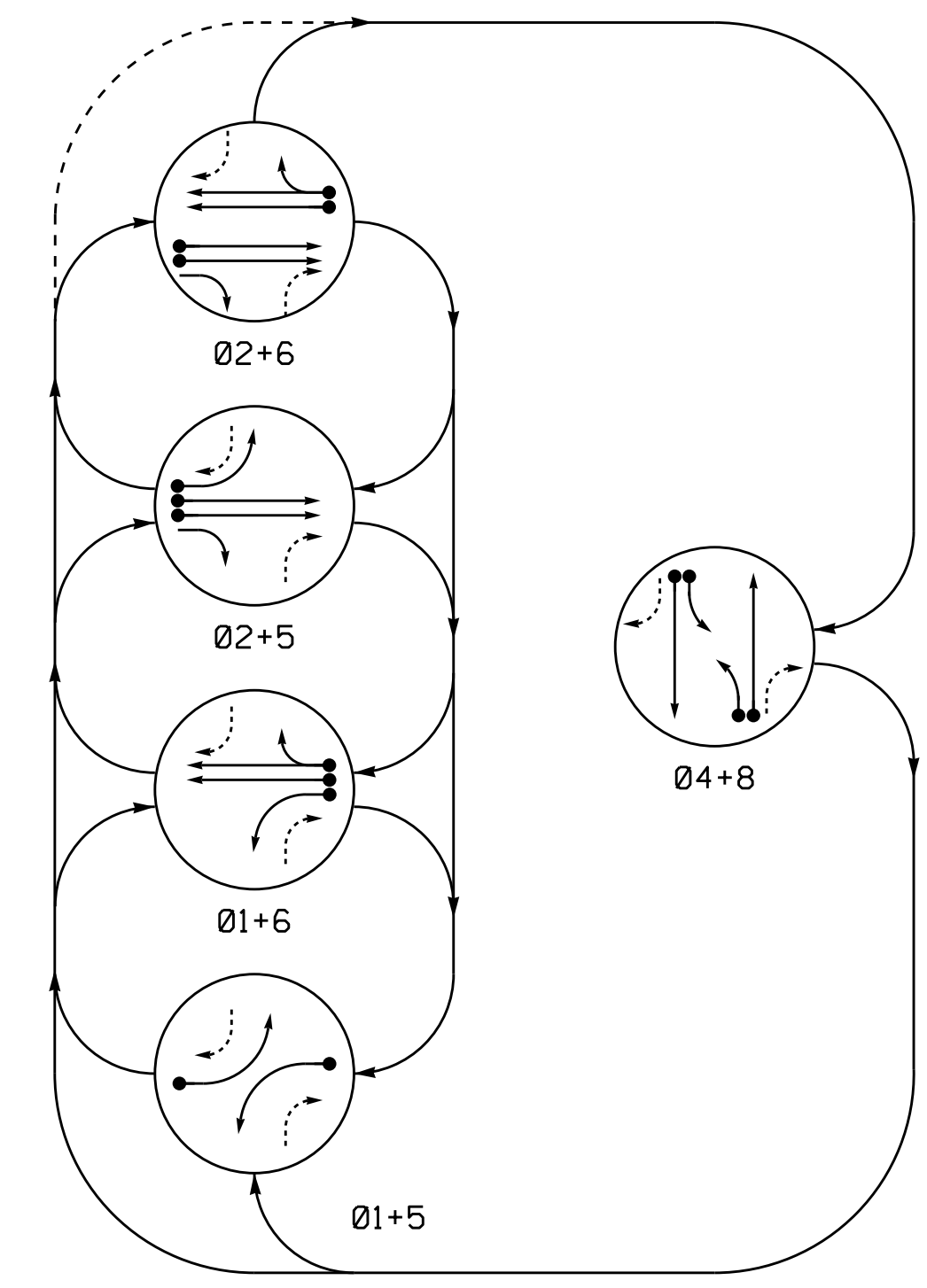


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND
 ● ← DETECTED MOVEMENT
 ○ ← UNDETECTED MOVEMENT (OVERLAP)
 - - - ← UNSIGNALIZED MOVEMENT
 - - - ← PEDESTRIAN MOVEMENT

