name Sign (D3-1)                        | ⊠        |
| ⊠ Right "ONE WAY" Arrow Sign (R6-1R)             | ⊠        |
| ⊠ Left "ONE WAY" Arrow Sign (R6-1L)              | ⊠        |
| ⊠ Right Arrow "ONLY" Sign (R3-5R)                | ⊠        |

**Signal Upgrade**

	<b>South Wrenn Street          at          SR 1300 (East Green Drive)</b>		
	Division 7 - Guilford County High Point		
PLAN DATE: September 2014 PREPARED BY: Jeff Spence	REVIEWED BY:		DATE: 3/26/2015
SCALE: 1"=20' 	REVISIONS:	INIT.:	DATE:
SIG. INVENTORY NO. 07-0788			SEAL

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