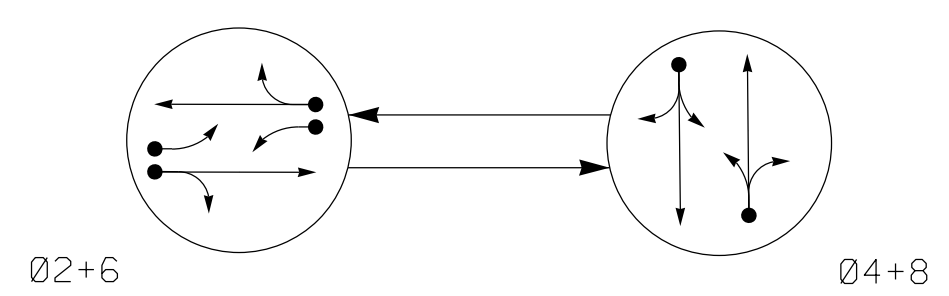


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

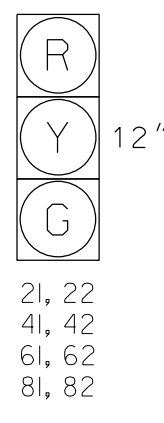
- DETECTED MOVEMENT
- ◄ UNDETECTED MOVEMENT (OVERLAP)
- ⋯ UNSIGNALIZED MOVEMENT
- ⇄ PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02+6	04+8	F L R
2L, 2R	G	R	Y
4L, 4R	R	G	R
6L, 6R	G	R	Y
8L, 8R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



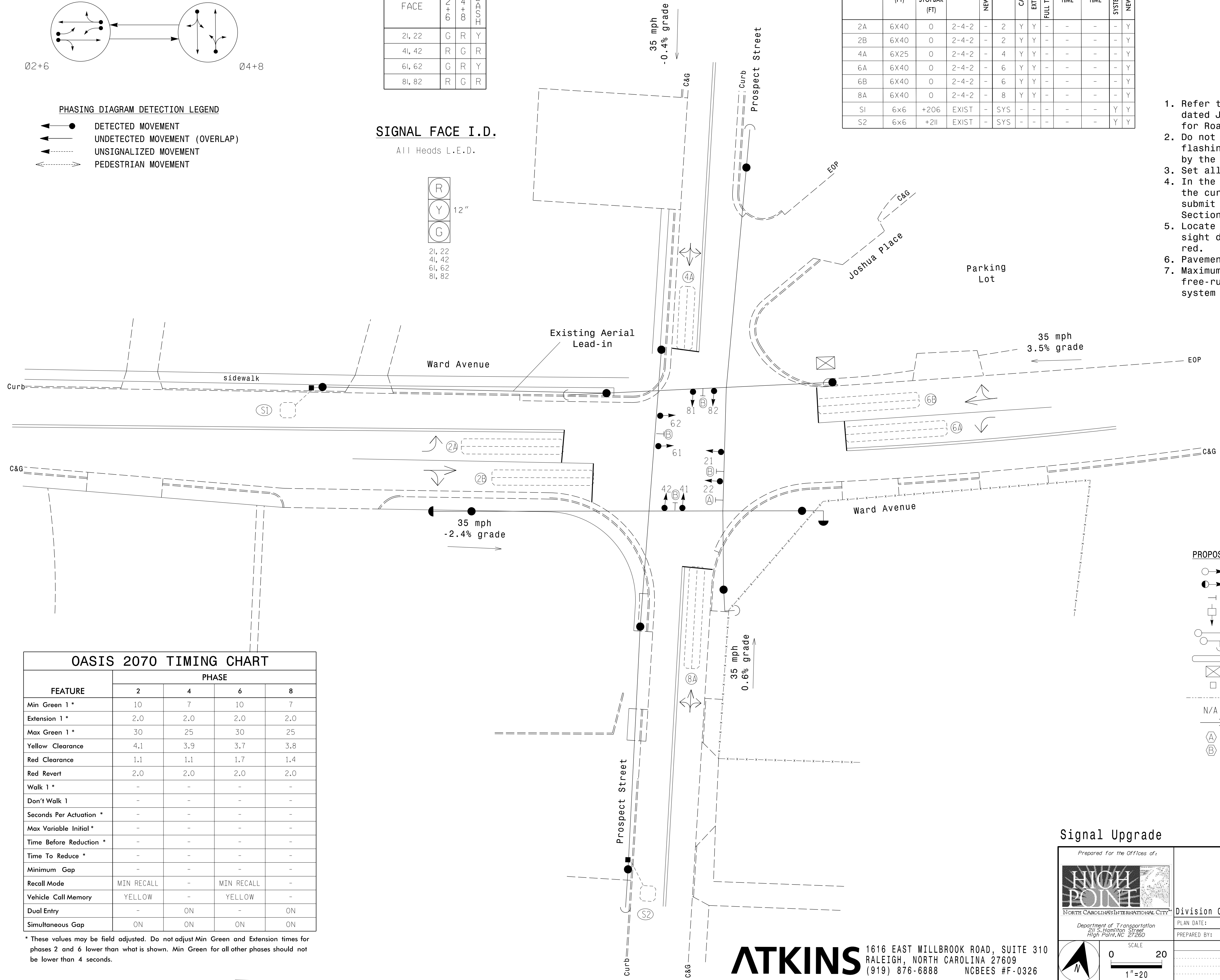
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD	
2A	6X40	0	2-4-2	-	2	Y	Y	-	-	-	-	Y
2B	6X40	0	2-4-2	-	2	Y	Y	-	-	-	-	Y
4A	6X25	0	2-4-2	-	4	Y	Y	-	-	-	-	Y
6A	6X40	0	2-4-2	-	6	Y	Y	-	-	-	-	Y
6B	6X40	0	2-4-2	-	6	Y	Y	-	-	-	-	Y
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	-	-	Y
S1	6x6	+206	EXIST	-	SYS	-	-	-	-	-	-	Y
S2	6x6	+211	EXIST	-	SYS	-	-	-	-	-	-	Y

