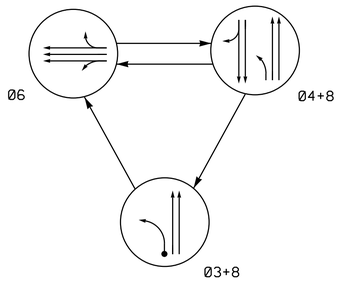
PROJECT REFERENCE NO.	SHEET NO.
C-5558	Sig. 41.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

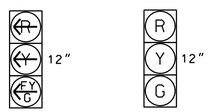
TABLE OF OPERATION

SIGNAL FACE	PHASE Ø6	PHASE Ø4+8	PHASE Ø3+8	PHASE FLASH
31	R	FY G	←	←R
41, 42	R	G	R	R
61, 62, 63	G	R	R	Y
81, 82	R	G	G	R

SIGNAL FACE I.D.

All Heads L.E.D.

FY G = Bimodal Section



31

41, 42
61, 62, 63
81, 82

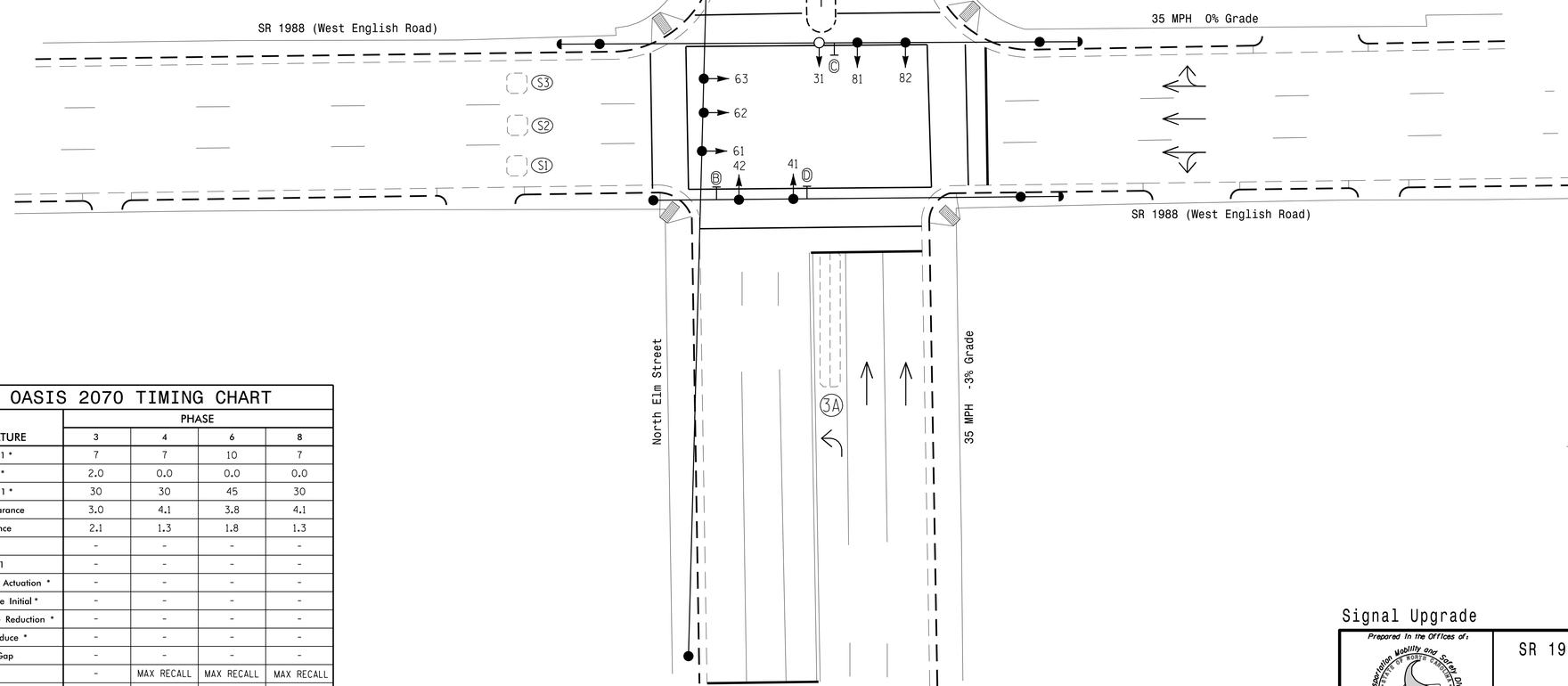
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

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
3A	6X40	0	2-4-2	-	3	Y	Y	-	-	15	-	Y
S1	6X6	EXIST	EXIST	-	-	-	-	-	-	-	Y	Y
S2	6X6	EXIST	EXIST	-	-	-	-	-	-	-	Y	Y
S3	6X6	EXIST	EXIST	-	-	-	-	-	-	-	Y	Y

3 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. Phase 3 may be led.
4. Set all detector units to presence mode
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 3	PHASE 4	PHASE 6	PHASE 8
Min Green 1 *	7	7	10	7
Extension 1 *	2.0	0.0	0.0	0.0
Max Green 1 *	30	30	45	30
Yellow Clearance	3.0	4.1	3.8	4.1
Red Clearance	2.1	1.3	1.8	1.3
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	MAX RECALL
Vehicle Call Memory	-	-	-	-
Dual Entry	-	-	-	-
Simultaneous Gap	**ON**	ON	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phase 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 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	→
N/A	Curb Ramp	◢
Ⓐ	No U-Turn Sign (R3-4)	Ⓐ
Ⓑ	"NO TURN ON RED" Sign (R10-11)	Ⓑ
Ⓒ	Left "ONE WAY" Arrow Sign (R6-1L)	Ⓒ
Ⓓ	Right "ONE WAY" Arrow Sign (R6-1R)	Ⓓ

Signal Upgrade

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

SR 1988 (West English Road) at North Elm Street

Division 7 Guilford County High Point

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

SCALE 0 20 1"=20'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 026486 ENGINEER ROBERT J. ZIEMBA

DocuSigned by: Robert J. Ziemba 3/11/2015
SIGNATURE DATE

SIG. INVENTORY NO. 07-0771

11-MAR-2015 17:56
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