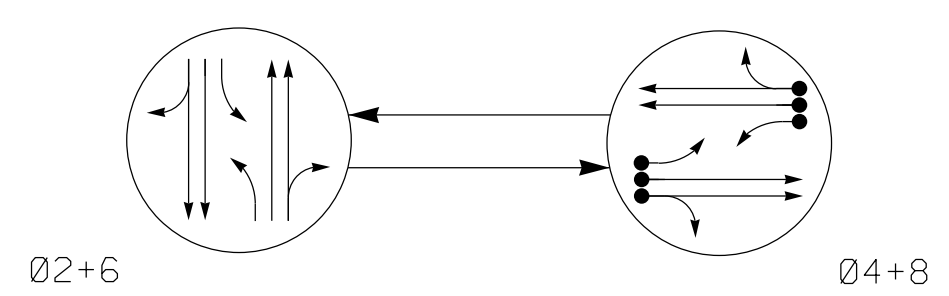


PHASING DIAGRAM



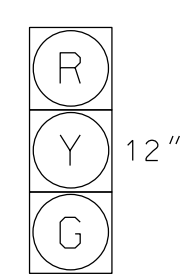
- PHASING DIAGRAM DETECTION LEGEND**
- DETECTED MOVEMENT
 - ◄ UNDETECTED MOVEMENT (OVERLAP)
 - ⋯ UNSIGNALIZED MOVEMENT
 - ⇄ PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02+6	04+8	F L R
21, 22	G	R	Y
41, 42	R	G	R
61, 62	G	R	Y
81, 82	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



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

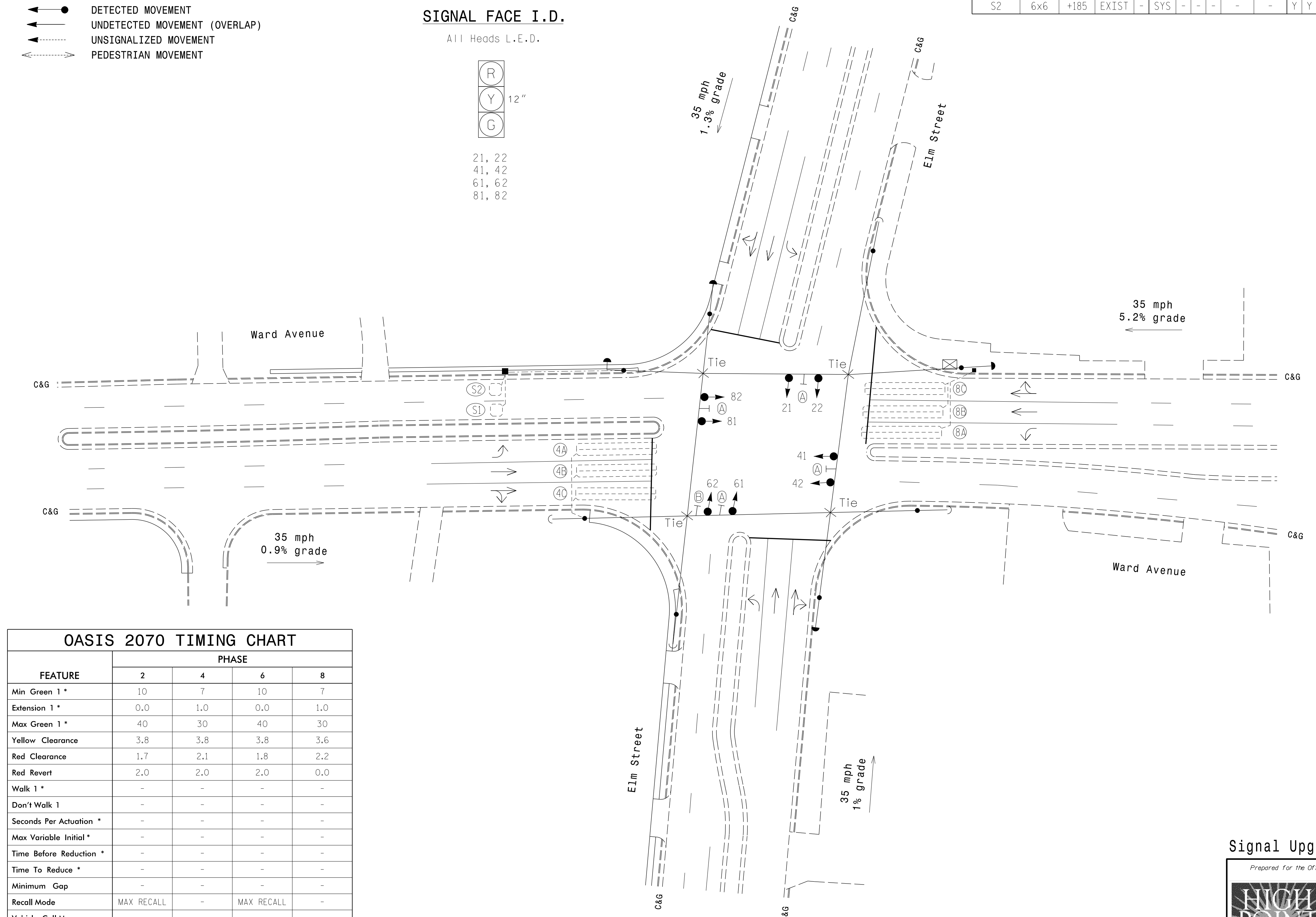
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING									
				NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD	
4A	6x40	+5	2-4-2	-	4	Y	Y	-	-	-	-	-	Y
4B	6x40	+5	2-4-2	-	4	Y	Y	-	-	-	-	-	Y
4C	6x40	+5	2-4-2	-	4	Y	Y	-	-	-	-	-	Y
8A	6x40	+5	2-4-2	-	8	Y	Y	-	-	-	-	-	Y
8B	6x40	+5	2-4-2	-	8	Y	Y	-	-	-	-	-	Y
8C	6x40	+5	2-4-2	-	8	Y	Y	-	-	-	-	-	Y
S1	6x6	+185	EXIST	-	SYS	-	-	-	-	-	-	-	Y
S2	6x6	+185	EXIST	-	SYS	-	-	-	-	-	-	-	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. 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 *	0.0	1.0	0.0	1.0
Max Green 1 *	40	30	40	30
Yellow Clearance	3.8	3.8	3.8	3.6
Red Clearance	1.7	2.1	1.8	2.2
Red Revert	2.0	2.0	2.0	0.0
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.

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

Signal Upgrade

 NORTH CAROLINA INTERNATIONAL CITY Department of Transportation 211 S. Hamilton Street High Point, NC 27601	Prepared for the Offices of: Elm Street at Ward Avenue High Point		SEAL ENGINEER MELISSA B. TOTH
	Division 07 Guilford County	High Point	
SCALE 0 30 1"=30'	REVIEWED BY: MB Toth REVIEWED BY: LM Moon	REVISIONS INIT. DATE	DOCUMENTED BY: SIGNATURE: Melissa B. Toth DATE: 6/5/2015 SIG. INVENTORY NO.: HP0202

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

05-JUN-2015 15:52
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