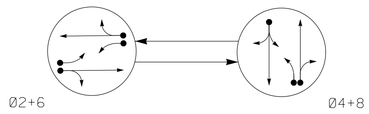
PROJECT REFERENCE NO.	SHEET NO.
C-5558	Sig. 192.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION			
SIGNAL FACE	PHASE Ø2+6	PHASE Ø4+8	FLASH
21, 22	G	R	Y
41, 42	R	G	R
61, 62	G	R	Y
81, 82	R	G	R

SCHOOL FLASHER TABLE OF OPERATION		
SIGNAL FACE	INTERVAL 1	INTERVAL 2
101	ON	OFF
102	OFF	ON

SIGNAL FACE I.D.

All Heads L.E.D.

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	6x30	+5	EXIST	-	2	Y	Y	-	-	-	-	Y
2B	6x15	15	EXIST	-	2	Y	Y	-	-	-	-	Y
4A	6x40	+5	2-4-2	-	4	Y	Y	-	-	-	-	Y
6A	6x40	+5	2-4-2	-	6	Y	Y	-	-	-	-	Y
6B	6x40	+5	2-4-2	-	6	Y	Y	-	-	-	-	Y
8A	6x40	+5	2-4-2	-	8	Y	Y	-	-	-	-	Y
8B	6x40	+5	2-4-2	-	8	Y	Y	-	-	-	-	Y
S1	6x6	+102	EXIST	-	SYS	-	-	-	-	-	Y	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. 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. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
8. Program School Flasher to operate as directed by the Engineer.
9. The City Traffic Engineer will determine the hours of use for the school warning beacons.

OASIS 2070 TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 6	PHASE 8
Min Green 1 *	10	7	10	7
Extension 1 *	2.0	2.0	2.0	2.0
Max Green 1 *	40	20	40	20
Yellow Clearance	3.8	3.9	3.9	3.9
Red Clearance	1.1	1.2	1.2	1.9
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.

Figure 1: Sign B w/Beacons

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	
A	Street Name Sign	A
B	"SCHOOL SPEED LIMIT 25 WHEN FLASHING" Sign (S5-1) w/ Beacons (See Figure 1)	B

Signal Upgrade

Prepared for the Offices of:
HIGH POINT
NORTH CAROLINA'S INTERNATIONAL CITY
Department of Transportation
211 S. Hamilton Street
High Point, NC 27260

Chestnut Drive at Rotary Drive

Divison 07 | Guilford County | High Point

PLAN DATE: April 2014 | REVIEWED BY: LM Moon
PREPARED BY: AM Encarnacion | REVIEWED BY: MB Toth

REVISIONS	INIT.	DATE

SCALE: 0 20 1"=20'

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 025892 ENGINEER MELISSA B. TOTH

DocuSigned by: Melissa B. Toth SIGNATURE 6/5/2015 DATE

SIG. INVENTORY NO. HP0317

ATKINS
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