

### TABLE OF OPERATION

| SIGNAL FACE | PHASE |      |      |       |       |
|-------------|-------|------|------|-------|-------|
|             | 01+6  | 02+6 | 04+8 | EVP 2 | FLASH |
| 11          | ←     | ←    | ←    | ←     | ←     |
| 21          | ←     | ←    | ←    | ←     | ←     |
| 22, 23      | R     | G    | R    | R     | Y     |
| 41, 42      | R     | R    | G    | R     | R     |
| 62, 63      | G     | G    | R    | R     | Y     |
| 81          | R     | R    | G    | ←     | R     |
| 82          | R     | R    | G    | ←     | R     |

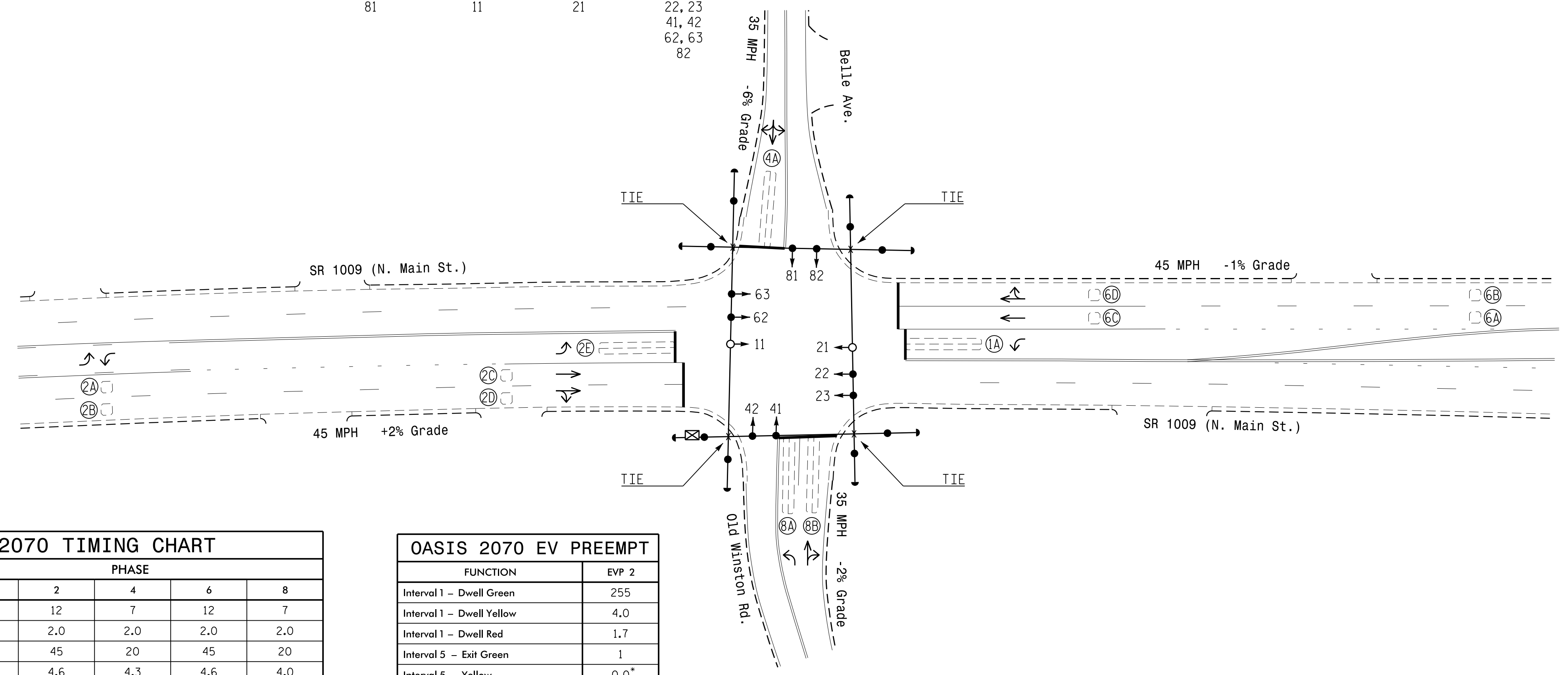
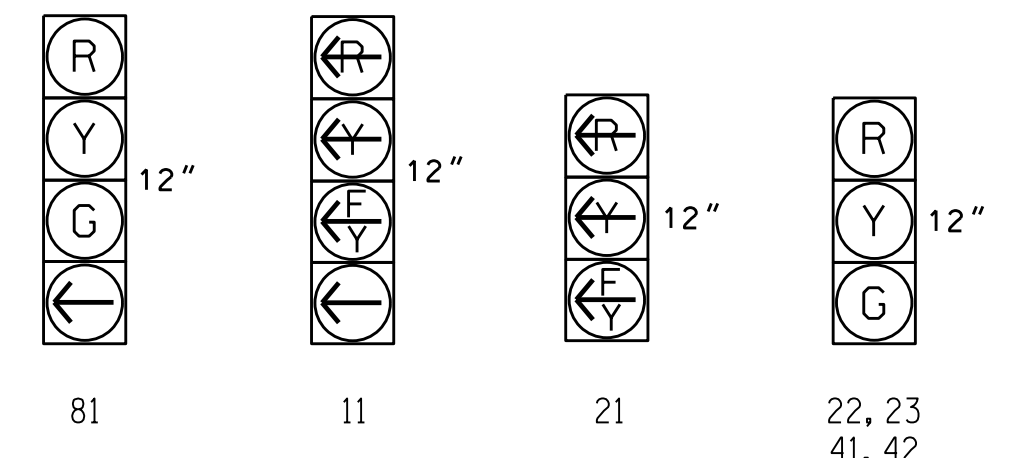
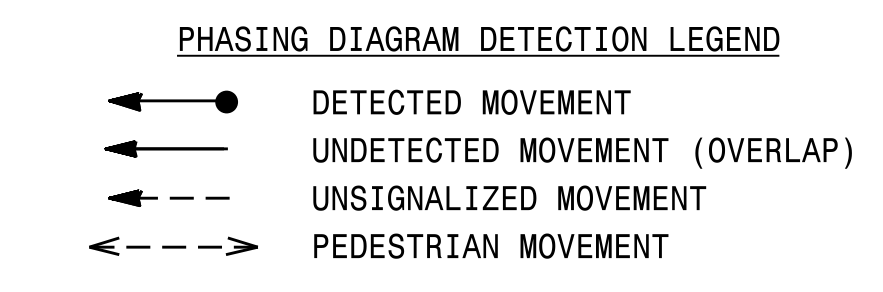
### OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

