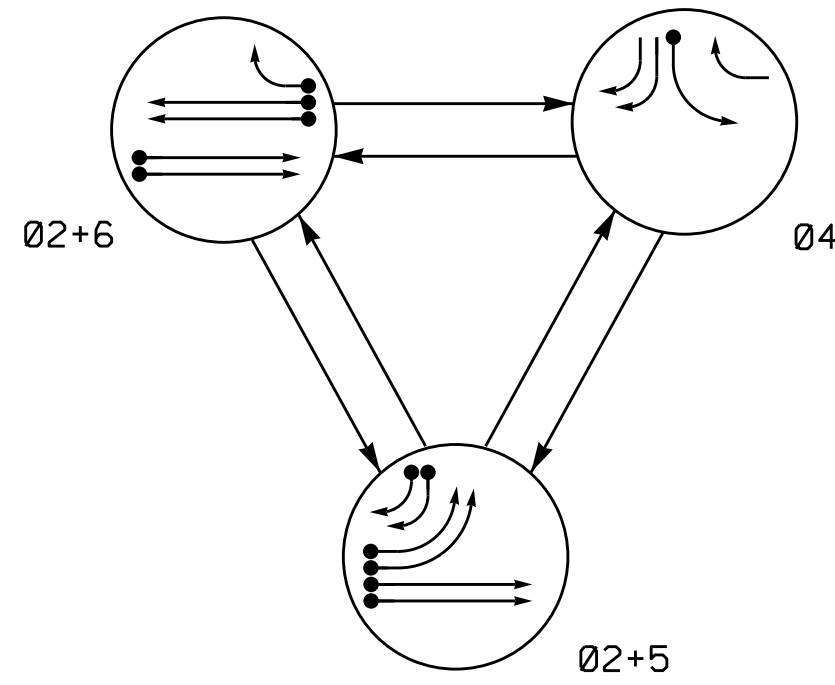


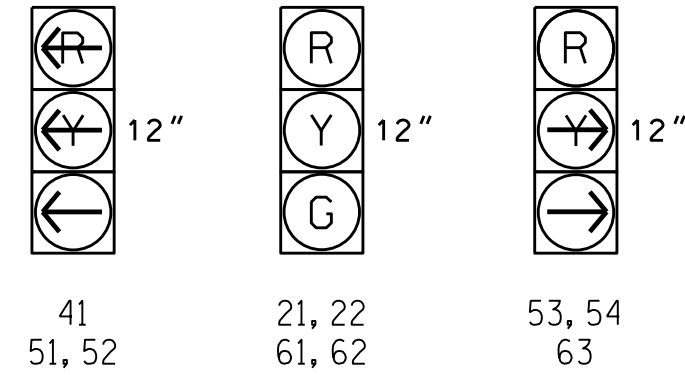
PHASING DIAGRAM



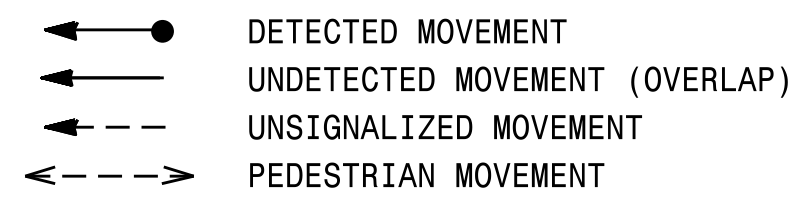
SIGNAL FACE	PHASE			
	02+5	02+6	04	FL
21, 22	G	G	R	Y
41	R	R	Y	R
51, 52	Y	R	R	R
53, 54	Y	R	R	R
61, 62	R	G	R	Y
63	R	Y	Y	Y

SIGNAL FACE I.D.

All Heads L.E.D.



