PROJECT REFERENCE NO. | SHEET NO.
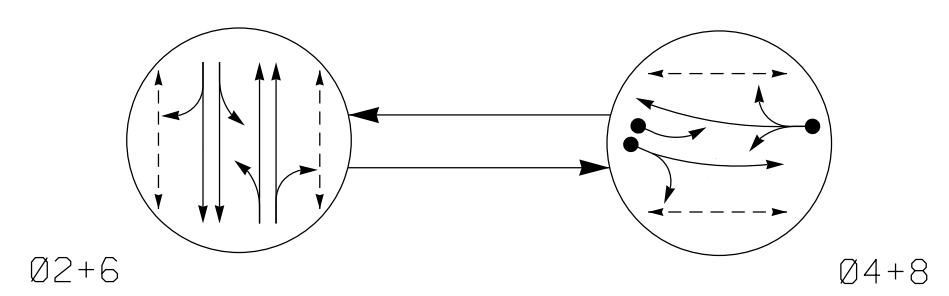C-5558 | Sig. 215.0

PHASING DIAGRAM

Ø2+6   Ø4+8

PHASING DIAGRAM DETECTION LEGEND

DETECTED MOVEMENT
UNDETECTED MOVEMENT (OVERLAP)
UNSIGNALIZED MOVEMENT
PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2+6	Ø4+8	FLASH
21,22	G	R	Y
41,42	R	G	R
61,62	G	R	Y
81,82	R	G	R
P21,P22	W	DW	DRK
P41,P42	DW	W	DRK
P61,P62	W	DW	DRK
P81,P82	DW	W	DRK

W – Walk
DW – Don't Walk
DRK – Dark

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

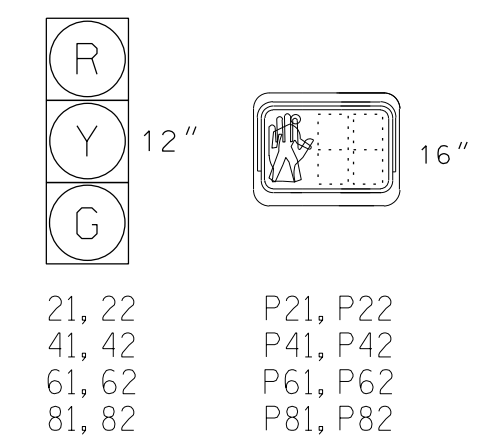|	INDUCTIVE LOOPS				DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
4A	6×40	0	2-4-2	–	4	Y	Y	–	–	–	–	Y
4B	6×40	+5	2-4-2	–	4	Y	Y	–	–	–	–	Y
8A	6×40	+5	2-4-2	–	8	Y	Y	–	–	–	–	Y