EV PREEMPT PHASE

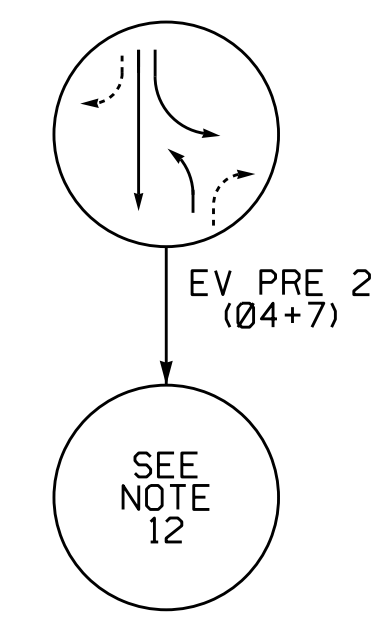
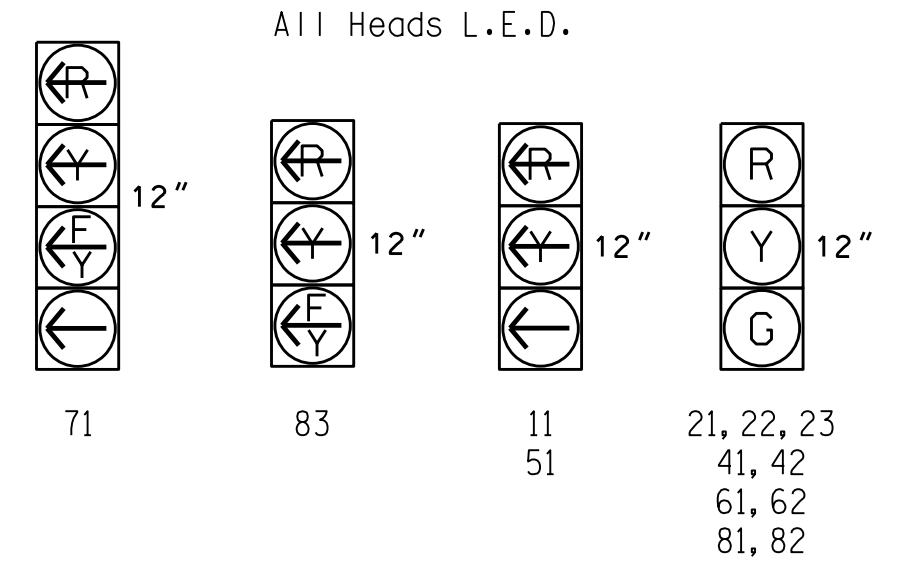


TABLE OF OPERATION

SIGNAL FACE	PHASE							
	01+5	01+6	02+5	02+6	04+8	PRE 2	PEDESTRIAN	FL
11	-	-	-	-	-	-	-	-
21, 22, 23	R	R	G	G	R	R	Y	-
41, 42	R	R	R	R	G	G	R	-
51	-	-	-	-	-	-	-	-
61, 62	R	G	R	G	R	R	Y	-
71	-	-	-	-	-	-	-	-
81, 82	R	R	R	R	G	R	R	-
83	-	-	-	-	-	-	-	-

SIGNAL FACE I.D.