PHASING DIAGRAM DETECTION LEGEND

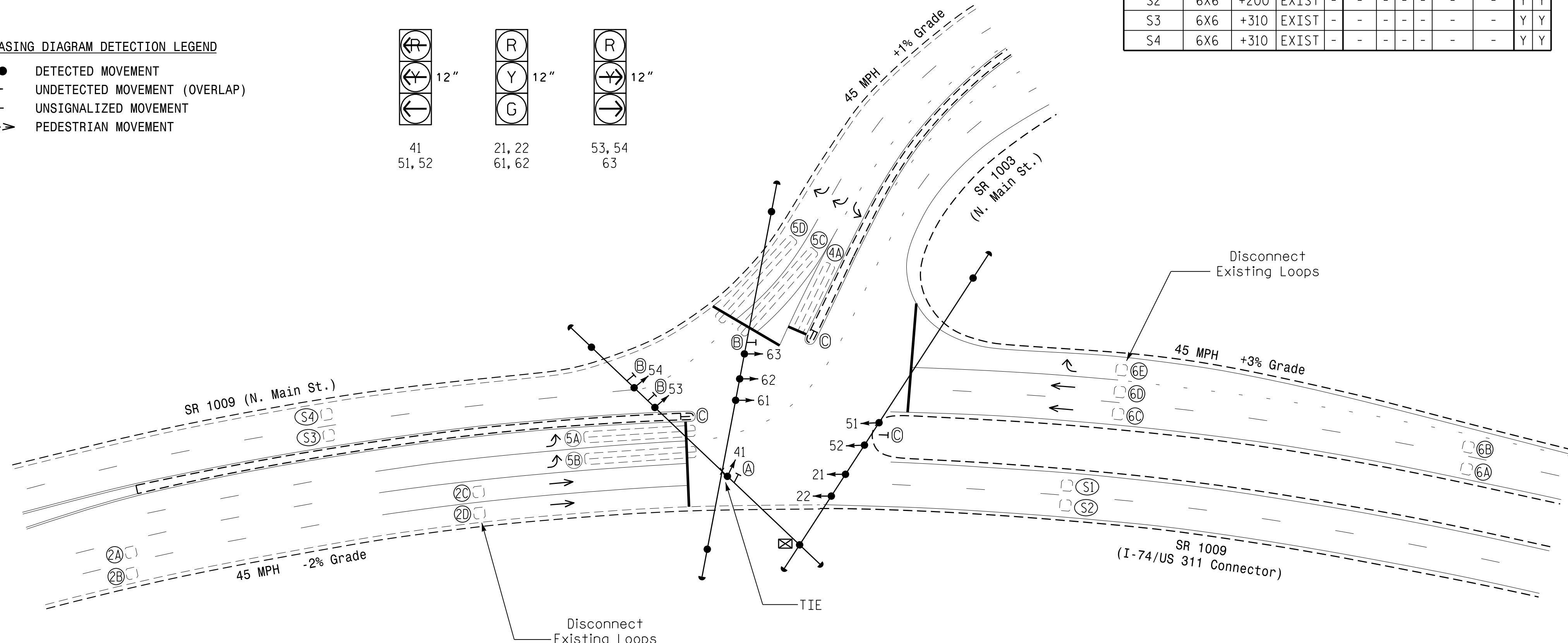


OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING						SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME		
2A, 2B	6X6	300	EXIST	-	2	Y	Y	-	-	-	-	Y
2C, 2D	6X6	90	EXIST	-	DISCONNECT						-	-
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	-	-	Y
5A	6X60	+5	2-4-2	-	5	Y	Y	-	-	-	-	Y
5B	6X60	+5	2-4-2	-	5	Y	Y	-	-	-	-	Y
5C	6X60	+5	2-4-2	-	5	Y	Y	-	-	15	-	Y
5D	6X60	+5	2-4-2	-	5	Y	Y	-	-	15	-	Y
6A, 6B	6X6	300	EXIST	-	6	Y	Y	-	-	-	-	Y
6C, 6D, 6E	6X6	90	EXIST	-	DISCONNECT						-	-
S1	6X6	+200	EXIST	-	-	-	-	-	-	-	-	Y
S2	6X6	+200	EXIST	-	-	-	-	-	-	-	-	Y
S3	6X6	+310	EXIST	-	-	-	-	-	-	-	-	Y
S4	6X6	+310	EXIST	-	-	-	-	-	-	-	-	Y

