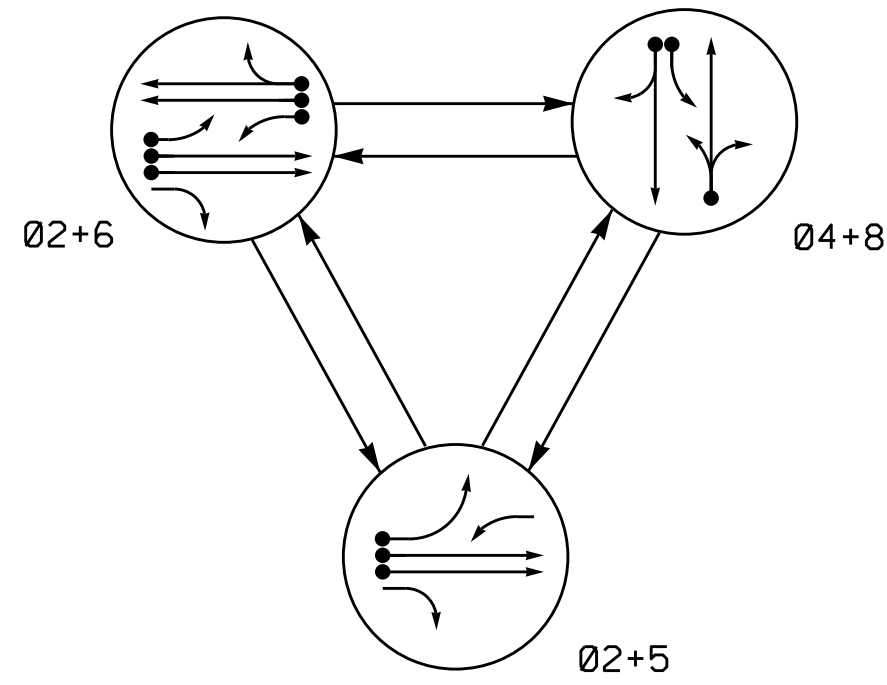


PHASING DIAGRAM



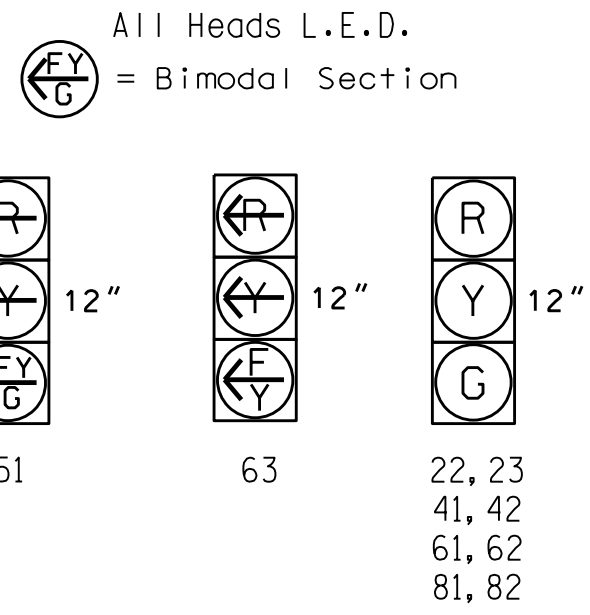
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE			
	02+5	02+6	04+8	02+5
22, 23	G	G	R	Y
41, 42	R	R	G	R
51	---	F	R	Y
61, 62	R	G	R	Y
63	F	F	R	Y
81, 82	R	R	G	R

SIGNAL FACE I.D.



