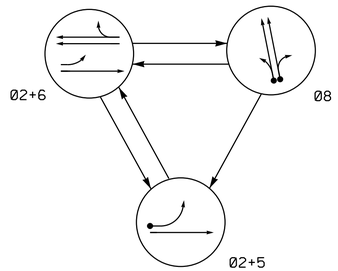
PROJECT REFERENCE NO.	SHEET NO.
C-5558	Sig. 92.0

3 Phase
Semi-Actuated
(High Point Signal System)

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

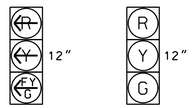
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION				
SIGNAL FACE	PHASE 02+5	PHASE 02+6	PHASE 08	FLASH
21, 22	G	G	R	Y
51	←, ~~F~~ Y	~~F~~ Y	~~R~~	~~Y~~
61, 62, 63	R	G	R	Y
81, 82	R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.

F Y G = Bimodal Section



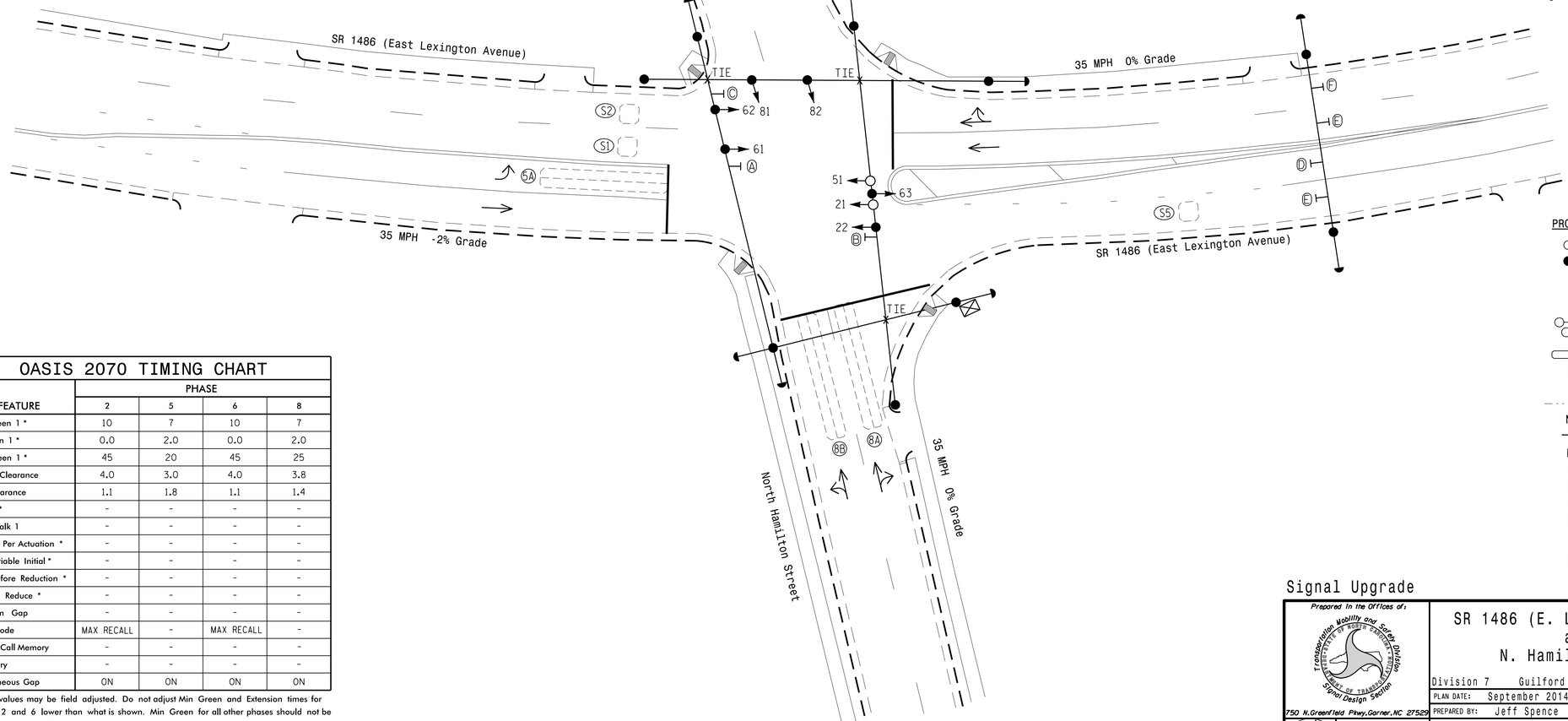
51

21, 22
61, 62, 63
81, 82

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	Y
8A,8B	6X40	0	2-4-2	-	8	Y	Y	-	-	-	-	Y
S1	6X6	+80	EXIST	-	-	-	-	-	-	-	Y	Y
S2	6X6	+80	EXIST	-	-	-	-	-	-	-	Y	Y
S3	6X6	+155	EXIST	-	-	-	-	-	-	-	Y	Y
S4	6X6	+155	EXIST	-	-	-	-	-	-	-	Y	Y
S5	6X6	+160	EXIST	-	-	-	-	-	-	-	Y	Y

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. Set all detector units to presence mode.
5. 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.
6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
7. Existing lane control signs may may be removed at the direction of the Engineer.
8. Pavement markings are existing.
9. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



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	Curb Ramp	♿
Ⓐ	Right "ONE WAY" Arrow Sign (R6-1R)	Ⓐ
Ⓑ	Left "ONE WAY" Arrow Sign (R6-1L)	Ⓑ
Ⓒ	"NO TURN ON RED" Sign (R10-11)	Ⓒ
Ⓓ	Left Arrow "ONLY" Sign (R3-5L)	Ⓓ
Ⓔ	Through Arrow "ONLY" Sign (R3-5A)	Ⓔ
Ⓕ	Combined Through and Right Arrow Sign (R3-6R)	Ⓕ

OASIS 2070 TIMING CHART				
FEATURE	PHASE 2	PHASE 5	PHASE 6	PHASE 8
Min Green 1 *	10	7	10	7
Extension 1 *	0.0	2.0	0.0	2.0
Max Green 1 *	45	20	45	25
Yellow Clearance	4.0	3.0	4.0	3.8
Red Clearance	1.1	1.8	1.1	1.4
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Recall Mode	MAX RECALL	-	MAX RECALL	-
Vehicle Call Memory	-	-	-	-
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.

Signal Upgrade

Prepared In the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

SR 1486 (E. Lexington Ave.)
at
N. Hamilton Street

Division 7 Guilford County High Point

PLAN DATE: September 2014 REVIEWED BY:
PREPARED BY: Jeff Spence REVIEWED BY:

SCALE 0 20 1"=20'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 026486 ENGINEER ROBERT J. ZIEMBA
DocuSigned by: Robert J. Ziemba 4/21/2015
SIGNATURE DATE
SIG. INVENTORY NO. 07-1001

21-APR-2015 14:17
S:*TSAU\TIS\Signals\Signal Design Section\Central Region\Div 7\C-5558 High Point\Signal Plans\07-1001\071001_sig_dsn_20150421.dgn
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