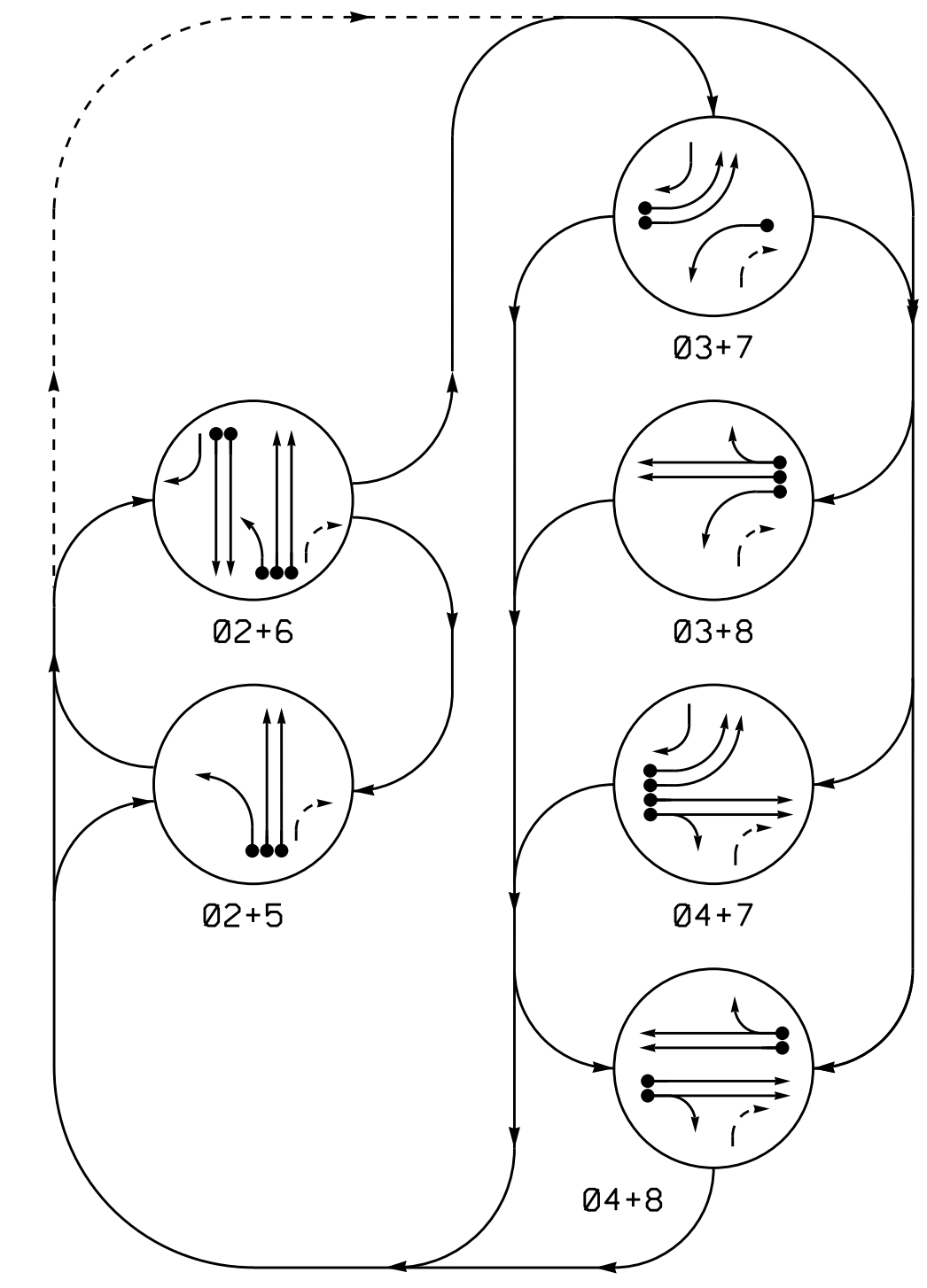


PHASING DIAGRAM



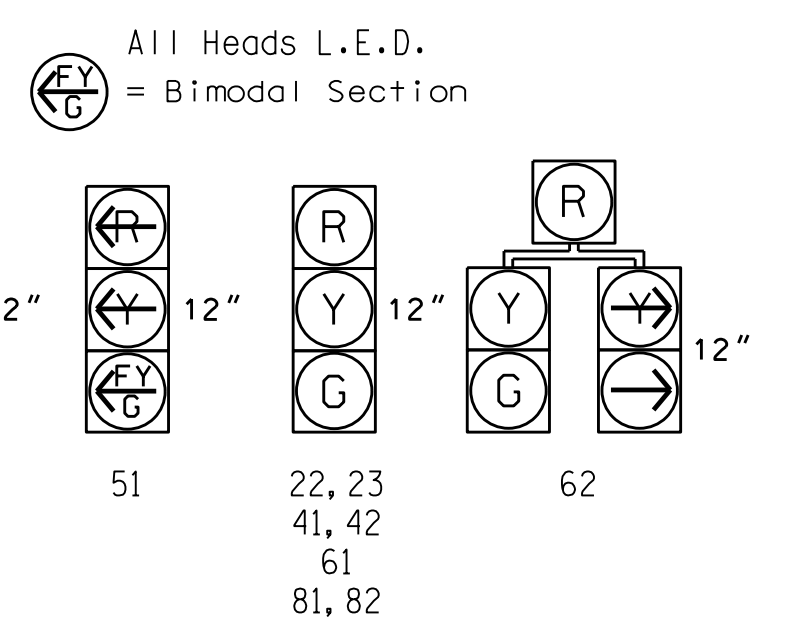
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE						
	02+5	02+6	03+7	03+8	04+7	04+8	FLASH
22, 23	G	G	R	R	R	R	Y
31	R	R	R	R	R	R	R
41, 42	R	R	R	R	G	G	R
51	R	R	R	R	R	R	Y
61	R	G	R	R	R	R	Y
62	R	G	R	R	R	R	Y
71, 72	R	R	R	R	R	R	R
81, 82	R	R	R	G	R	G	R

