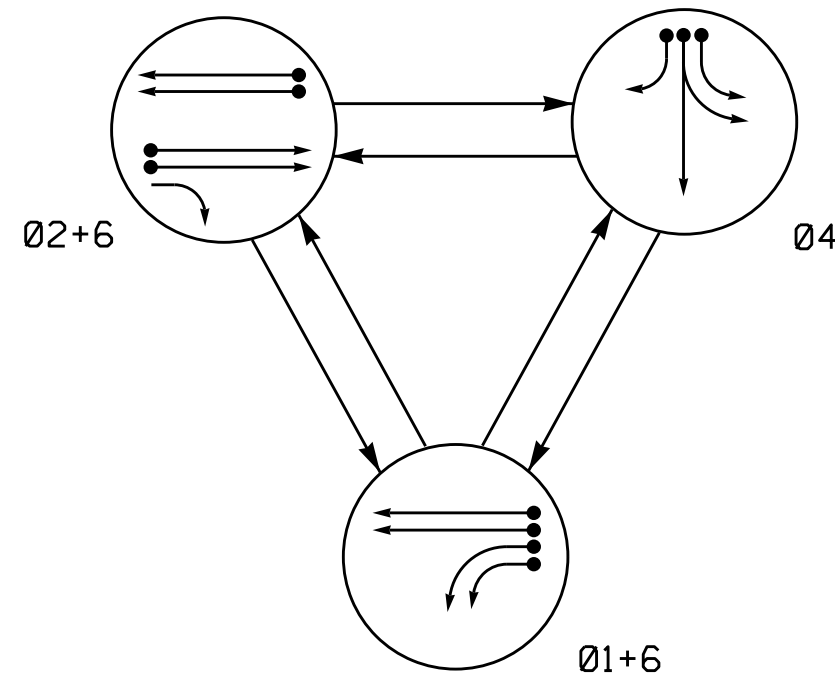


PHASING DIAGRAM

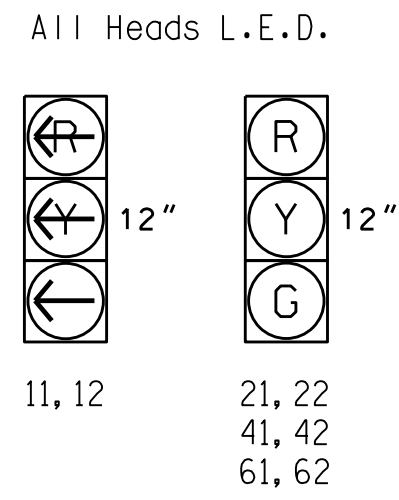


PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE			
	Ø 1+6	Ø 2+6	Ø 4	FLASH
11, 12	-	-R	-R	-R
21, 22	R	G	R	Y
41, 42	R	R	G	R
61, 62	G	G	R	Y

SIGNAL FACE I.D.