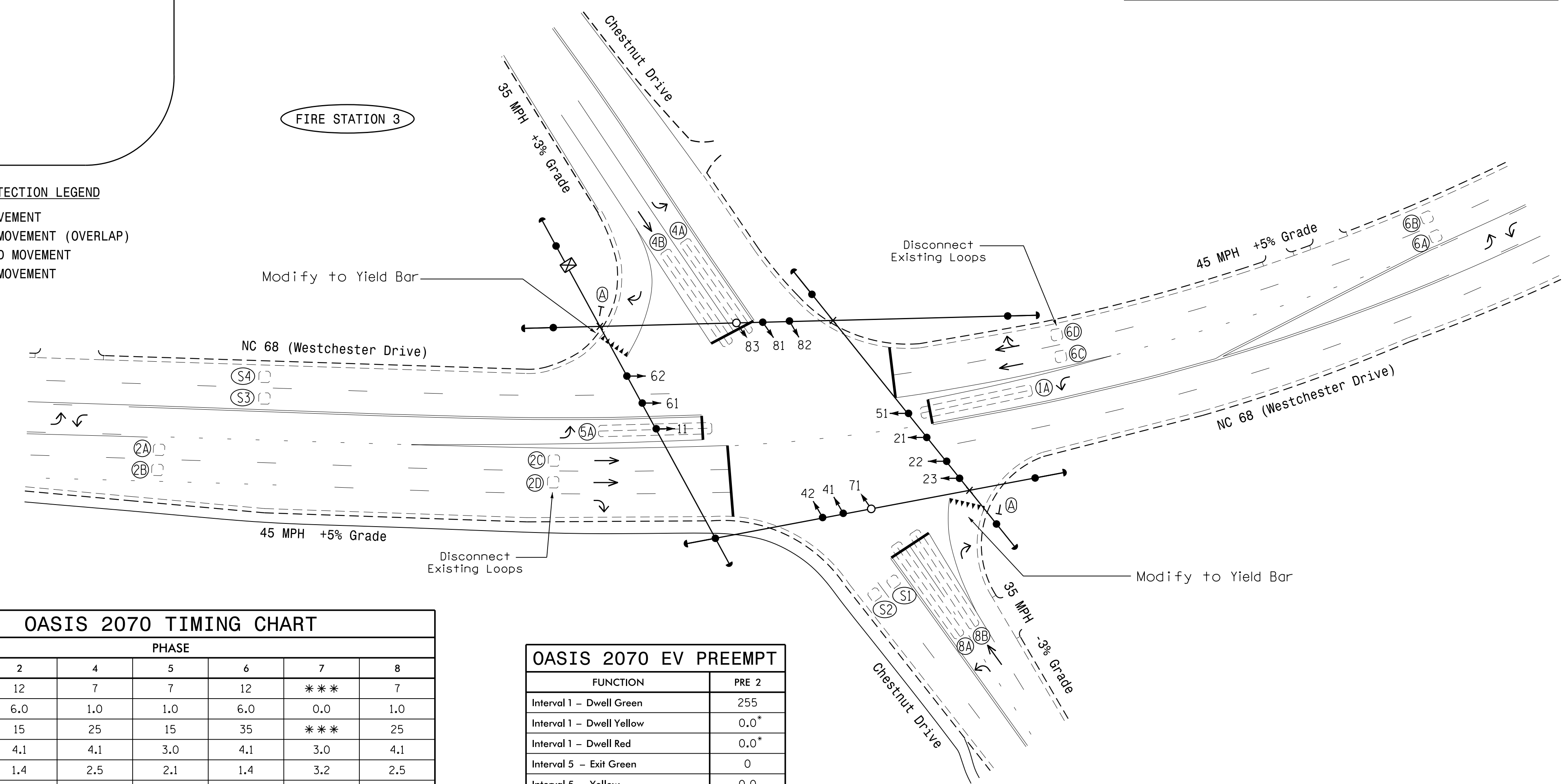
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD		
					PHASE	CALLING	EXTENSION	FULL TIME DELAY			STRETCH TIME	DELAY TIME
1A	6X60	+5	2-4-2	-	1	Y	Y	-	-	3	-	Y
2A, 2B	6X6	330	EXIST	-	2	Y	Y	-	-	-	-	Y
2C, 2D	6X6	90	EXIST	-	DISCONNECT				-	-	-	-
4A	6X60	+5	2-4-2	-	4	Y	Y	-	-	3	-	Y
4B	6X60	+5	2-4-2	-	4	Y	Y	-	-	-	-	Y
5A	6X60	+5	2-4-2	-	5	Y	Y	-	-	3	-	Y
6A, 6B	6X6	330	EXIST	-	6	Y	Y	-	-	-	-	Y
6C, 6D	6X6	90	EXIST	-	DISCONNECT				-	-	-	-
8A	6X60	+5	2-4-2	-	8	Y	Y	-	-	3	-	Y
8B	6X60	+5	2-4-2	-	8	Y	Y	-	-	-	-	Y
S1	6X6	EXIST	EXIST	-	-	-	-	-	-	-	-	Y
S2	6X6	EXIST	EXIST	-	-	-	-	-	-	-	-	Y
S3	6X6	+330	EXIST	-	-	-	-	-	-	-	-	Y
S4	6X6	+330	EXIST	-	-	-	-	-	-	-	-	Y