2 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.
- 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.



OASIS 2070 TIMING CHART

FEATURE	PHASE			
	2	4	6	8
Min Green 1 *	10	7	10	7
Extension 1 *	2.0	2.0	2.0	2.0
Max Green 1 *	30	25	30	25
Yellow Clearance	4.1	3.9	3.7	3.8
Red Clearance	1.1	1.1	1.7	1.4
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	MIN RECALL	-	MIN 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.

LEGEND

PROPOSED	EXISTING
○ → Traffic Signal Head	● → Traffic Signal Head
◐ → Modified Signal Head	N/A
⊥ Sign	⊥ Sign
⊥ Pedestrian Signal Head	⊥ Pedestrian Signal Head
⊥ With Push Button & Sign	⊥ With Push Button & Sign
⊥ Signal Pole with Guy	⊥ Signal Pole with Guy
⊥ Signal Pole with Sidewalk Guy	⊥ Signal Pole with Sidewalk Guy
⊥ Inductive Loop Detector	⊥ Inductive Loop Detector
⊥ Controller & Cabinet	⊥ Controller & Cabinet
⊥ Junction Box	⊥ Junction Box
⊥ 2-in Underground Conduit	⊥ 2-in Underground Conduit
N/A Right of Way	--- Right of Way
→ Directional Arrow	→ Directional Arrow
(A) "NO TURN ON RED" Sign (R10-11)	(A) "NO TURN ON RED" Sign (R10-11)
(B) Street Name Sign	(B) Street Name Sign

Signal Upgrade

Prepared for the Offices of:

HIGH POINT
NORTH CAROLINA INTERNATIONAL CITY

Department of Transportation
211 S. Hamilton Street
High Point, NC 27601

Ward Avenue at Prospect Street
Division 07 Guilford County High Point

PLAN DATE: April 2014 REVIEWED BY: M B Toth
PREPARED BY: A K Boyd REVIEWED BY: L M Moon

SCALE: 1"=20'

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER MELISSA B. TOOTH SEAL 025892

Signed by: Melissa B. Toth 6/5/2015
DATE: 6/5/2015
SIG. INVENTORY NO. HP0311

ATKINS 1616 EAST MILLBROOK ROAD, SUITE 310
RALEIGH, NORTH CAROLINA 27609
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