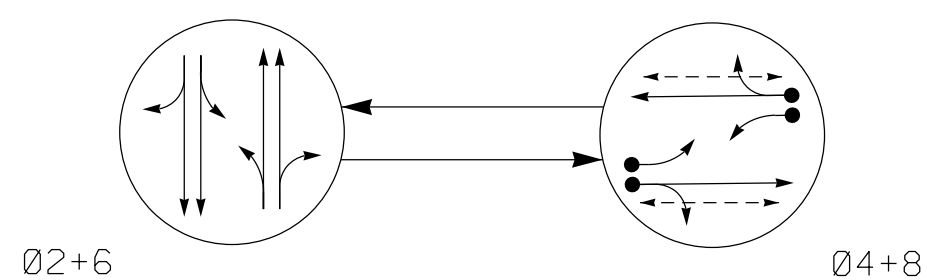


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

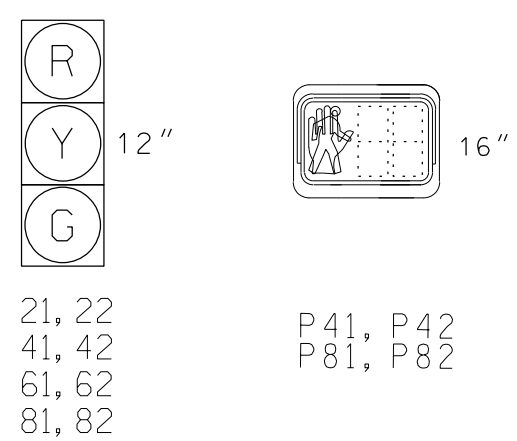
- → DETECTED MOVEMENT
- ← UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ⇄ PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02+6	04+8	FULL
21, 22	G	R	Y
41, 42	R	G	R
61, 62	G	R	Y
81, 82	R	G	R
P41, P42	DW	W	DRK
P81, P82	DW	W	DRK

SIGNAL FACE I.D.

All Heads L.E.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING								
				NEW LOOP	PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD	
4A	6x40	0	2-4-2	-	4	Y	Y	-	-	-	-	Y
4B	6x40	0	2-4-2	-	4	Y	Y	-	-	-	-	Y
8A	6x40	0	2-4-2	-	8	Y	Y	-	-	-	-	Y
8B	6x40	0	2-4-2	-	8	Y	Y	-	-	-	-	Y

2 Phase Semi-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. Set all detector units to presence mode.
4. 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.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. Pavement markings are existing.
7. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
8. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
9. 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	4	6	8
Min Green 1 *	10	7	10	7
Extension 1 *	0.0	1.0	0.0	1.0
Max Green 1 *	40	20	40	20
Yellow Clearance	3.9	3.6	3.8	4.3
Red Clearance	2.4	1.7	1.6	1.6
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	4	-	4
Don't Walk 1	-	19	-	18
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	-	ON	-	ON
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.

Metal poles with mast arms and pedestrian signals to be installed by others

LEGEND

PROPOSED	EXISTING
○ → Traffic Signal Head	● → N/A
● → Modified Signal Head	□ → Sign
□ → Pedestrian Signal Head With Push Button & Sign	□ → Pedestrian Pedestal
○ → Pedestrian Pedestal	○ → Signal Pole with Guy
○ → Signal Pole with Guy	○ → Signal Pole with Sidewalk Guy
○ → Inductive Loop Detector	○ → Controller & Cabinet
□ → Junction Box	□ → Junction Box
--- 2-in Underground Conduit	--- 2-in Underground Conduit
N/A → Right of Way	N/A → Right of Way
→ Directional Arrow	→ Directional Arrow
(A) Street Name Sign	(A) Street Name Sign

Signal Upgrade

<p>Department of Transportation 211 S. Hamilton Street High Point, NC 27260</p>	<p>Elm Street at Grimes Avenue</p>		
	<p>Division 07 Guilford County High Point</p>	<p>PLAN DATE: April 2014 REVIEWED BY: MB Toth</p>	
<p>SCALE: 1"=20'</p>	<p>REVISIONS</p>	<p>INIT. DATE</p>	<p>DocuSigned by: Melissa B. Toth 6/5/2015</p>

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