| LOOP   | SIZE (FT) | DISTANCE FROM STOPBAR (FT) | TURNS | NEW LOOP | DETECTOR PROGRAMMING |         |           |              |            | SYSTEM LOOP | NEW CARD |   |
|--------|-----------|----------------------------|-------|----------|----------------------|---------|-----------|--------------|------------|-------------|----------|---|
|        |           |                            |       |          | PHASE                | CALLING | EXTENSION | STRETCH TIME | DELAY TIME |             |          |   |
| 1A     | 6X40      | 0                          | 2-4-2 | -        | 1                    | Y       | Y         | -            | -          | 15          | -        | Y |
| 2A, 2B | 6X6       | 300                        | EXIST | -        | 2                    | Y       | Y         | -            | 1.6        | -           | -        | Y |
| 2C, 2D | 6X6       | 90                         | EXIST | -        | 2                    | Y       | Y         | -            | -          | -           | -        | Y |
| 2E     | 6X40      | 0                          | 2-4-2 | -        | 2                    | Y       | Y         | -            | -          | -           | -        | Y |
| 4A     | 6X40      | 0                          | 2-4-2 | -        | 4                    | Y       | Y         | -            | -          | 5           | -        | Y |
| 6A, 6B | 6X6       | 300                        | EXIST | -        | 6                    | Y       | Y         | -            | 1.6        | -           | -        | Y |
| 6C, 6D | 6X6       | 100                        | EXIST | -        | 6                    | Y       | Y         | -            | -          | -           | -        | Y |
| 8A     | 6X40      | 0                          | 2-4-2 | -        | 8                    | Y       | Y         | -            | -          | 3           | -        | Y |
| 8B     | 6X40      | 0                          | 2-4-2 | -        | 8                    | Y       | Y         | -            | -          | 10          | -        | Y |

3 Phase Fully Actuated w/ Emergency Vehicle Preemption (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 may be lagged.
- 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 Turn Yield on Green" ball Sign (R10-12).
- Emergency Vehicle Preemption switch is located in the City of High Point Fire Station #4 on Old Winston Rd.
- The Division Traffic Engineer will determine the Delay Before Preempt, and Preempt Dwell Min Green Time for the Emergency Vehicle Preemption timing.
- Program signal heads numbered 81 and 82 to clear to all red before going into preempt.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



