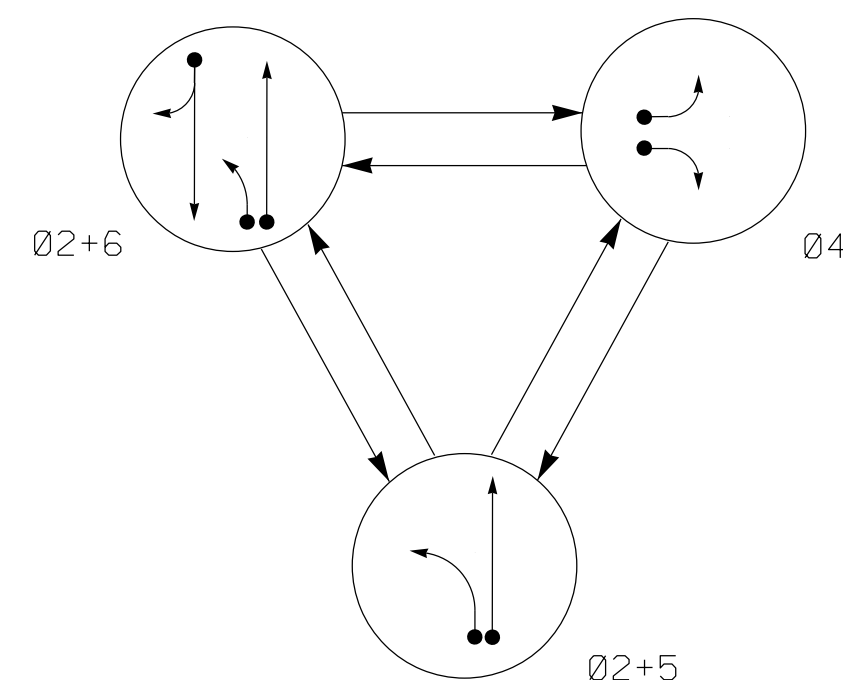


PHASING DIAGRAM



SIGNAL FACE	PHASE			
	Ø 2+5	Ø 2+6	Ø 4	FLASH
2i, 22	G	G	R	Y
4i, 42	R	R	G	R
5i	-	F	R	Y
6i, 62	R	G	R	Y

PHASING DIAGRAM DETECTION LEGEND

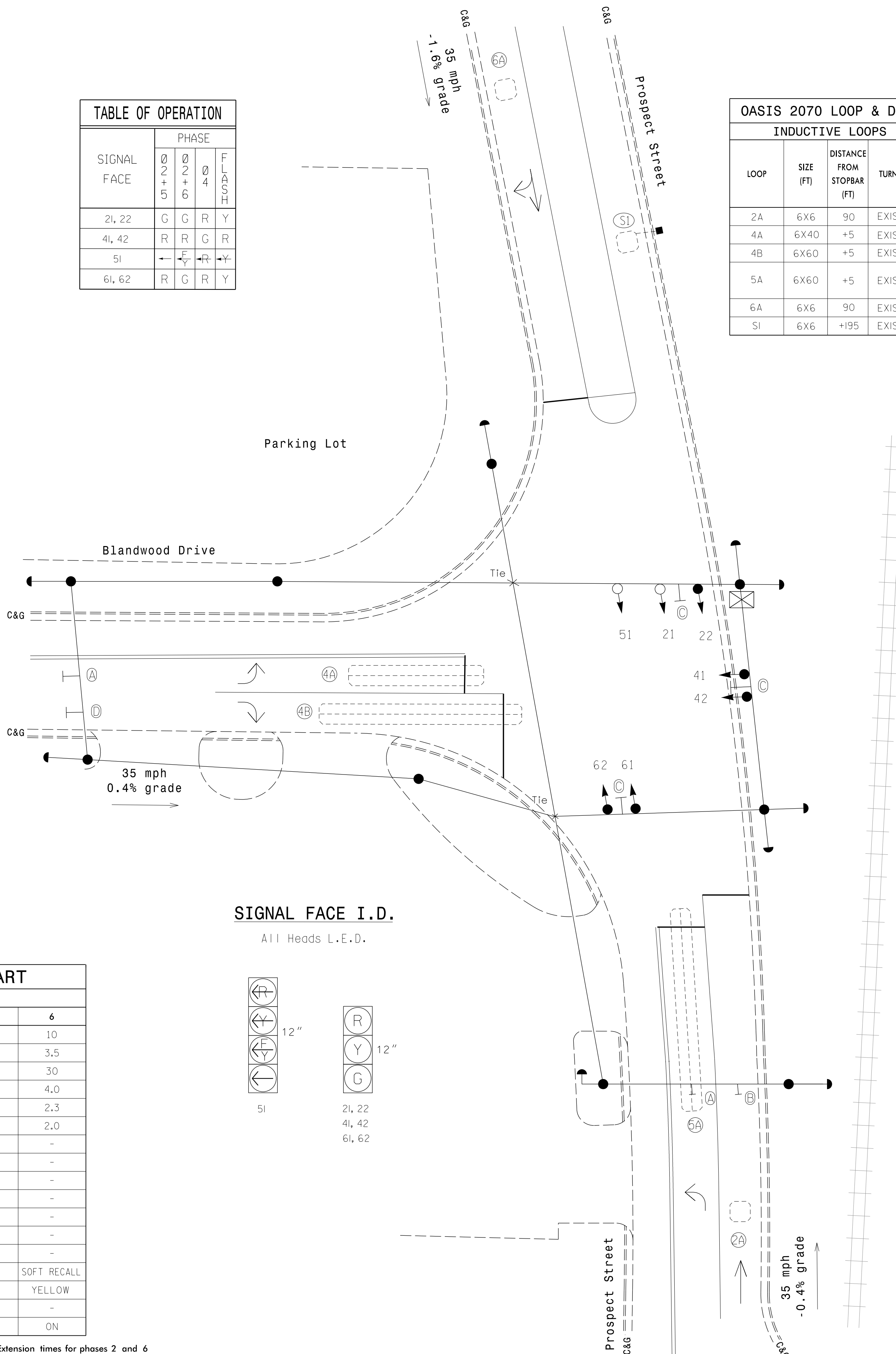
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- ⚡ UNSIGNALIZED MOVEMENT
- ⇄ PEDESTRIAN MOVEMENT

