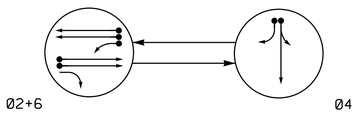
PROJECT REFERENCE NO.	SHEET NO.
C-5558	Sig. 155.0

2 Phase
Fully Actuated
(High Point Signal System)

PHASING DIAGRAM



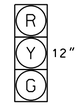
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION			
SIGNAL FACE	PHASE 02+6	PHASE 04	FLASH
21, 22	G	R	Y
41, 42	R	G	R
61, 62	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



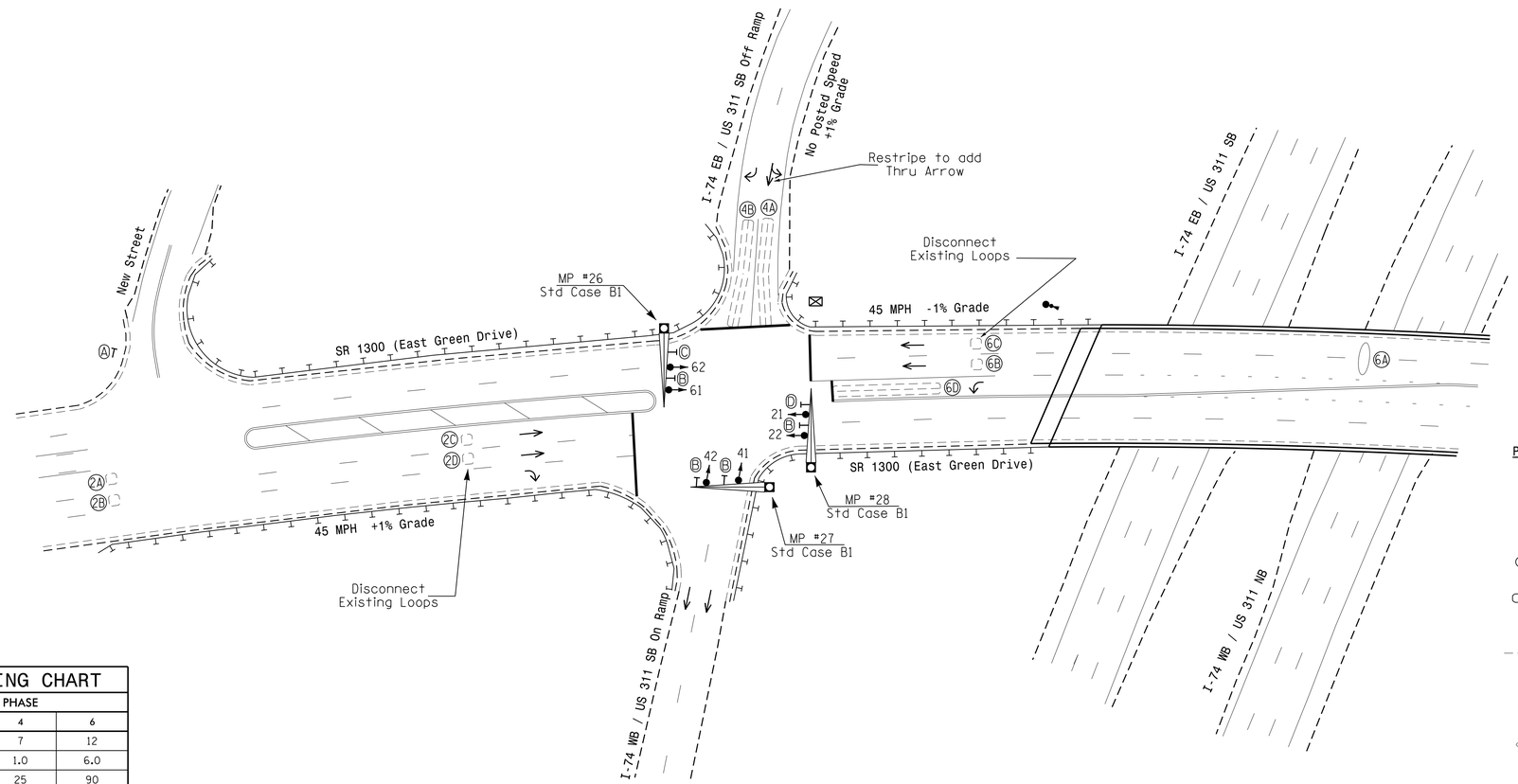
21, 22
41, 42
61, 62

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART											
INDUCTIVE LOOPS					DETECTOR PROGRAMMING						
LOOP/ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A, 2B	6X6	300	EXIST	-	2	Y	Y	-	-	-	-	Y
2C, 2D	6X6	90	EXIST	-	DISCONNECT						-	-
4A	6X60	0	2-4-2	-	4	Y	Y	-	-	-	-	Y
4B	6X60	0	2-4-2	-	4	Y	Y	-	-	15	-	Y
✳6A	6X18	300	✳	-	6	Y	Y	-	-	-	-	Y
6B, 6C	6X6	90	EXIST	-	DISCONNECT						-	-
6D	6X60	0	2-4-2	-	6	Y	Y	Y	-	3	-	Y

✳ Microwave Detection Zone

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. Disconnect existing loops 2C, 2D, 6B, and 6C.
4. Set all detector units to presence mode.
5. 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.
6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
7. Pavement markings are existing unless otherwise shown.
8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



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	
	Metal Pole with Mastarm	
	Out of Pavement Detector	
	Out of Pavement Detection Zone	
A	"STOP" Sign (R1-1)	A
B	Street Name Sign (D3-1)	B
C	No Right Turn Sign (R3-1)	C
D	No Left Turn Sign (R3-2)	D

OASIS 2070 TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 6
Min Green 1 *	12	7	12
Extension 1 *	6.0	1.0	6.0
Max Green 1 *	90	25	90
Yellow Clearance	4.4	3.0	4.6
Red Clearance	1.2	2.9	1.2
Walk 1 *	-	-	-
Don't Walk 1	-	-	-
Seconds Per Actuation *	1.8	-	2.0
Max Variable Initial *	34	-	34
Time Before Reduction *	15	-	15
Time To Reduce *	30	-	30
Minimum Gap	3.0	-	3.0
Recall Mode **	SOFT RECALL	-	SOFT RECALL
Vehicle Call Memory	YELLOW	-	YELLOW
Dual Entry	-	-	-
Simultaneous Gap	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.

Signal Upgrade

Prepared in the Offices of:
Transportation Mobility and Safety Division
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

SR 1300 (East Green Drive)
at
I-74 EB / US 311 SB Ramps

Division 7 Guilford County High Point

PLAN DATE: June 2014 PREPARED BY: Jeff Spence
PREPARED BY: N. Brinkley REVIEWED BY:

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 026486 ENGINEER ROBERT J. ZIEMBA
DocuSign Envelope ID: 1B0B3A4A-A0A1-4A0A-A0A1-1B0B3A4A0A1A
SIGNATURE 3/18/2015 DATE
SIG. INVENTORY NO. 07-2002

18-MAR-2015 14:04
S:\TTSACUTTS\Signals\Signal Design Section\Central Region\Div 7\C-5558 High Point\Signal Plans\07-2002\072002_sig_dsn_20150318.dgn
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