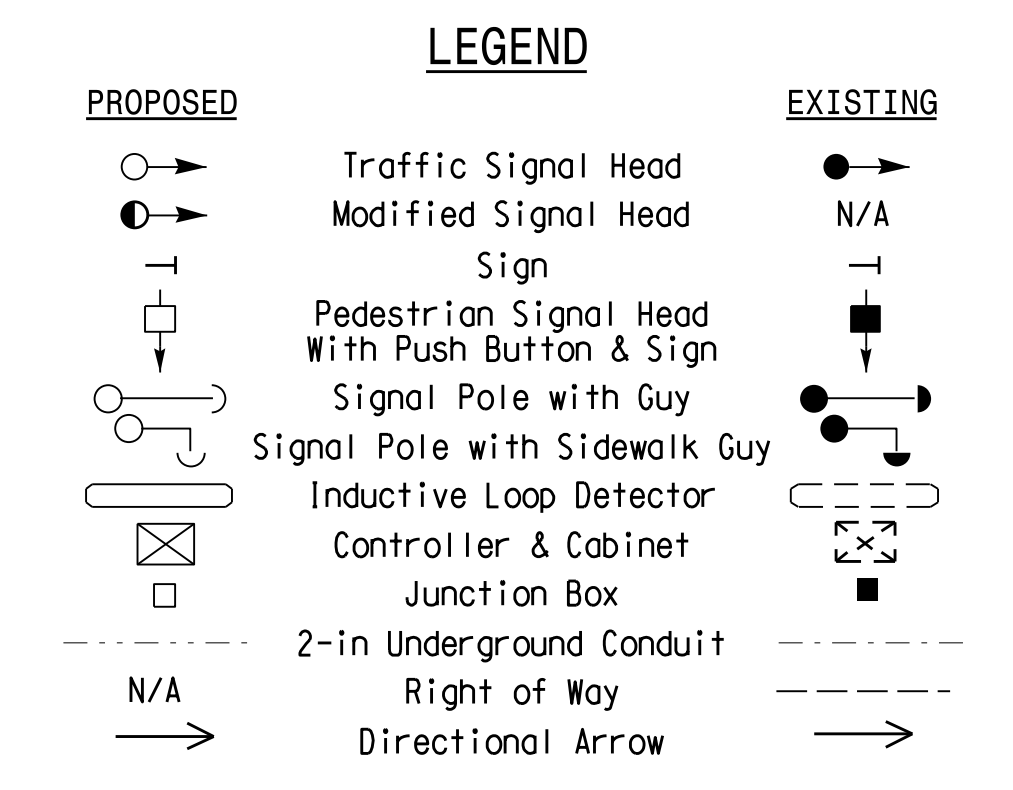
### OASIS 2070 TIMING CHART

| FEATURE                 | PHASE |             |     |             |     |
|-------------------------|-------|-------------|-----|-------------|-----|
|                         | 1     | 2           | 4   | 6           | 8   |
| Min Green 1 *           | 7     | 12          | 7   | 12          | 7   |
| Extension 1 *           | 2.0   | 2.0         | 2.0 | 2.0         | 2.0 |
| Max Green 1 *           | 15    | 45          | 20  | 45          | 20  |
| Yellow Clearance        | 3.0   | 4.6         | 4.3 | 4.6         | 4.0 |
| Red Clearance           | 2.8   | 1.3         | 1.7 | 1.3         | 1.7 |
| Red Revert              | 2.0   | 2.0         | 2.0 | 2.0         | 2.0 |
| Walk 1 *                | -     | -           | -   | -           | -   |
| Don't Walk 1            | -     | -           | -   | -           | -   |
| Seconds Per Actuation * | -     | -           | -   | -           | -   |
| Max Variable Initial *  | -     | -           | -   | -           | -   |
| Time Before Reduction * | -     | -           | -   | -           | -   |
| Time To Reduce *        | -     | -           | -   | -           | -   |
| Minimum Gap             | -     | -           | -   | -           | -   |
| Recall Mode **          | -     | SOFT RECALL | -   | SOFT RECALL | -   |
| Vehicle Call Memory     | -     | YELLOW      | -   | YELLOW      | -   |
| Dual Entry              | -     | -           | ON  | -           | ON  |
| Simultaneous Gap        | ON    | ON          | ON  | ON          | ON  |

### OASIS 2070 EV PREEMPT

| FUNCTION                  | EVP 2 |
|---------------------------|-------|
| Interval 1 - Dwell Green  | 255   |
| Interval 1 - Dwell Yellow | 4.0   |
| Interval 1 - Dwell Red    | 1.7   |
| Interval 5 - Exit Green   | 1     |
| Interval 5 - Yellow       | 0.0*  |
| Interval 5 - Red          | 0.0*  |
| Exit Phase(s)             | 2+6   |
| Priority                  | MED   |
| Delay Time                | **    |
| Min Green Before Pre      | 1     |
| Ped Clear Before Pre      | 0     |
| Yellow Clear Before Pre   | 0.0*  |
| Red Clear Before Pre      | 0.0*  |
| Dwell Min Time            | **    |
| Enable Backup Protection  | Y     |
| Ped Clear Through Yellow  | N     |
| Omit Overlaps             | -     |

\* Time defaults to time used for phase during normal operation.  
 \*\* See Note 9



### Signal Upgrade

750 N. Greenfield Pkwy, Garner, NC 27529

SR 1009 (N. Main St.) at Belle Ave./Old Winston Rd.

Division 7 Guilford County High Point

PLAN DATE: May 2014 REVIEWED BY:

PREPARED BY: R.N. Zinser REVIEWED BY:

REVISIONS: INIT. DATE

SCALE: 0 40 1"=40'

SEAL

ROBERT J. ZIEMBA ENGINEER

3/30/2015 DATE

SIG. INVENTORY NO. 07-0894

3D-MSE-2015-11-18  
 S:\MIS\Signal Design\Section\Central Region\01\High Point\Signal Plans\07-0894\07-0894\_Sig.dsn\_20150330.dgn  
 RZ:terbo