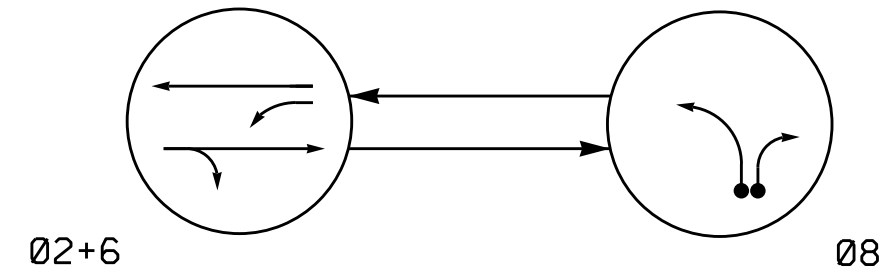


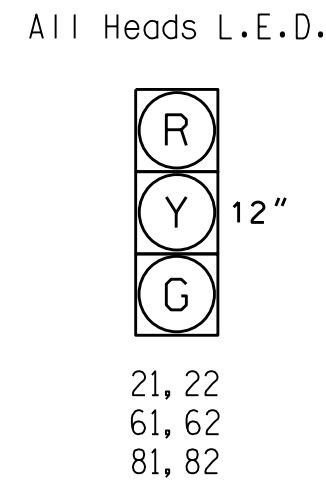
PHASING DIAGRAM



- PHASING DIAGRAM DETECTION LEGEND**
- ←●→ DETECTED MOVEMENT
 - ←→ UNDETECTED MOVEMENT (OVERLAP)
 - UNSIGNALIZED MOVEMENT
 - ←---→ PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE		
	Ø6+20	Ø8	Ø10
21, 22	G	R	Y
61, 62	G	R	Y
81, 82	R	G	R

SIGNAL FACE I.D.

