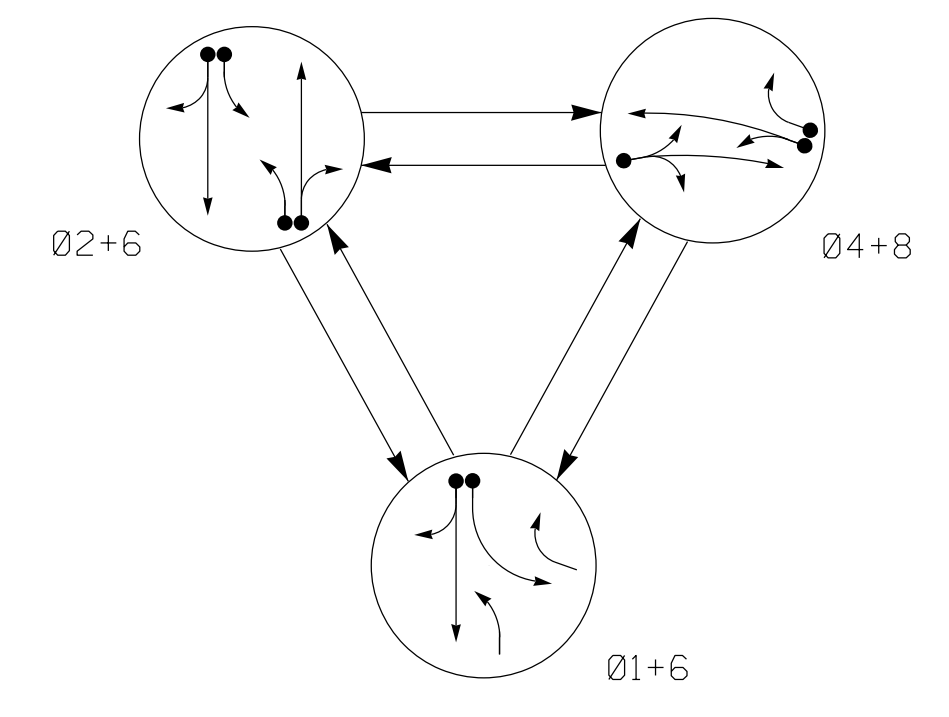


PHASING DIAGRAM



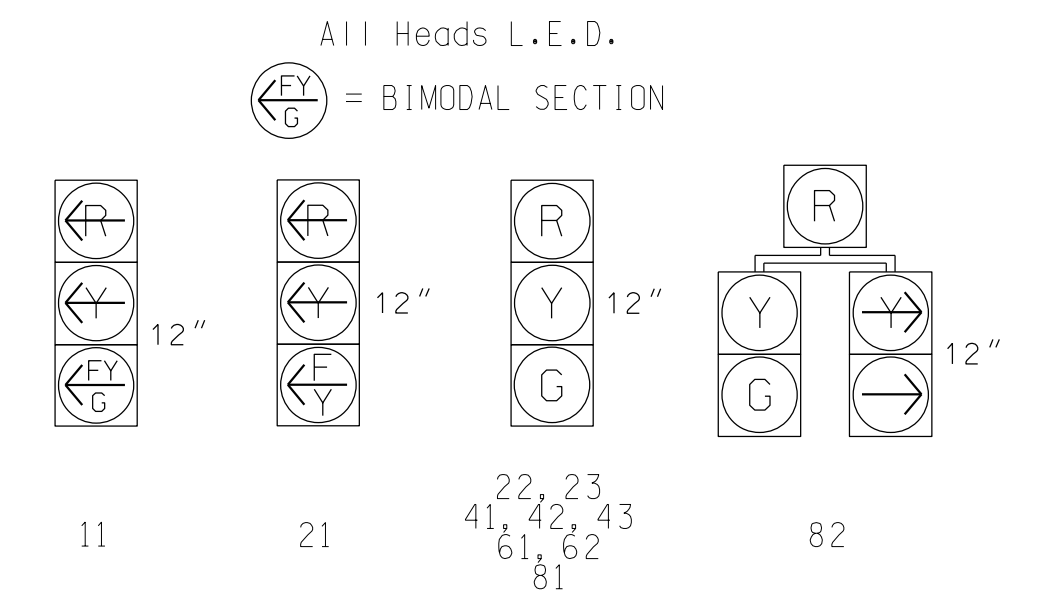
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 4 + 8	F
11	←	←	←	←
21	←	←	←	←
22, 23	R	G	R	Y
41, 42, 43	R	R	G	R
61, 62	G	G	R	Y
81	R	R	G	R
82	R	R	G	R

