

PHASING DIAGRAM

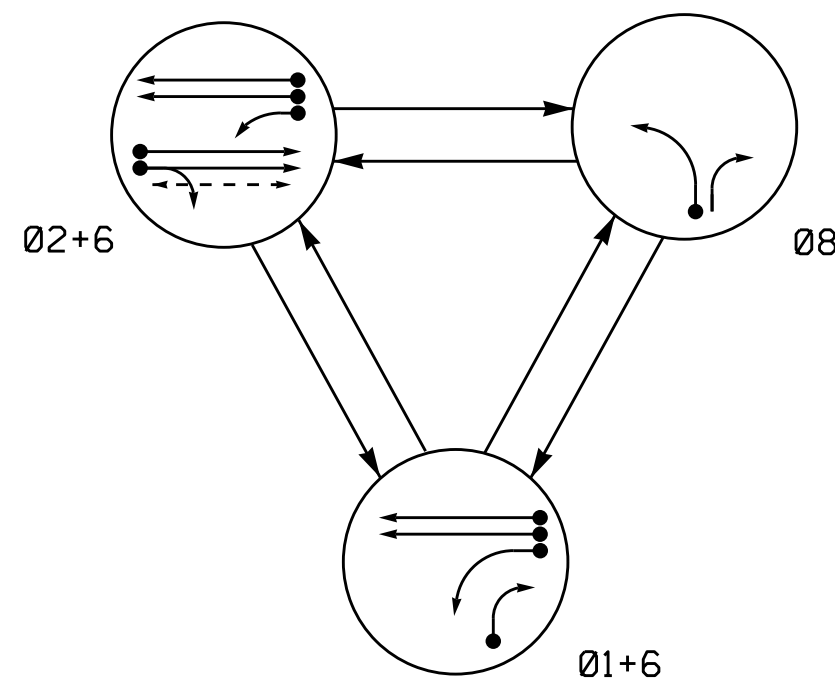


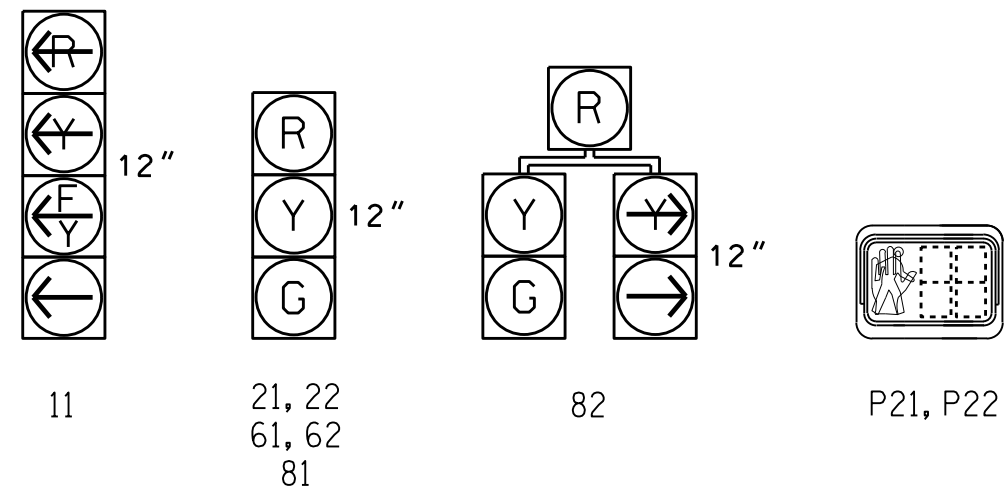
TABLE OF OPERATION

SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 8	F
11	←	←	←	←
21, 22	R	G	R	Y
61, 62	G	G	R	Y
81	R	R	G	R
82	R	R	G	R
P21, P22	DW	W	DW	DRK

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

SIGNAL FACE I.D.

All Heads L.E.D.



PHASING DIAGRAM DETECTION LEGEND

- ← ● DETECTED MOVEMENT
- ← ○ UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ← ○ PEDESTRIAN MOVEMENT