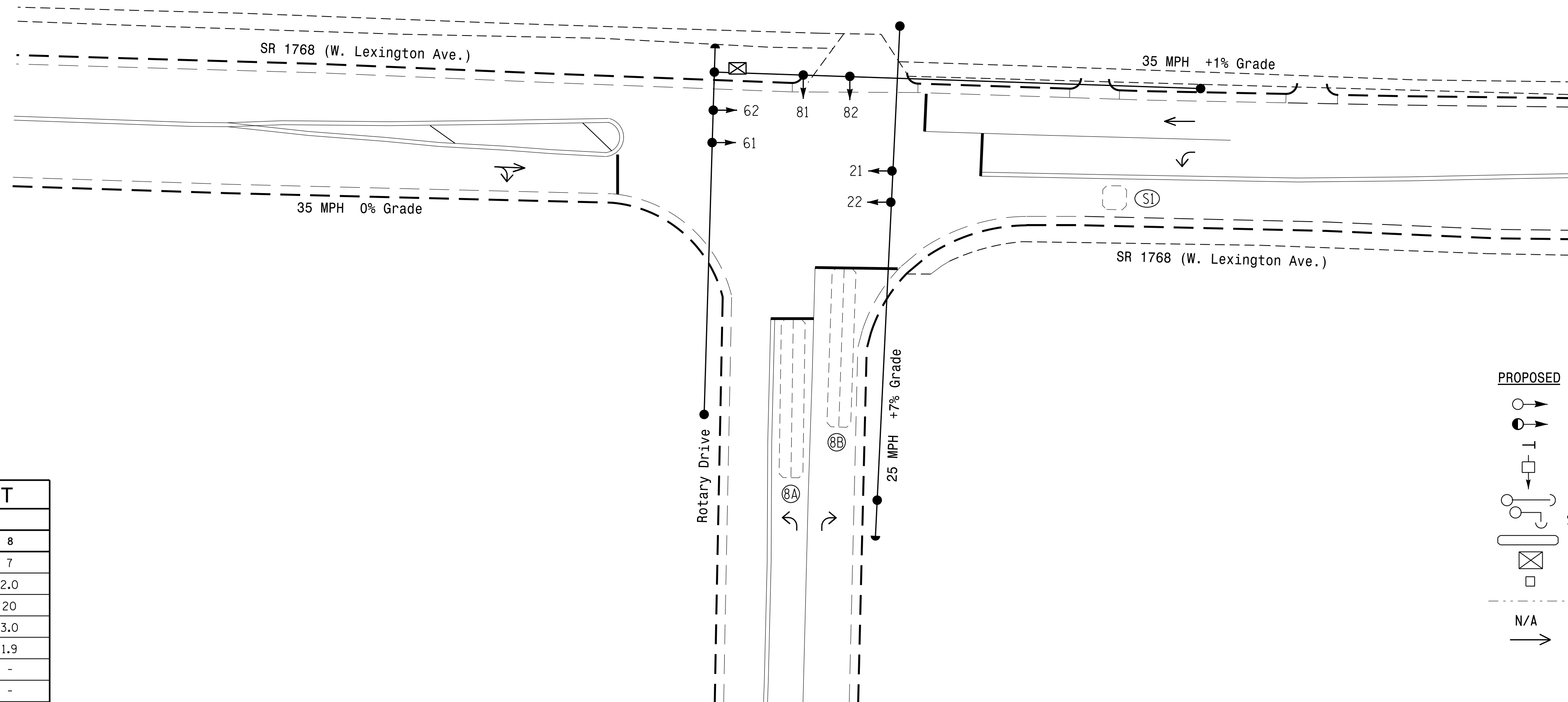


OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP NEW CARD	
8A, 8B	6X40	0	2-4-2	-	8	Y	Y	-	-	5	-	Y
S1	6X6	EXIST	EXIST	-	-	-	-	-	-	-	Y	Y

2 Phase
Semi-Actuated
(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. Set all detector units to presence mode.
4. 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.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. Pavement markings are existing.
7. 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		
	2	6	8
Min Green 1 *	10	10	7
Extension 1 *	0.0	1.0	2.0
Max Green 1 *	35	35	20
Yellow Clearance	3.8	3.8	3.0
Red Clearance	1.3	1.3	1.9
Walk 1 *	-	-	-
Don't Walk 1	-	-	-
Seconds Per Actuation *	-	-	-
Max Variable Initial *	-	-	-
Time Before Reduction *	-	-	-
Time To Reduce *	-	-	-
Minimum Gap	-	-	-
Recall Mode	MAX RECALL	MAX RECALL	-
Vehicle Call Memory	-	-	-
Dual Entry	-	-	-
Simultaneous Gap	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.

- LEGEND**
- | PROPOSED | EXISTING |
|--|--|
| ○ → Traffic Signal Head | ● → Traffic Signal Head |
| ◐ → Modified Signal Head | N/A |
| ⊥ Sign | ⊥ Sign |
| ⊥ ⊥ Pedestrian Signal Head With Push Button & Sign | ⊥ ⊥ Pedestrian Signal Head With Push Button & Sign |
| ⊥ ⊥ Signal Pole with Guy | ⊥ ⊥ Signal Pole with Guy |
| ⊥ ⊥ Signal Pole with Sidewalk Guy | ⊥ ⊥ Signal Pole with Sidewalk Guy |
| ⊠ Inductive Loop Detector | ⊠ Inductive Loop Detector |
| □ Controller & Cabinet | □ Junction Box |
| □ 2-in Underground Conduit | □ 2-in Underground Conduit |
| N/A Right of Way | --- Right of Way |
| → Directional Arrow | → Directional Arrow |

Signal Upgrade

<p>Prepared in the Offices of: TRANSPORTATION MOBILITY AND SAFETY DIVISION STATE OF NORTH CAROLINA SIGNAL DESIGN SECTION 750 N. Greenfield Pkwy, Garner, NC 27529</p>	<p>SR 1768 (W. Lexington Ave.) at Rotary Drive</p>		<p>SEAL</p> <p>ROBERT J. ZINSER ENGINEER 026486 3/27/2015</p>
	<p>Division 7 Guilford County High Point</p>		
	<p>PLAN DATE: July 2014</p>	<p>PREPARED BY: R.N. Zinser</p>	
	<p>PREPARED BY: Jeff Spence</p>	<p>REVIEWED BY:</p>	
<p>REVISIONS</p>		<p>INIT. DATE</p>	
<p>SCALE 1"=20'</p>			
<p>SIG. INVENTORY NO. 07-0815</p>			