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	LOOP SYSTEM	NEW CARD
2A	6X6	90	EXIST	-	2	Y	Y	-	-	-	-	Y
4A	6X40	+5	EXIST	-	4	Y	Y	-	-	3	-	Y
4B	6X60	+5	EXIST	-	4	Y	Y	-	-	15	-	Y
5A	6X60	+5	EXIST	-	5	Y	Y	-	-	15	-	Y
6A	6X6	90	EXIST	-	2	Y	Y	-	-	-	-	Y
SI	6X6	+195	EXIST	-	SYS	-	-	-	-	-	-	Y

3 Phase Fully Actuated (High Point Signal System)

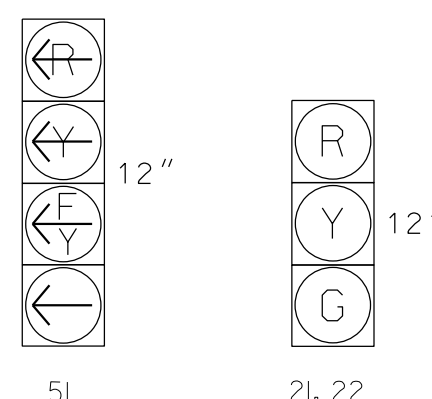
NOTES

- 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.
- 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.
- Install new signal cable as necessary for new signal head 51.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Remove existing "Left Turn Yield on Green" sign (R10-12) for northbound approach.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



SIGNAL FACE I.D.

All Heads L.E.D.



FEATURE	PHASE			
	2	4	5	6
Min Green 1 *	10	7	7	10
Extension 1 *	3.5	1.0	1.0	3.5
Max Green 1 *	30	25	15	30
Yellow Clearance	4.0	3.0	3.0	4.0
Red Clearance	2.3	2.4	3.1	2.3
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.

PROPOSED	EXISTING
○ → Traffic Signal Head	● → N/A
○ → Modified Signal Head	○ → N/A
⊥ Sign	⊥ N/A
⊥ Pedestrian Signal Head With Push Button & Sign	⊥ 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	→ N/A
→ Directional Arrow	→ N/A
(A) Left Arrow "ONLY" Sign (R3-5L)	(A) N/A
(B) Through Arrow "ONLY" Sign (R3-5A)	(B) N/A
(C) Street Name Sign	(C) N/A
(D) Right Arrow "ONLY" Sign (R3-5R)	(D) N/A

Signal Upgrade

Prepared for the Offices of:

Department of Transportation
211 S. Hamilton Street
High Point, NC 27260

Prospect Street at Blandwood Drive

Division 07 Guilford County High Point

PLAN DATE: July 2014 REVIEWED BY: MB Toth
 PREPARED BY: DL Jones REVIEWED BY: LM Moon

SEAL

ENGINEER
MELISSA B. TOTH

Scale: 1"=20'

0 20

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