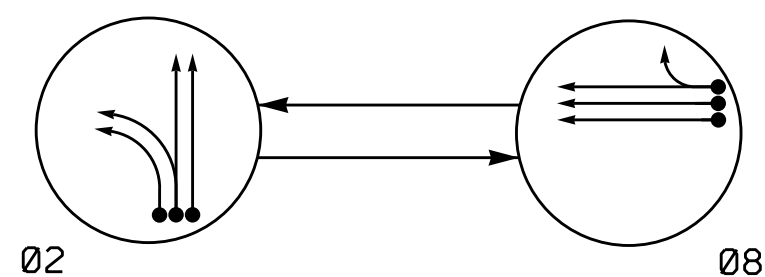


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

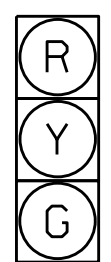
- ←● DETECTED MOVEMENT
- ← UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ←--- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02	08	EXTENSION
21, 22, 23	G	R	Y
81, 82, 83	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



21, 22, 23
81, 82, 83

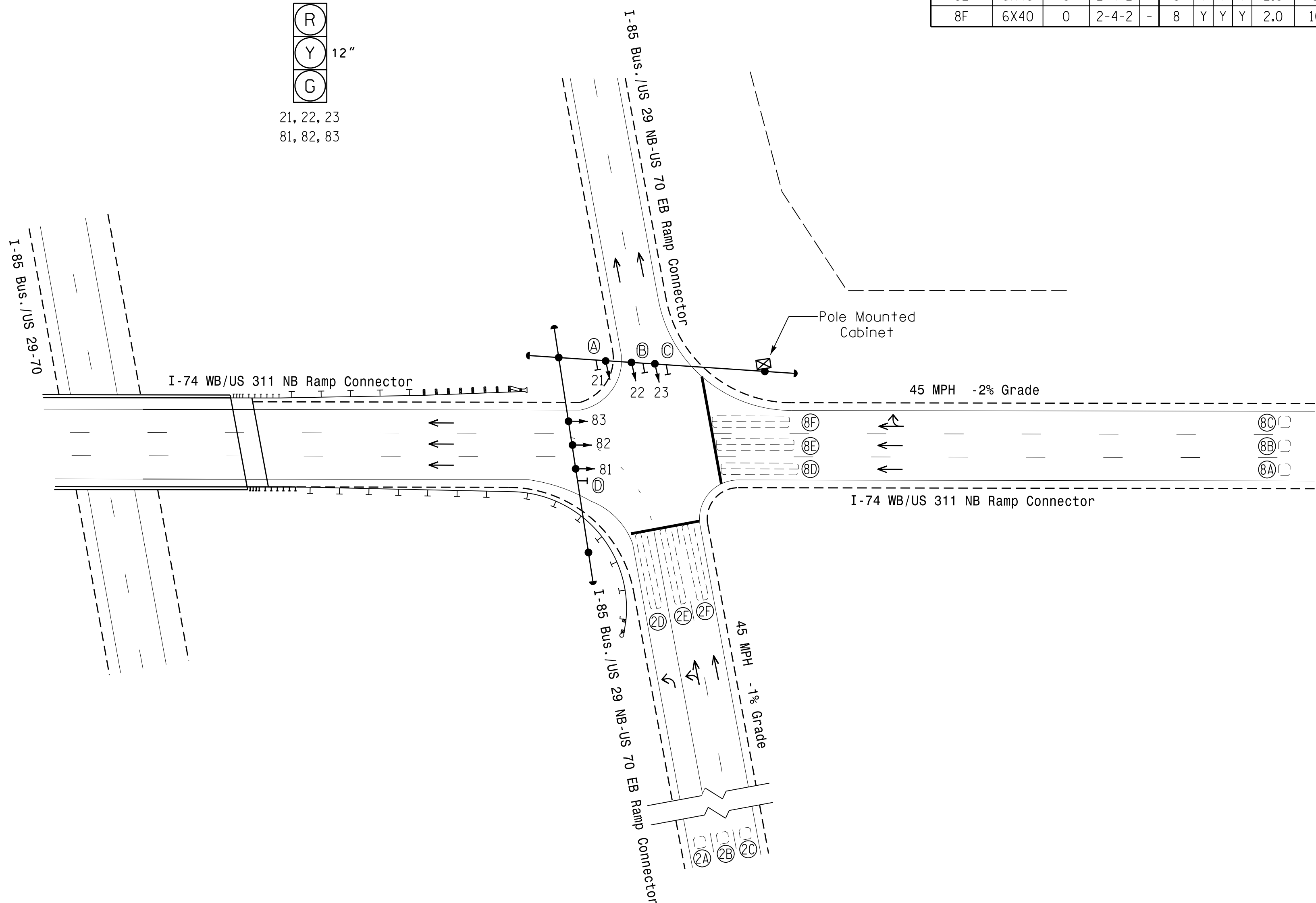
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	INDUCTIVE LOOPS				DETECTOR PROGRAMMING							
	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A	6X6	300	EXIST	-	2	Y	Y	-	-	-	-	Y
2B	6X6	300	EXIST	-	2	Y	Y	-	-	-	-	Y
2C	6X6	300	EXIST	-	2	Y	Y	-	-	-	-	Y
2D	6X40	0	2-4-2	-	2	Y	Y	Y	2.0	5	-	Y
2E	6X40	0	2-4-2	-	2	Y	Y	Y	2.0	5	-	Y
2F	6X40	0	2-4-2	-	2	Y	Y	Y	2.0	5	-	Y
8A	6X6	300	EXIST	-	8	-	Y	-	-	-	-	Y
8B	6X6	300	EXIST	-	8	-	Y	-	-	-	-	Y
8C	6X6	300	EXIST	-	8	-	Y	-	-	-	-	Y
8D	6X40	0	2-4-2	-	8	Y	Y	Y	2.0	5	-	Y
8E	6X40	0	2-4-2	-	8	Y	Y	Y	2.0	5	-	Y
8F	6X40	0	2-4-2	-	8	Y	Y	Y	2.0	10	-	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.
- Set all detector units to presence mode.
- 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	8
Min Green 1 *	12	12
Extension 1 *	6.0	6.0
Max Green 1 *	40	40
Yellow Clearance	4.6	4.7
Red Clearance	1.0	1.0
Red Revert	2.0	2.0
Walk 1 *	-	-
Don't Walk 1	-	-
Seconds Per Actuation *	-	-
Max Variable Initial *	-	-
Time Before Reduction *	5	5
Time To Reduce *	15	15
Minimum Gap	3.0	3.0
Recall Mode	MIN RECALL	-
Vehicle Call Memory	-	-
Dual Entry	-	-
Simultaneous Gap	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phase 2 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