SIGNAL FACE I.D.



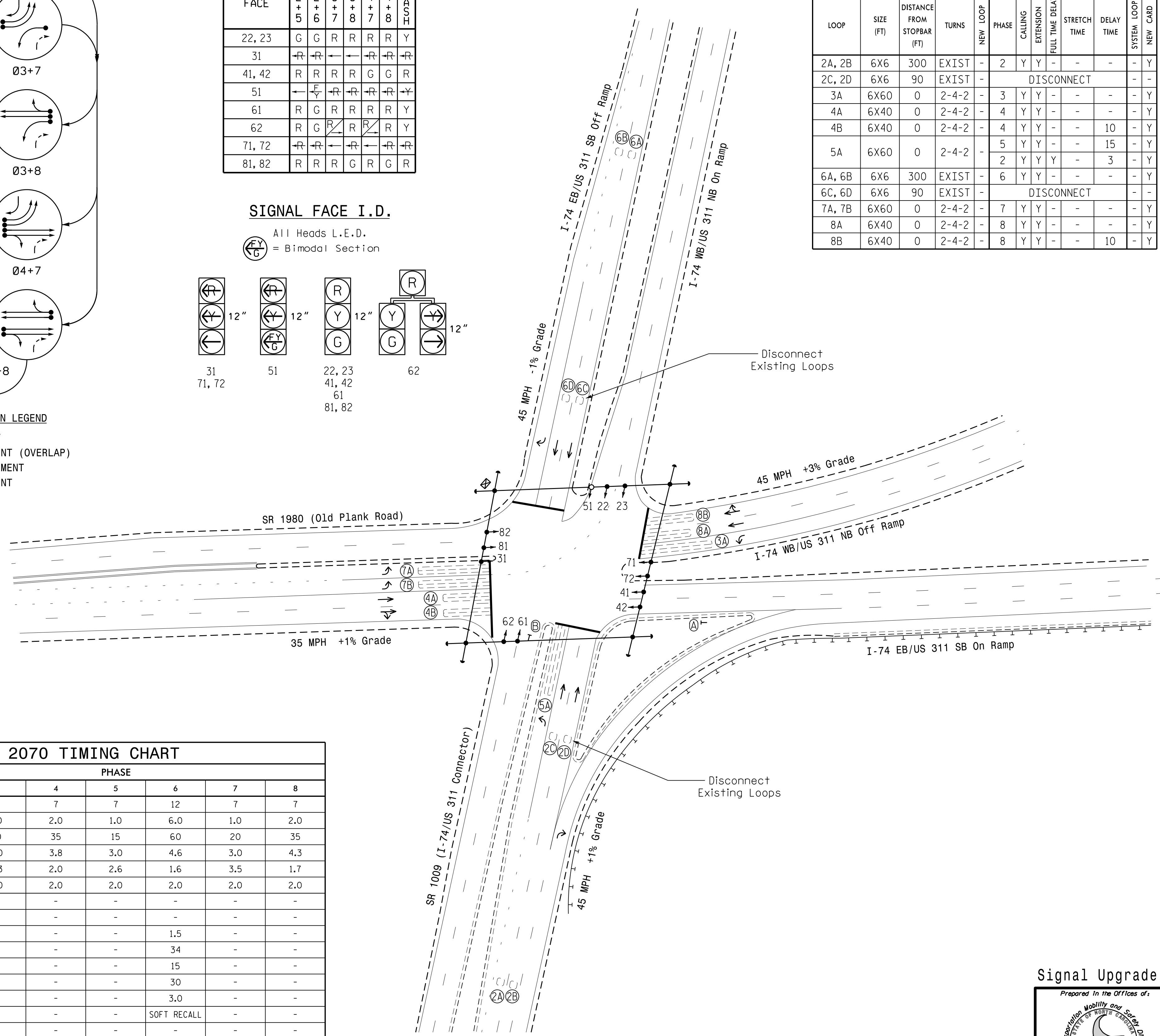
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	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							-	-
3A	6X60	0	2-4-2	-	3	Y	Y	-	-	-	-	Y	
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	-	-	Y	
4B	6X40	0	2-4-2	-	4	Y	Y	-	-	10	-	Y	
5A	6X60	0	2-4-2	-	5	Y	Y	-	-	15	-	Y	
6A, 6B	6X6	300	EXIST	-	6	Y	Y	-	-	-	-	Y	
6C, 6D	6X6	90	EXIST	-	DISCONNECT							-	-
7A, 7B	6X60	0	2-4-2	-	7	Y	Y	-	-	-	-	Y	
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	-	-	Y	
8B	6X40	0	2-4-2	-	8	Y	Y	-	-	10	-	Y	