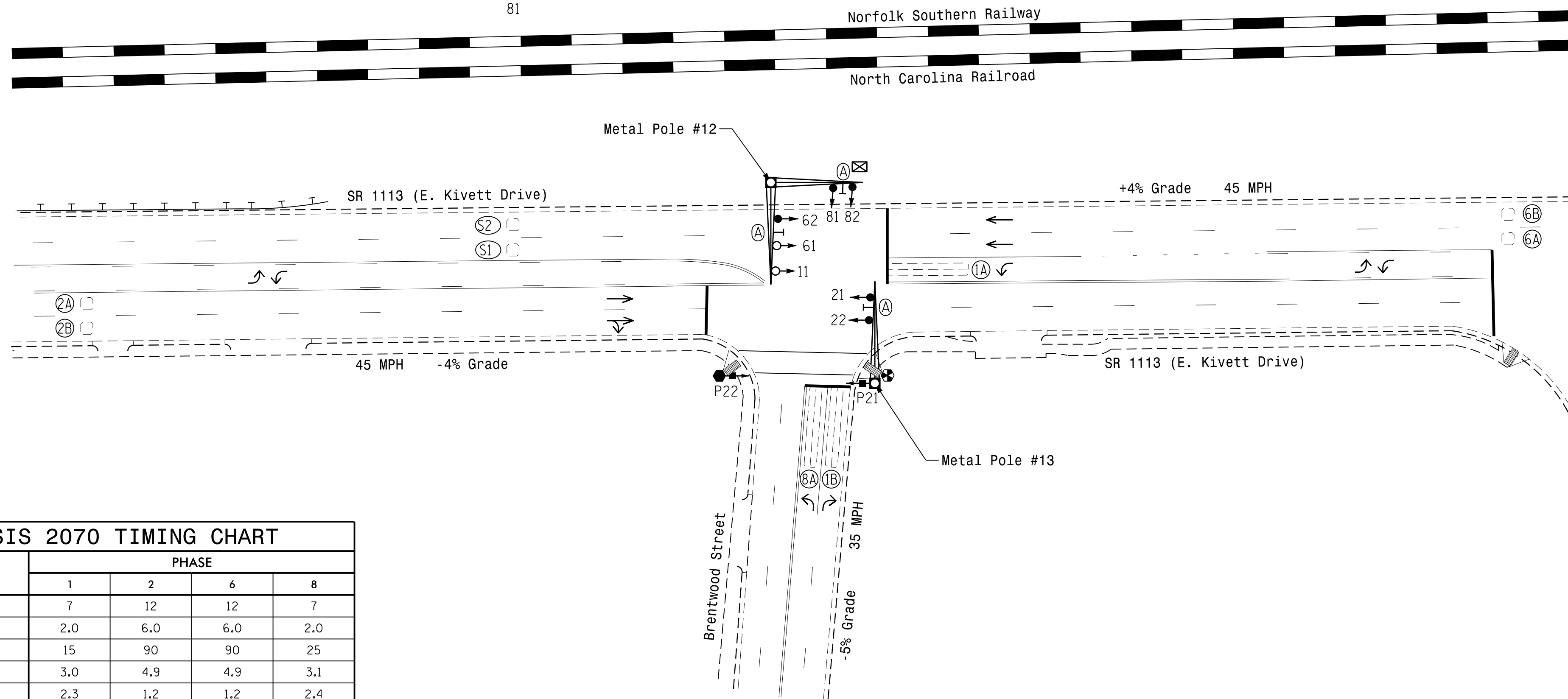
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING								
				NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Y	Y	-	-	15	-	Y
1B	6X40	0	2-4-2	-	6	Y	Y	Y	-	3	-	Y
2A, 2B	6X6	300	EXIST	-	2	Y	Y	-	-	-	-	Y
6A, 6B	6X6	300	EXIST	-	6	Y	Y	-	-	-	-	Y
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	3	-	Y
S1	6X6	+180	EXIST	-	-	-	-	-	-	-	-	Y
S2	6X6	+180	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 1 may be lagged.
- Reposition existing signal head numbered 62.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- 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			
	1	2	6	8
Min Green 1*	7	12	12	7
Extension 1*	2.0	6.0	6.0	2.0
Max Green 1*	15	90	90	25
Yellow Clearance	3.0	4.9	4.9	3.1
Red Clearance	2.3	1.2	1.2	2.4
Red Revert	2.0	2.0	2.0	2.0
Walk 1*	-	7	-	-
Don't Walk 1	-	13	-	-
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

- | 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 |
| ⊥ 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 | → Directional Arrow |
| → Directional Arrow | → Directional Arrow |
| ⊥ Metal Pole with Mastarm | ⊥ Metal Pole with Mastarm |
| N/A Railroad Tracks | ⊥ Railroad Tracks |
| ⊥ Type I Pushbutton Post | ⊥ Type I Pushbutton Post |
| ○ Type II Signal Pedestal | ○ Type II Signal Pedestal |
| N/A Wheelchair Ramp | ⊥ Wheelchair Ramp |
| N/A Guardrail | ⊥ Guardrail |
| ⊥ Street Name Sign (D3-1) | ⊥ Street Name Sign (D3-1) |

Signal Upgrade

SR 1113 (E. Kivett Drive) at Brentwood Street

Division 7 Guilford County High Point

PLAN DATE: June 2014 PREPARED BY: R.N. Zinser

PREPARED BY: L. Blount REVIEWED BY:

SEAL

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 40
1" = 40'

REVISIONS

INIT. DATE

4/1/2015

DATE

SIG. INVENTORY NO. 07-1482

01-1482-2015-18-22
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