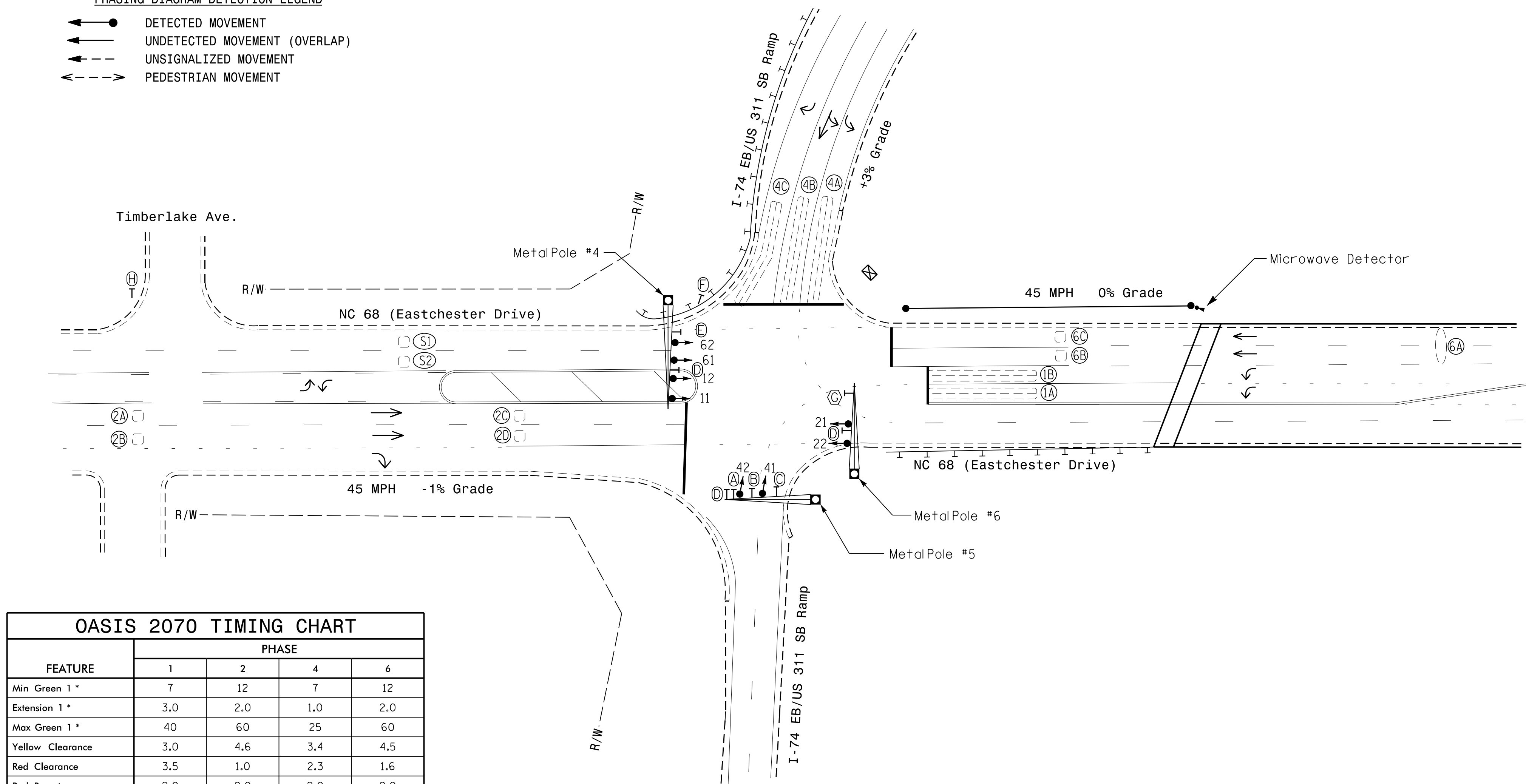
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING						SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME		
1A	6X60	0	2-4-2	-	1	Y	Y	-	-	3	-	Y
1B	6X60	0	2-4-2	-	1	Y	Y	-	-	-	-	Y
2A, 2B	6X6	300	EXIST	-	2	Y	Y	-	1.6	-	-	Y
2C, 2D	6X6	90	EXIST	-	2	Y	Y	-	-	-	-	Y
4A	6X60	0	2-4-2	-	4	Y	Y	-	-	-	-	Y
4B	6X60	0	2-4-2	-	4	Y	Y	-	-	-	-	Y
4C	6X60	0	2-4-2	-	4	Y	Y	-	-	15	-	Y
6A	*	300	*	-	6	Y	Y	-	1.6	-	-	Y
6B, 6C	6X6	90	EXIST	-	6	Y	Y	-	-	-	-	Y
S1	6X6	+270	EXIST	-	-	-	-	-	-	-	-	Y
S2	6X6	+270	EXIST	-	-	-	-	-	-	-	-	Y

* Microwave Detection Zone

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.
- 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			
	1	2	4	6
Min Green 1 *	7	12	7	12
Extension 1 *	3.0	2.0	1.0	2.0
Max Green 1 *	40	60	25	60
Yellow Clearance	3.0	4.6	3.4	4.5
Red Clearance	3.5	1.0	2.3	1.6
Red Revert	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	-	-	-	-
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 | ●→ N/A |
| ●→ Modified Signal Head | ○→ N/A |
| ○→ Pedestrian Signal Head | ○→ N/A |
| ○→ Signal Pole with Guy | ○→ N/A |
| ○→ Signal Pole with Sidewalk Guy | ○→ N/A |
| ○→ Inductive Loop Detector | ○→ N/A |
| ○→ Controller & Cabinet | ○→ N/A |
| ○→ Junction Box | ○→ N/A |
| ○→ 2-in Underground Conduit | ○→ N/A |
| ○→ Right of Way with Marker | ○→ N/A |
| ○→ Directional Arrow | ○→ N/A |
| ○→ Metal Pole with Mastarm | ○→ N/A |
| ○→ Microwave Detector | ○→ N/A |
| ○→ Microwave Detection Zone | ○→ N/A |
| ○→ Guardrail | ○→ N/A |
| ○→ Right Arrow "ONLY" Sign (R3-5R) | ○→ A |
| ○→ Combined Through and Left Arrow Sign (R3-6L) | ○→ B |
| ○→ Left Arrow "ONLY" Sign (R3-5L) | ○→ C |
| ○→ Street Name Sign (D3-1) | ○→ D |
| ○→ No Right Turn Sign (R3-1) | ○→ E |
| ○→ "STOP HERE ON RED" Sign (R10-6) | ○→ F |
| ○→ No Left Turn Sign (R3-2) | ○→ G |
| ○→ "STOP" Sign (R1-1) | ○→ H |

Signal Upgrade

NC 68 (Eastchester Drive) at I-74 EB/US 311 SB Ramps

Division 7 Guilford County High Point

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

PREPARED BY: T. L. Averette REVIEWED BY:

SEAL

SCALE 0 40

1"=40'

REVISIONS	INIT.	DATE

4/20/2015

DATE

SIG. INVENTORY NO. 07-1624

20-Apr-2015 11:55
 S:\IT\SSU\ITS_Signal\Signal Design\Section\Central_Regional\iv_74c-5558_High_Point\Signal_Plans\Ø1+6_Sig.dwg
 RZ:terbo