6 Phase Fully Actuated (High Point Signal System)

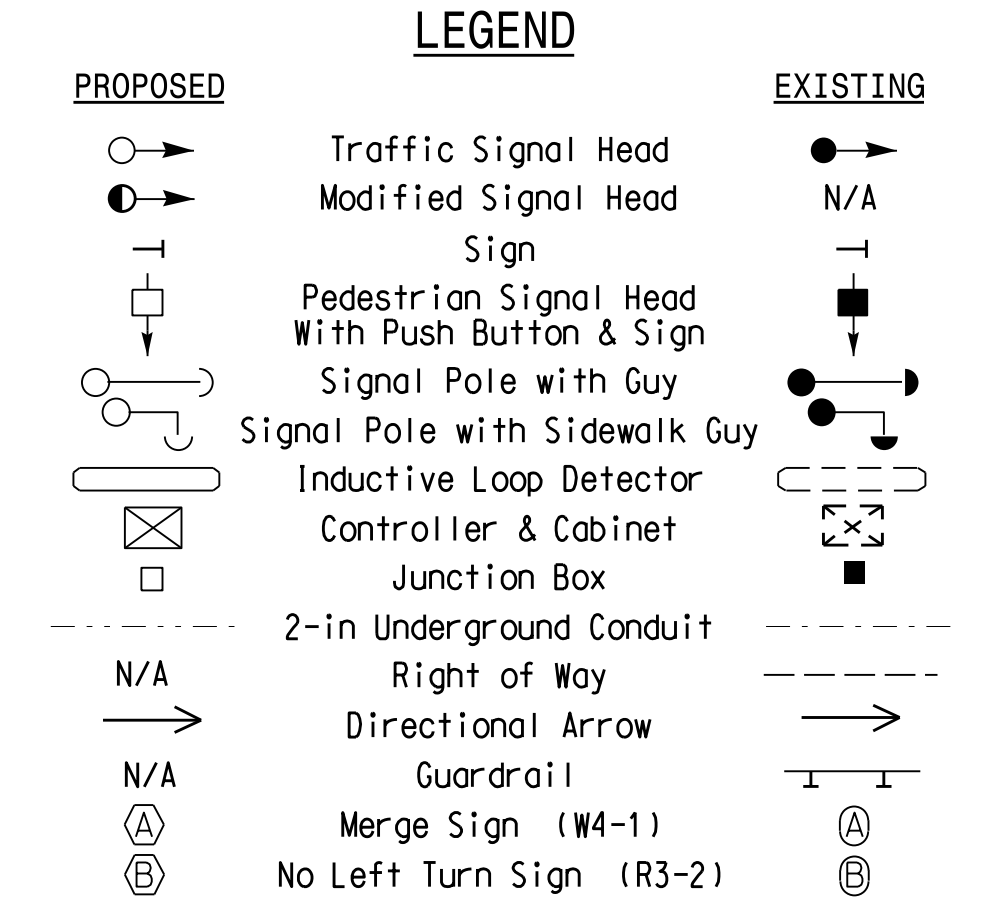
NOTES

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. Phase 5 may be lagged.
4. Phase 3 and/or phase 7 may be lagged.
5. Reposition existing signal heads numbered 22 and 23.
6. Disconnect existing loops 2C, 2D, 6C and 6D.
7. Set all detector units to presence mode.
8. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
9. Pavement markings are existing.
10. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



FEATURE	OASIS 2070 TIMING CHART							
	PHASE							
	2	3	4	5	6	7	8	
Min Green 1 *	12	7	7	7	12	7	7	
Extension 1 *	6.0	1.0	2.0	1.0	6.0	1.0	2.0	
Max Green 1 *	60	20	35	15	60	20	35	
Yellow Clearance	4.6	3.0	3.8	3.0	4.6	3.0	4.3	
Red Clearance	1.6	3.3	2.0	2.6	1.6	3.5	1.7	
Red Revert	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	-	-	-	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	-	-	-	-	-	-	-	
Dual Entry	-	-	-	-	-	-	-	
Simultaneous Gap	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

SR 1009 (I-74/US 311 Connector) at SR 1980 (Old Plank Road) and I-74/US 311 Ramps

Division 7 Guilford County High Point

PLAN DATE: May 2014 REVIEWED BY: T. L. Averette

PREPARED BY: T. L. Averette REVIEWED BY:

SEAL

026486

3/16/2015

DATE

SIG. INVENTORY NO. 07-1477

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 50 1"=50'

16-MAR-2016 14:14 S:\MIS\0115\SIGNAL\Signal Design\Section\Central Region\01477-1477\01477_Sig.dsn_20150316.dgn RZT:erob