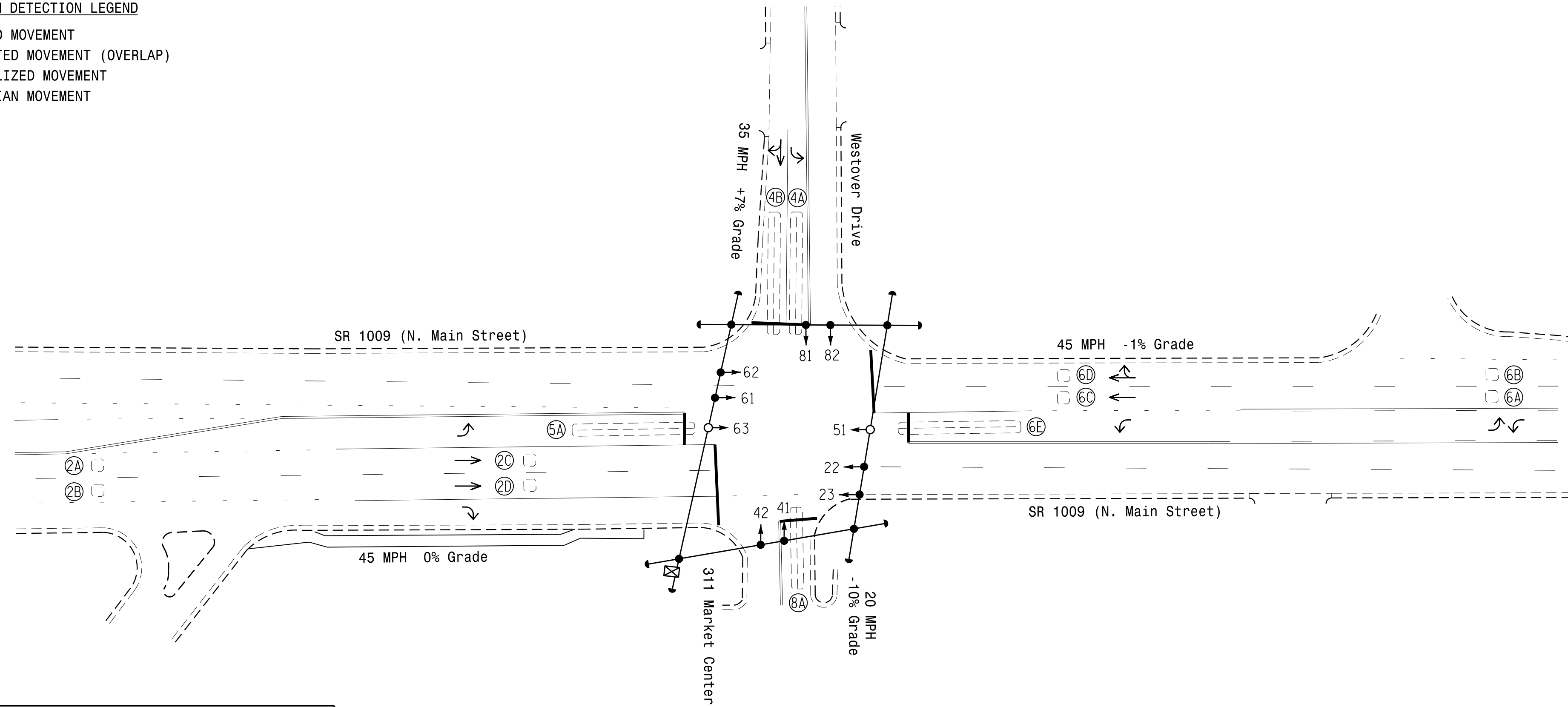
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

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	-	1.6	-	-	Y
2C, 2D	6X6	90	EXIST	-	2	Y	Y	-	-	-	-	Y
4A	6X60	+5	2-4-2	-	4	Y	Y	-	-	3	-	Y
4B	6X60	+5	2-4-2	-	4	Y	Y	-	-	10	-	Y
5A	6X60	+5	2-4-2	-	5	Y	Y	-	-	15	-	Y
6A, 6B	6X6	300	EXIST	-	6	Y	Y	-	1.6	-	-	Y
6C, 6D	6X6	90	EXIST	-	6	Y	Y	-	-	-	-	Y
6E	6X60	+5	2-4-2	-	6	Y	Y	-	-	-	-	Y
8A	6X40	+5	2-4-2	-	8	Y	Y	-	-	10	-	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.
- Reposition existing signal heads numbered 61 and 62.
- 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.
- 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	8
Min Green 1 *	12	7	7	12	7
Extension 1 *	2.0	1.0	1.0	2.0	1.0
Max Green 1 *	90	30	20	90	30
Yellow Clearance	4.6	3.5	3.0	4.6	3.4
Red Clearance	1.1	1.8	2.6	1.1	2.8
Red Revert	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
Seconds Per Actuation *	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-
Time To Reduce *	-	-	-	-	-
Minimum Gap	-	-	-	-	-
Recall Mode **	SOFT RECALL	-	-	SOFT RECALL	-
Vehicle Call Memory	YELLOW	-	-	YELLOW	-
Dual Entry	-	ON	-	-	ON
Simultaneous Gap	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.

LEGEND

- | PROPOSED | EXISTING |
|----------|----------|
| | |
| | N/A |
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Signal Upgrade

SR 1009 (N. Main Street) at Westover Drive

Division 7 Guilford County High Point

PLAN DATE: May 2014 REVIEWED BY:

PREPARED BY: T. L. Averette REVIEWED BY:

SEAL

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 40 1"=40'

REVISIONS: _____ INIT. DATE

DATE: 3/13/2015

SIG. INVENTORY NO. 07-2057