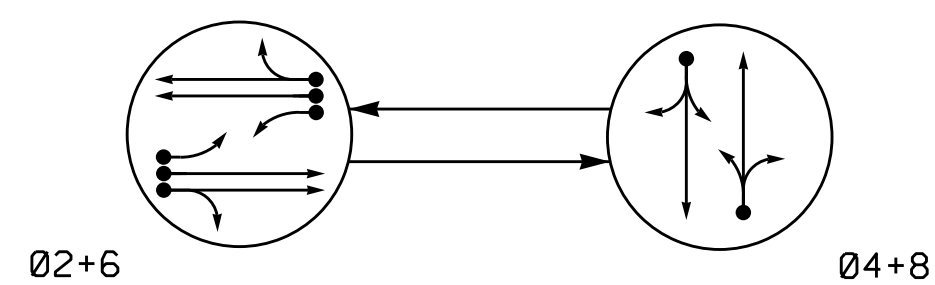


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

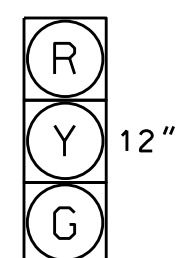
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ⚡ PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	Ø 2+6	Ø 4+8	FLY
21, 22, 23	G	R	Y
41, 42, 43	R	G	R
61, 62, 63	G	R	Y
81, 82, 83	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



21, 22, 23
41, 42, 43
61, 62, 63
81, 82, 83

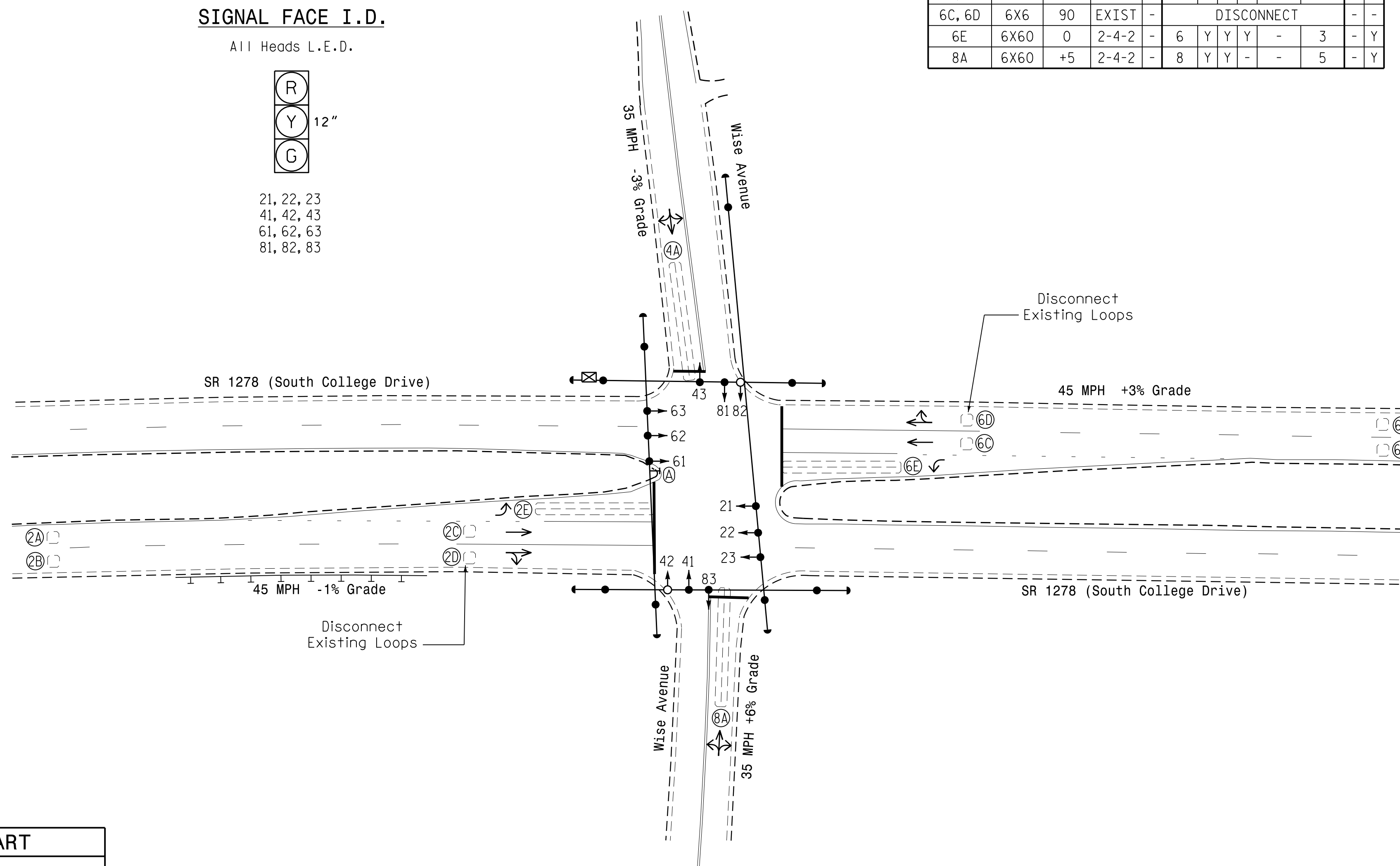
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD	
2A, 2B	6X6	300	EXIST	-	2	Y	Y	-	-	-	-	Y
2C, 2D	6X6	90	EXIST	-	DISCONNECT						-	-
2E	6X60	0	2-4-2	-	2	Y	Y	Y	-	3	-	Y
4A	6X60	+5	2-4-2	-	4	Y	Y	-	-	5	-	Y
6A, 6B	6X6	300	EXIST	-	6	Y	Y	-	-	-	-	Y
6C, 6D	6X6	90	EXIST	-	DISCONNECT						-	-
6E	6X60	0	2-4-2	-	6	Y	Y	Y	-	3	-	Y
8A	6X60	+5	2-4-2	-	8	Y	Y	-	-	5	-	Y

