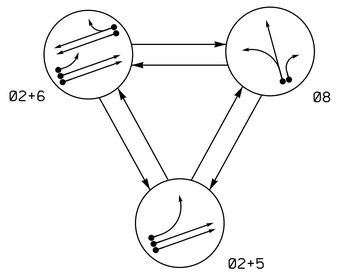
PROJECT REFERENCE NO.	SHEET NO.
C-5558	Sig. 133.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

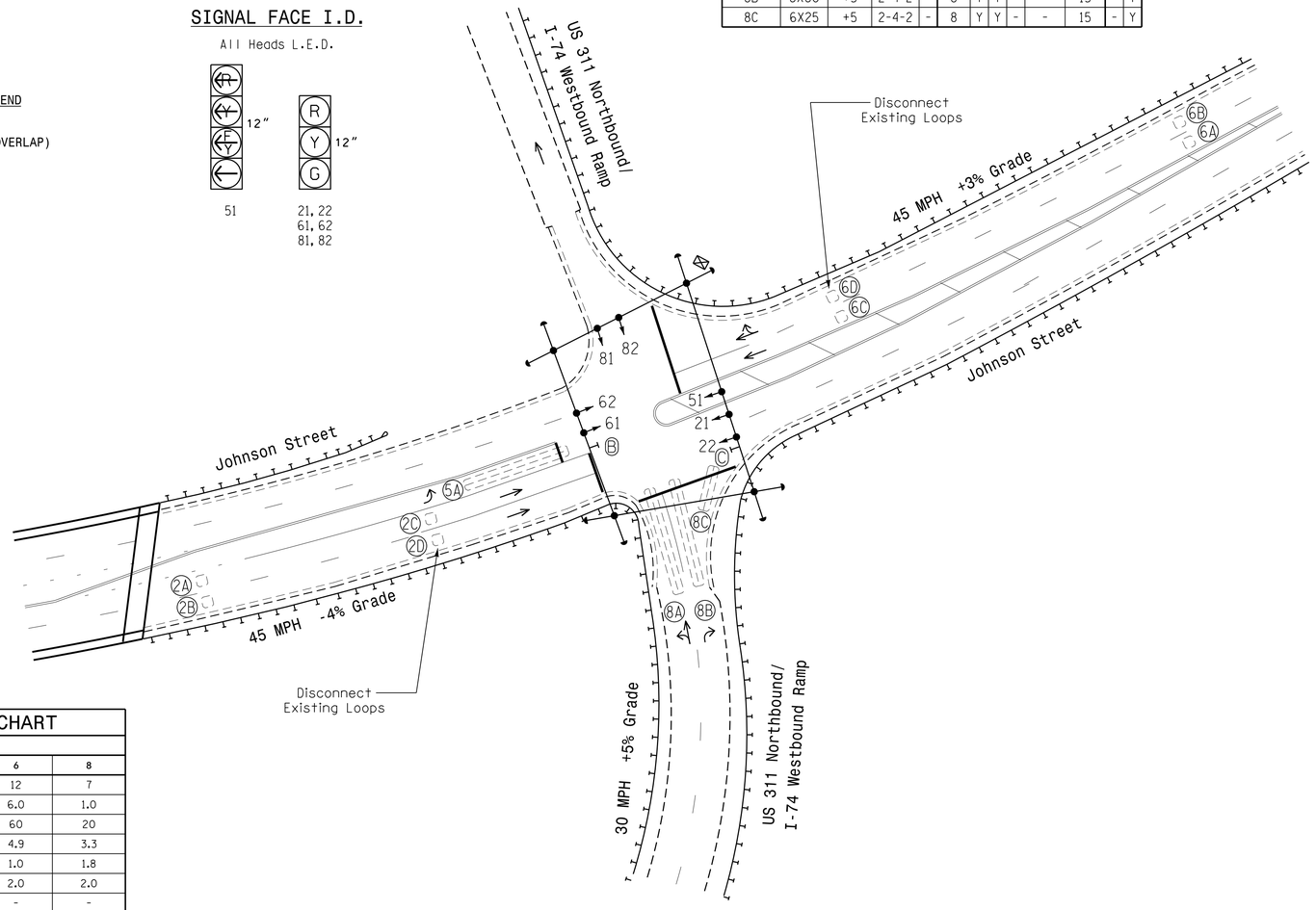
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

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

SIGNAL FACE I.D.

All Heads L.E.D.

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
2A, 2B	6X6	240	EXIST	-	2	Y	Y	-	-	-	-	Y
2C, 2D	6X6	90	EXIST	-	DISCONNECT						-	-
5A	6X60	+5	2-4-2	-	5	Y	Y	-	-	15	-	Y
				-	2	Y	Y	Y	-	3	-	Y
6A, 6B	6X6	300	EXIST	-	6	Y	Y	-	-	-	-	Y
6C, 6D	6X6	90	EXIST	-	DISCONNECT						-	-
8A	6X60	+5	2-4-2	-	8	Y	Y	-	-	-	-	Y
8B	6X60	+5	2-4-2	-	8	Y	Y	-	-	15	-	Y
8C	6X25	+5	2-4-2	-	8	Y	Y	-	-	15	-	Y



OASIS 2070 TIMING CHART

FEATURE	PHASE 2	PHASE 5	PHASE 6	PHASE 8
Min Green 1 *	12	7	12	7
Extension 1 *	5.0	1.0	6.0	1.0
Max Green 1 *	60	15	60	20
Yellow Clearance	4.9	3.0	4.9	3.3
Red Clearance	1.0	2.3	1.0	1.8
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	1.5	-	1.5	-
Max Variable Initial *	28	-	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.

3 Phase
Fully Actuated
(High Point Signal System)

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. Renumber existing signal phases, heads, and loops as shown.
4. Phase 5 may be lagged.
5. Disconnect existing loops 2C, 2D, 6C, and 6D.
6. Set all detector units to presence mode.
7. 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.
8. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
9. Pavement markings are existing.
10. 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	Guardrail	⊣—⊣
Ⓑ	No Left Turn Sign (R3-2)	Ⓑ
Ⓒ	No Right Turn Sign (R3-1)	Ⓒ

Signal Upgrade

Prepared in the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

Johnson Street at I-74 WB/US 311 NB Ramps

Division 7 Guilford County High Point

PLAN DATE: January 2014 REVIEWED BY:

PREPARED BY: T.L. Averette REVIEWED BY:

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 026486 ENGINEER ROBERT J. ZIEMBA

Docusigned by: 4/2/2015
SIGNATURE DATE

SIG. INVENTORY NO. 07-1735

02-APR-2015 15:25
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