SIGNAL FACE I.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

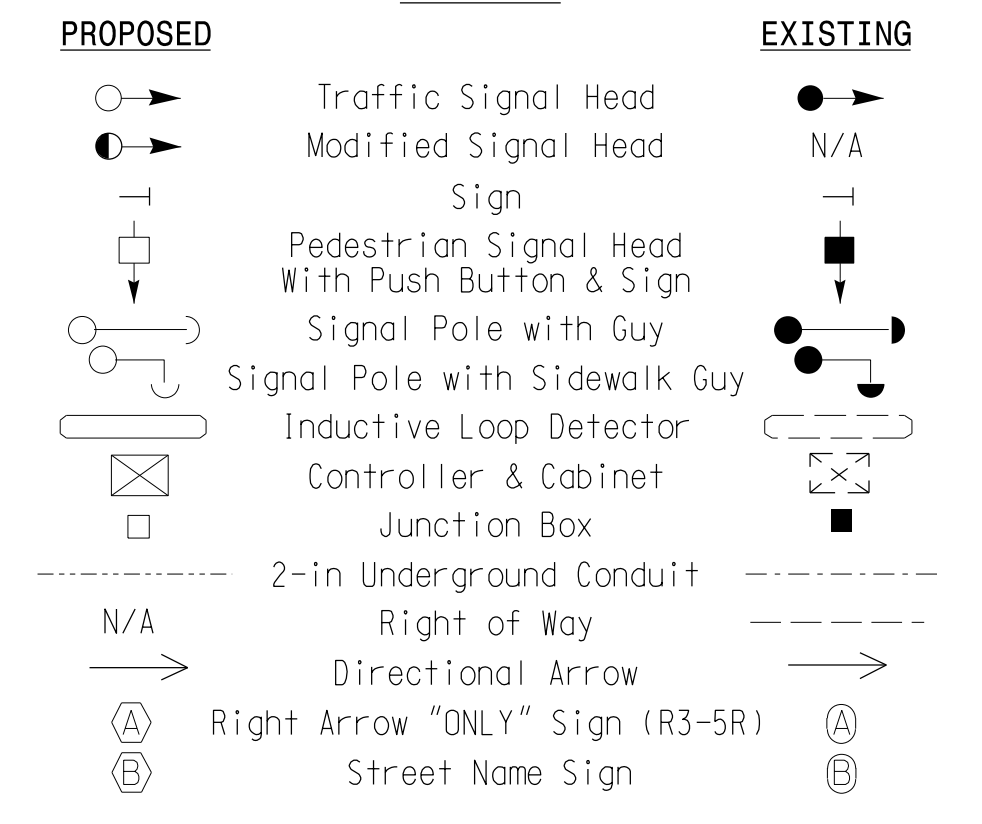
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY				
1A	6x40	+5	2-4-2	-	1	Y	Y	-	-	15	-	Y
2A	6x6	70	exist	-	2	Y	Y	-	-	-	-	Y
2B	6x40	+5	2-4-2	-	2	Y	Y	-	-	-	-	Y
4A	6x40	+5	2-4-2	-	4	Y	Y	-	-	-	-	Y
6A	6x6	70	exist	-	6	Y	Y	-	-	-	-	Y
8A	6x40	+5	2-4-2	-	8	Y	Y	-	-	-	-	Y
8B	6x40	+5	2-4-2	-	8	Y	Y	-	-	15	-	Y

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.
- Reposition existing signal heads numbered 22, 23 and 62.
- Install new signal cable as necessary for new and repositioned signal heads.
- 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.

