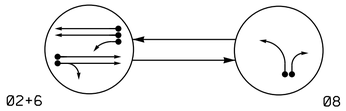
PROJECT REFERENCE NO.	SHEET NO.
C-5558	Sig. 157.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

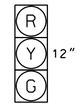
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE 02+6	PHASE 08	FLASH
21, 22	G	R	Y
61, 62	G	R	Y
81, 82	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



21, 22
61, 62
81, 82

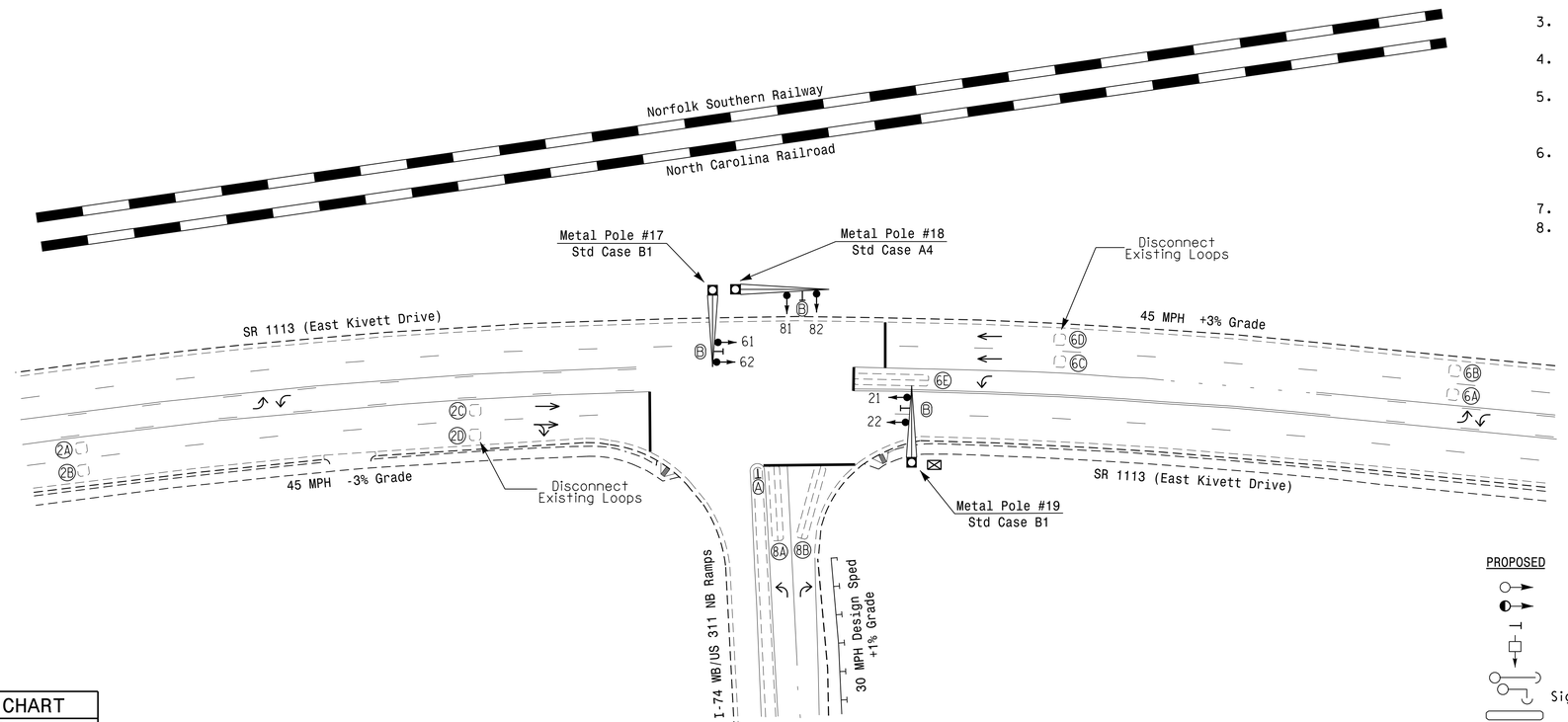
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

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
2A	6X6	300	EXIST	-	2	Y	Y	-	-	-	-	Y
2B	6X6	300	EXIST	-	2	Y	Y	-	-	-	-	Y
2C	6X6	90	EXIST	-	DISCONNECT						-	-
2D	6X6	90	EXIST	-	DISCONNECT						-	-
6A	6X6	300	EXIST	-	6	Y	Y	-	-	-	-	Y
6B	6X6	300	EXIST	-	6	Y	Y	-	-	-	-	Y
6C	6X6	90	EXIST	-	DISCONNECT						-	-
6D	6X6	90	EXIST	-	DISCONNECT						-	-
6E	6X40	0	2-4-2	-	6	Y	Y	Y	-	3	-	Y
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	-	-	Y
8B	6X40	0	2-4-2	-	8	Y	Y	-	-	15	-	Y

2 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. Disconnect existing loops 2C, 2D, 6C, and 6D.
4. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. The cabinet should be designed to include an Auxiliary Output file for future use.
7. Pavement markings are existing.
8. 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	PHASE 6	PHASE 8
Min Green 1 *	12	12	7
Extension 1 *	6.0	6.0	2.0
Max Green 1 *	60	60	25
Yellow Clearance	4.8	4.3	3.0
Red Clearance	1.4	1.3	2.3
Walk 1 *	-	-	-
Don't Walk 1	-	-	-
Seconds Per Actuation *	1.5	1.5	-
Max Variable Initial *	34	34	-
Time Before Reduction *	15	15	-
Time To Reduce *	30	30	-
Minimum Gap	3.0	3.0	-
Recall Mode	MIN RECALL	MIN RECALL	-
Vehicle Call Memory	YELLOW	YELLOW	-
Dual Entry	-	-	-
Simultaneous Gap	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.

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	
	Metal Pole with Mastarm	
N/A	Curb Ramp	
N/A	Railroad Tracks	
N/A	Guardrail	
A	No U-Turn Sign (R3-4)	A
B	Street Name Sign (D3-1)	B

Signal Upgrade

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

SR 1113 (East Kivett Drive) at I-74 WB/US 311 NB Ramps

Division 7 Guilford County High Point

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

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 026486 ENGINEER ROBERT J. ZIEMBA

DocuSigned by:
DOT SIGNATURE 3/18/2015 DATE

SIG. INVENTORY NO. 07-2004

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