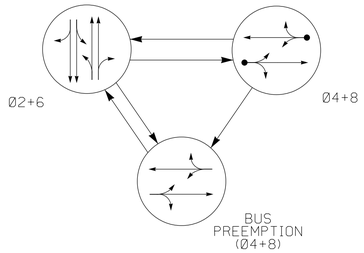
PROJECT REFERENCE NO.	SHEET NO.
C-5558	Sig. 200.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

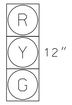
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2+6	PHASE Ø4+8	PHASE PRE 4	PHASE FLASH
21, 22	G	R	R	Y
41, 42	R	G	R	R
61, 62	G	R	R	Y
81, 82	R	G	R	R

SIGNAL FACE I.D.

All Heads L.E.D.



21, 22
41, 42
61, 62
81, 82

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
4A	6x40	+5	exist	-	4	Y	Y	-	-	-	- / Y
8A	6x60	+5	exist	-	8	Y	Y	-	-	-	- / Y
B1	4x4	N/A	exist	-	PRE4	Y	Y	-	-	-	- / Y

2070 BUS PREEMPTION

FUNCTION	PRE 4
Interval 1 – Dwell Green	15
Interval 1 – Dwell Yellow	0.0*
Interval 1 – Dwell Red	0.0*
Interval 5 – Exit Green	1
Interval 5 – Yellow	0.0
Interval 5 – Red	0.0
Priority	MED
Delay Time	3.0
Min Green Before Pre	1
Ped Clear Before Pre	0
Yellow Clear Before Pre	0.0*
Red Clear Before Pre	0.0*
Dwell Min Time	15
Enable Backup Protection	N
Ped Clear Through Yellow	N

* Time defaults to time used for phase during normal operation

2 Phase
Semi-Actuated
w/ Bus Preemption
(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. Loop B1 serves as bus preemption detector.

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	
Ⓐ	Street Name Sign	Ⓐ

OASIS 2070 TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 6	PHASE 8
Min Green 1 *	10	7	10	7
Extension 1 *	0.0	2.0	0.0	2.0
Max Green 1 *	30	25	30	25
Yellow Clearance	3.8	3.9	3.8	3.8
Red Clearance	1.0	1.5	1.3	1.8
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	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.

Signal Upgrade

ATKINS
1616 EAST MILLBROOK ROAD, SUITE 310
RALEIGH, NORTH CAROLINA 27609
(919) 876-6888 NCBEES #F-0326

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

Elm Street
at
W. Broad Avenue

Division 07 Guilford County High Point

PLAN DATE:	July 2014	REVIEWED BY:	LM Moon
PREPARED BY:	AK Boyd	REVIEWED BY:	MB Toth

SCALE 0 20 1"=20'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 025892 ENGINEER MELISSA B. TOTH

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

SIG. INVENTORY NO. HP0513