3 Phase Fully Actuated (High Point Signal System)

NOTES

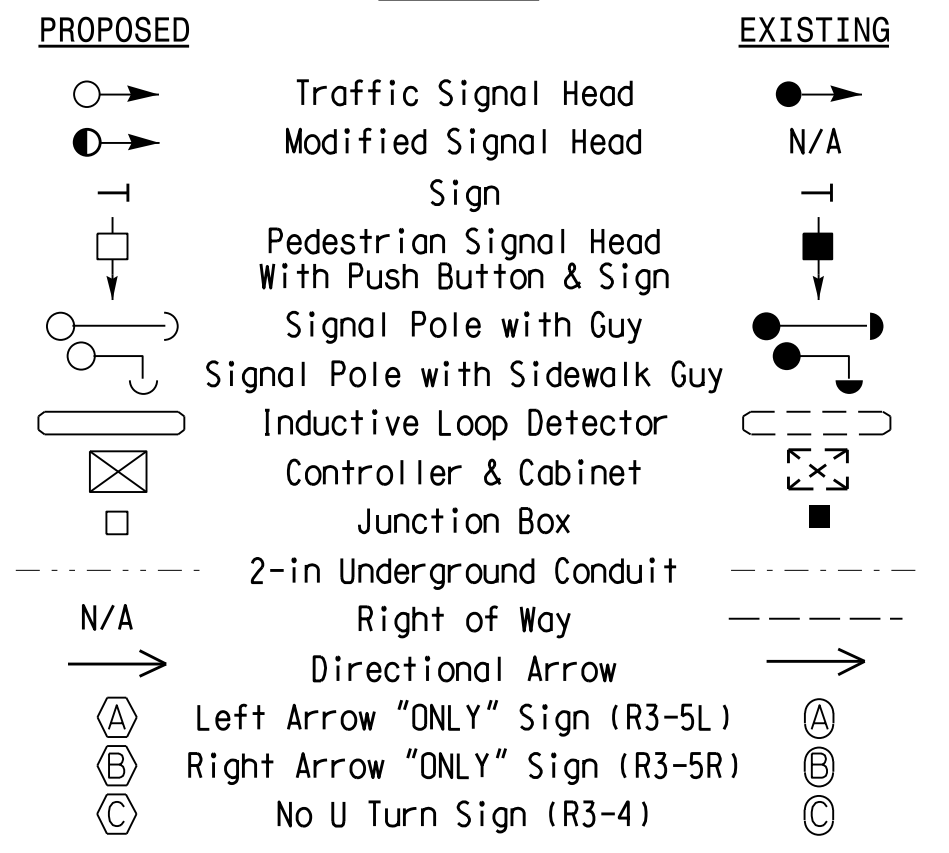
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 5 may be lagged.
- Disconnect existing loops 2C, 2D, 6C, 6D, and 6E.
- 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.
- 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	4	5	6
Min Green 1 *	12	7	7	12
Extension 1 *	6.0	2.0	2.0	6.0
Max Green 1 *	60	25	15	60
Yellow Clearance	4.7	3.0	3.0	4.3
Red Clearance	1.3	2.8	3.3	1.7
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 **	SOFT RECALL	-	-	SOFT RECALL
Vehicle Call Memory	YELLOW	-	-	YELLOW
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

750 N. Greenfield Pkwy, Garner, NC 27529

SR 1009 (N. Main St. and I-74/US 311 Connector) at SR 1003 (N. Main St.)

Division 7 Guilford County High Point

PLAN DATE: May 2014 REVIEWED BY: R.N. Zinser

SEAL

SCALE 0 40  
1" = 40'

REVISIONS

NO.	DATE	INIT.	DATE

DATE 4/23/2015

SIG. INVENTORY NO. 07-0893

03-APR-2015 1:24:48  
 S:\MT\5558\15\_Signal\Signal Design\Section\Central\_Regional\iv\_74c-5558\_High Point\Signal Plans\07-0893\_Sig.dsn\_20150423.dgn  
 rz1:erba