5 Phase Fully Actuated (High Point Signal System)

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Disconnect existing loops 2C, 2D, 6C, and 6D.
- Set all detector units to presence mode.
- 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.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Remove existing Left Arrow "ONLY" signs (R3-5L).
- Pavement markings are existing unless otherwise shown.
- Locate emergency vehicle preemption switch in Fire Station 3.
- The Division Traffic Engineer will determine the Delay before Preempt and Preempt Dwell Min Green time for the emergency vehicle preemption timing.
- Upon completion of Emergency Vehicle Preemption, controller returns to normal operation based on vehicle demand.
- 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							
	1	2	4	5	6	7	8	
Min Green 1 *	7	12	7	7	12	***	7	
Extension 1 *	1.0	6.0	1.0	1.0	6.0	0.0	1.0	
Max Green 1 *	15	15	25	15	35	***	25	
Yellow Clearance	3.0	4.1	4.1	3.0	4.1	3.0	4.1	
Red Clearance	2.4	1.4	2.5	2.1	1.4	3.2	2.5	
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Walk 1 *	-	-	-	-	-	-	-	
Don't Walk 1	-	-	-	-	-	-	-	
Seconds Per Actuation *	-	1.5	-	-	1.5	-	-	
Max Variable Initial *	-	37	-	-	37	-	-	
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	-	-	ON	-	-	-	ON	
Simultaneous Gap	ON	ON	ON	ON	ON	ON	ON	

OASIS 2070 EV PREEMPT

FUNCTION	PRE 2
Interval 1 - Dwell Green	255
Interval 1 - Dwell Yellow	0.0*
Interval 1 - Dwell Red	0.0*
Interval 5 - Exit Green	0
Interval 5 - Yellow	0.0
Interval 5 - Red	0.0
Exit Phase(s)	-
Priority	MED
Delay Time	**
Min Green Before Pre	1
Yellow Clear Before Pre	0.0*
Red Clear Before Pre	0.0*
Dwell Min Time	**
Enable Backup Protection	N

* Time defaults to time used for phase during normal operation.
 ** See Note 11.

LEGEND

PROPOSED	EXISTING
○ → Traffic Signal Head	● → Traffic Signal Head
○ → Modified Signal Head	N/A
○ → Pedestrian Signal Head With Push Button & Sign	○ → Pedestrian Signal Head With Push Button & Sign
○ → Signal Pole with Guy	○ → Signal Pole with Guy
○ → Signal Pole with Sidewalk Guy	○ → Signal Pole with Sidewalk Guy
⊠ → Inductive Loop Detector	⊠ → Inductive Loop Detector
⊠ → Controller & Cabinet	⊠ → Controller & Cabinet
⊠ → Junction Box	⊠ → Junction Box
- - - → 2-in Underground Conduit	- - - → 2-in Underground Conduit
N/A	→ Right of Way
→ Directional Arrow	→ Directional Arrow
(A) "YIELD" Sign (R1-2)	(A) "YIELD" Sign (R1-2)

Signal Upgrade

Prepared In the Offices of:

NC 68 (Westchester Drive) at Chestnut Drive

Division 7 Guilford County High Point

PLAN DATE: July 2014 PREPARED BY: Jeff Spence

PREPARED BY: N. Brinkley REVIEWED BY: R.N. Zinser

REVISIONS: _____ INIT. DATE

SCALE: 1"=40'

3/27/2015

SIG. INVENTORY NO. 07-0774

07-MAR-2015 14:14
 S:\MITSU\Signal Design\Signal Design\Signal Plans\Signal Plans\07-0774\070774_Sig.dsn_20150327.dgn
 RZ:terbo