2 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.
- Disconnect existing loops 2C, 2D, 6C, and 6D.
- Rewire existing loops 2E and 6E to separate lead-in cable.
- 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 Left Arrow "ONLY" sign (R3-5L) 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	6	8
Min Green 1 *	12	7	12	7
Extension 1 *	6.0	1.0	6.0	1.0
Max Green 1 *	60	25	60	25
Yellow Clearance	4.6	4.1	4.3	3.5
Red Clearance	1.0	2.1	1.3	2.4
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
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.

LEGEND

- | PROPOSED | EXISTING |
|--|------------------------------------|
| ○ → Traffic Signal Head | ● → Traffic Signal Head |
| ○ → Modified Signal Head | N/A |
| ○ → Sign | N/A |
| ○ → Pedestrian Signal Head With Push Button & Sign | ○ → Pedestrian Signal Head |
| ○ → 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 | ○ → Controller & Cabinet |
| ○ → Junction Box | ○ → Junction Box |
| ○ → 2-in Underground Conduit | ○ → 2-in Underground Conduit |
| N/A → Right of Way | ○ → Right of Way |
| ○ → Directional Arrow | ○ → Directional Arrow |
| ○ → Left Arrow "ONLY" Sign (R3-5L) | ○ → Left Arrow "ONLY" Sign (R3-5L) |

Signal Upgrade

750 N. Greenfield Pkwy, Garner, NC 27529

SR 1278 (South College Drive) at Wise Avenue

Division 7 Guilford County High Point

PLAN DATE: August 2014 REVIEWED BY:

PREPARED BY: Jeff Spence REVIEWED BY:

REVISIONS: _____ INIT. DATE

SEAL

3/30/2015

SIG. INVENTORY NO. 07-1177

SCALE 0 40

1" = 40'

3D-MSE-2015-15-18
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