2 Phase
Semi-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. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls on phases 4 and 8.
8. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
9. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
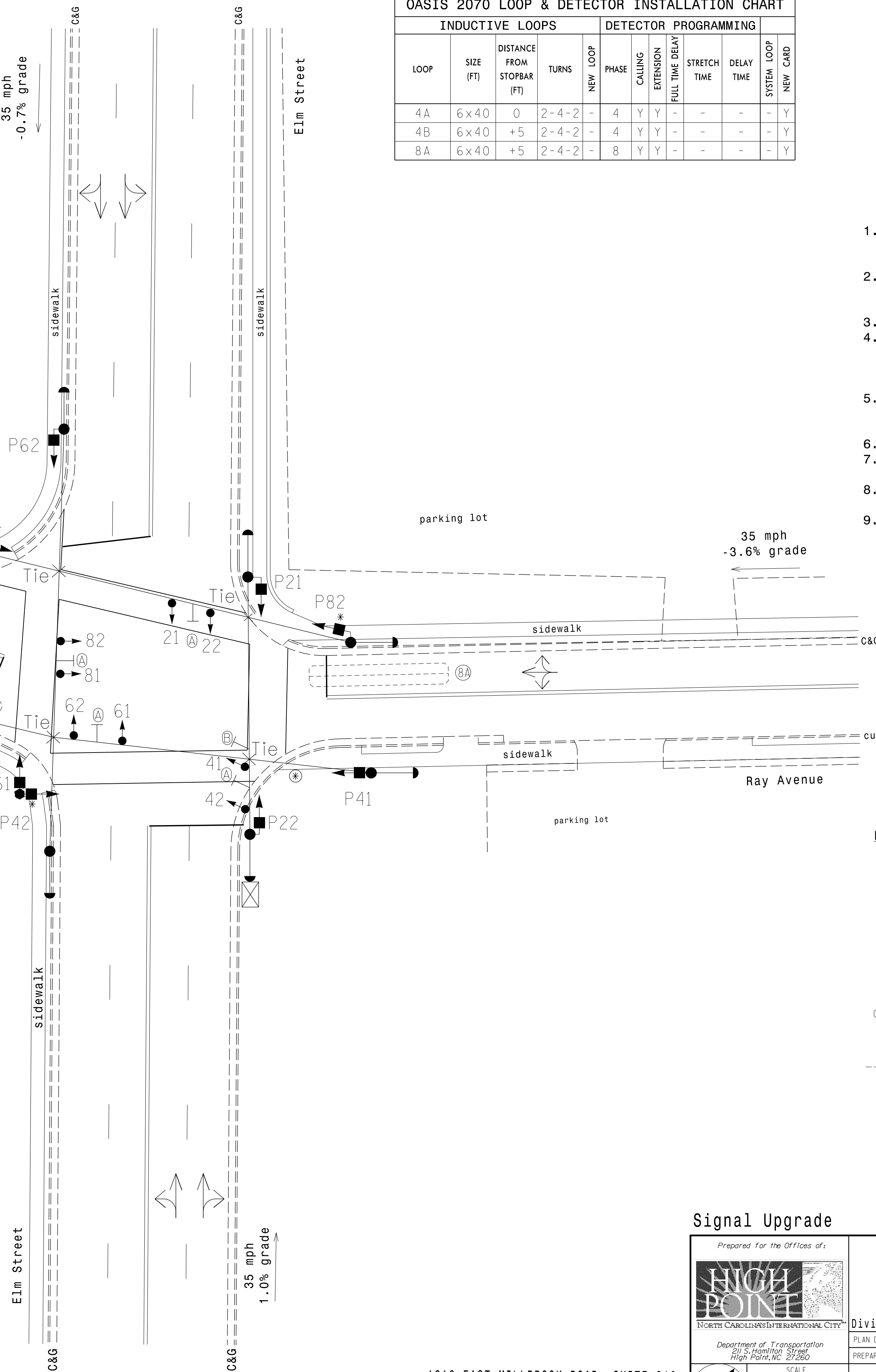
SIGNAL FACE I.D.

All Heads L.E.D.

R
Y 12"
G

W 16"

21,22   P21,P22
41,42   P41,P42
61,62   P61,P62
81,82   P81,P82

35 mph -0.7% grade
35 mph -3.6% grade
35 mph 1.6% grade
35 mph 1.0% grade

Ray Avenue
Elm Street
sidewalk
parking lot
C&G
Tie

P62 P81 P21 P82 P61 P42 P41 P22
82 81 21 22 62 61 41 42 8A 4A 4B

OASIS 2070 TIMING CHART

FEATURE	PHASE 2	4	6	8
Min Green 1 *	10	7	10	7
Extension 1 *	0.0	2.0	0.0	2.0
Max Green 1 *	40	25	40	25
Yellow Clearance	3.8	3.8	3.9	4.1
Red Clearance	1.3	1.6	1.3	1.6
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	4	4	4	4
Don't Walk 1	13	14	13	17
Seconds Per Actuation *	–	–	–	–
Max Variable Initial *	–	–	–	–
Time Before Reduction *	–	–	–	–
Time To Reduce *	–	–	–	–
Minimum Gap	–	–	–	–
Recall Mode	MAX/PED	–	MAX/PED	–
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.

LEGEND

PROPOSED		EXISTING
○→	Traffic Signal Head	●→
◑→	Modified Signal Head	N/A
⊣	Sign	⊣
▯	Pedestrian Signal Head	■
∗	Ped Pushbutton and Sign	∗
○	Signal Pedestal	
○—	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 Sign Name	Ⓐ
Ⓑ	Left Arrow "ONLY" Sign (R3-5L)	Ⓑ

Signal Upgrade

Elm Street at Ray Avenue

Division 07   Guilford County   High Point
PLAN DATE: April 2014   REVIEWED BY: MB Toth
PREPARED BY: AM Encarnacion   REVIEWED BY: LM Moon

SEAL
NORTH CAROLINA
PROFESSIONAL
SEAL
025892
ENGINEER
MELISSA B. TOTH

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

REVISIONS   INIT.   DATE

SIG. INVENTORY NO.   HP0825

SCALE
0   20
1"=20'