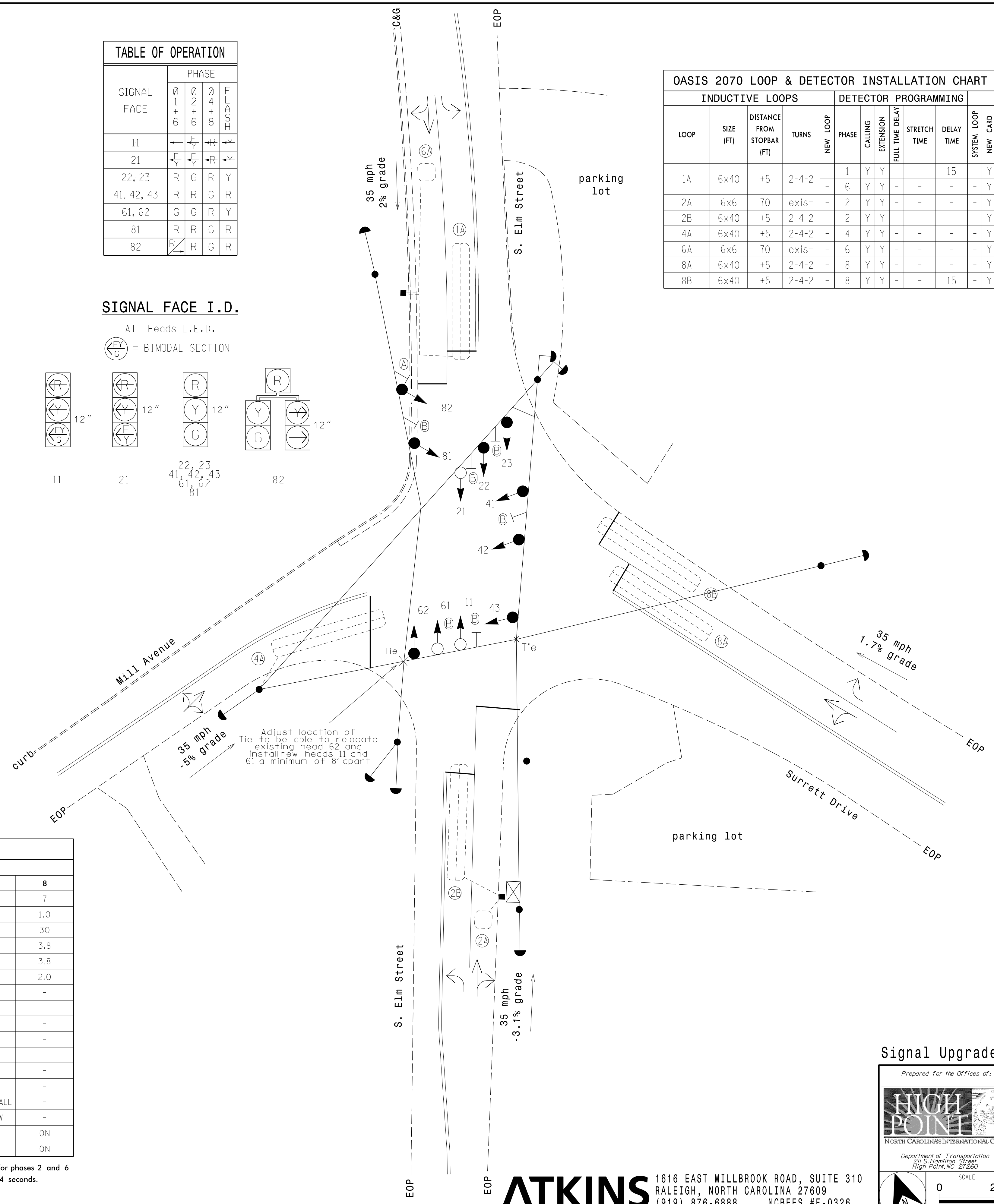
LEGEND



OASIS 2070 TIMING CHART

FEATURE	PHASE			
	1	2	4	8
Min Green 1 *	7	10	7	10
Extension 1 *	1.0	3.0	1.0	3.0
Max Green 1 *	30	35	30	35
Yellow Clearance	3.1	4.1	4.2	4.1
Red Clearance	2.0	3.0	2.0	3.0
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	-	-	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.
 ** May be changed to Min Recall by Time of Day at discretion of City Engineer.



Signal Upgrade

 NORTH CAROLINA INTERNATIONAL CITY Department of Transportation 211 S. Hamilton Street High Point, NC 27260	Elm Street at Surratt Drive/ Mill Avenue		SEAL ENGINEER MELISSA B. TOTH
	Division 07 Guilford County High Point	PLAN DATE: April 2014 PREPARED BY: LM Moon	
SCALE: 1"=20' 	REVISIONS:	INIT.:	DATE:
1616 EAST MILLBROOK ROAD, SUITE 310 RALEIGH, NORTH CAROLINA 27609 (919) 876-6888 NCBEE5 #F-0326			Documented by: Melissa B. Toth 6/5/2015 SIGNATURE: DATE:

05-JUN-2015 15:52
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