LEGEND

- | PROPOSED | | EXISTING |
|----------|--|----------|
| ○ | Traffic Signal Head | ● |
| ◐ | Modified Signal Head | N/A |
| ⊥ | Sign | ⊥ |
| ⊥ | Pedestrian Signal Head With Push Button & Sign | ⊥ |
| ⊥ | Signal Pole with Guy | ⊥ |
| ⊥ | Signal Pole with Sidewalk Guy | ⊥ |
| ⊗ | Inductive Loop Detector | ⊗ |
| □ | Controller & Cabinet | □ |
| □ | Junction Box | □ |
| - - - | 2-in Underground Conduit | - - - |
| N/A | Right of Way | - - - |
| → | Directional Arrow | → |
| N/A | Guardrail | ⊥ |
| Ⓐ | Left Arrow "ONLY" Sign (R3-5L) | Ⓐ |
| Ⓑ | Combined Through and Left Arrow Sign (R3-6L) | Ⓑ |
| Ⓒ | No Right Turn Sign (R3-1) | Ⓒ |
| Ⓓ | No Left Turn Sign (R3-2) | Ⓓ |

Signal Upgrade

I-85 Bus./US 29 NB-US 70 EB Ramp
at
I-74 WB-US 311 NB Ramp

Division 7 Guilford County High Point

PLAN DATE: July 2014 REVIEWED BY:

PREPARED BY: R.N. Zinser REVIEWED BY:

REVISIONS: _____ INIT. DATE

SEAL

4/10/2015
DATE

SIG. INVENTORY NO. 07-2089

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 0 40
1" = 40'