

PHASING DIAGRAM

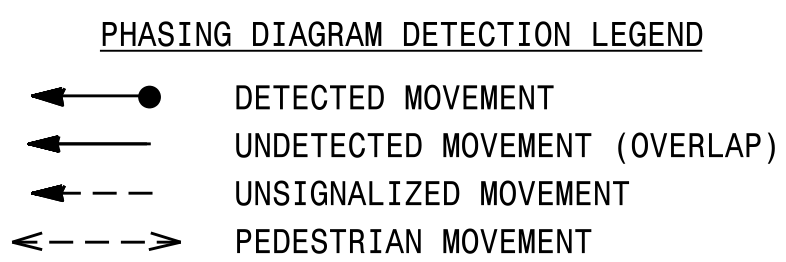
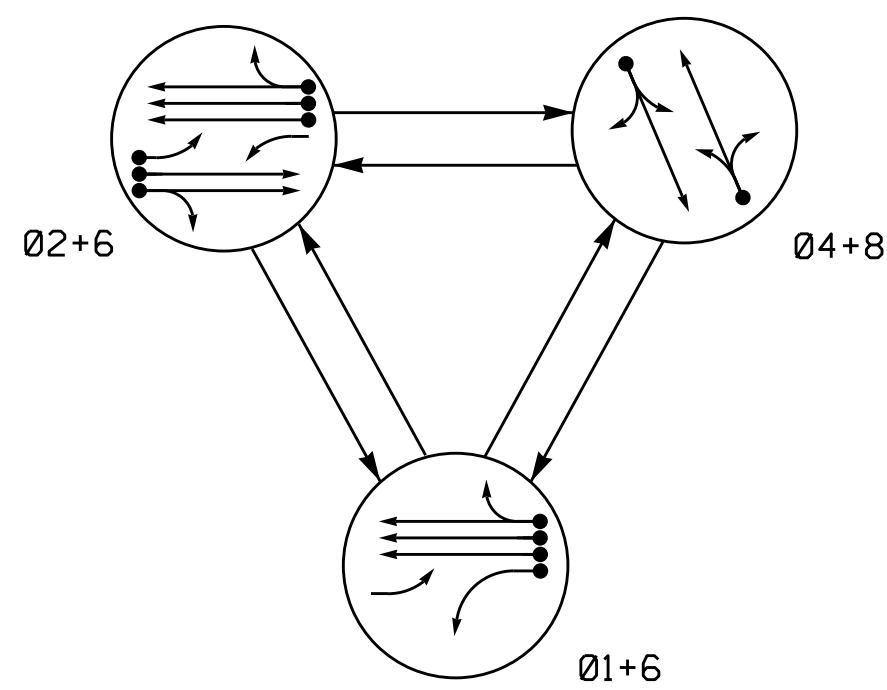


TABLE OF OPERATION

SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 4 + 8	F L R
11	←	←	←	←
21	←	←	←	←
22, 23	R	G	R	Y
41, 42	R	R	G	R
61, 62, 63	G	G	R	Y
81, 82	R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.
 = Bimodal Section

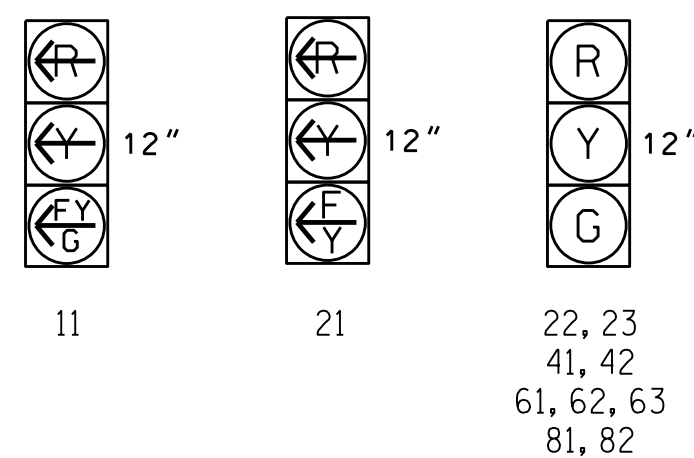


TABLE OF OPERATION

SIGNAL FACE	INTERVAL	
	1	2
101	ON	OFF

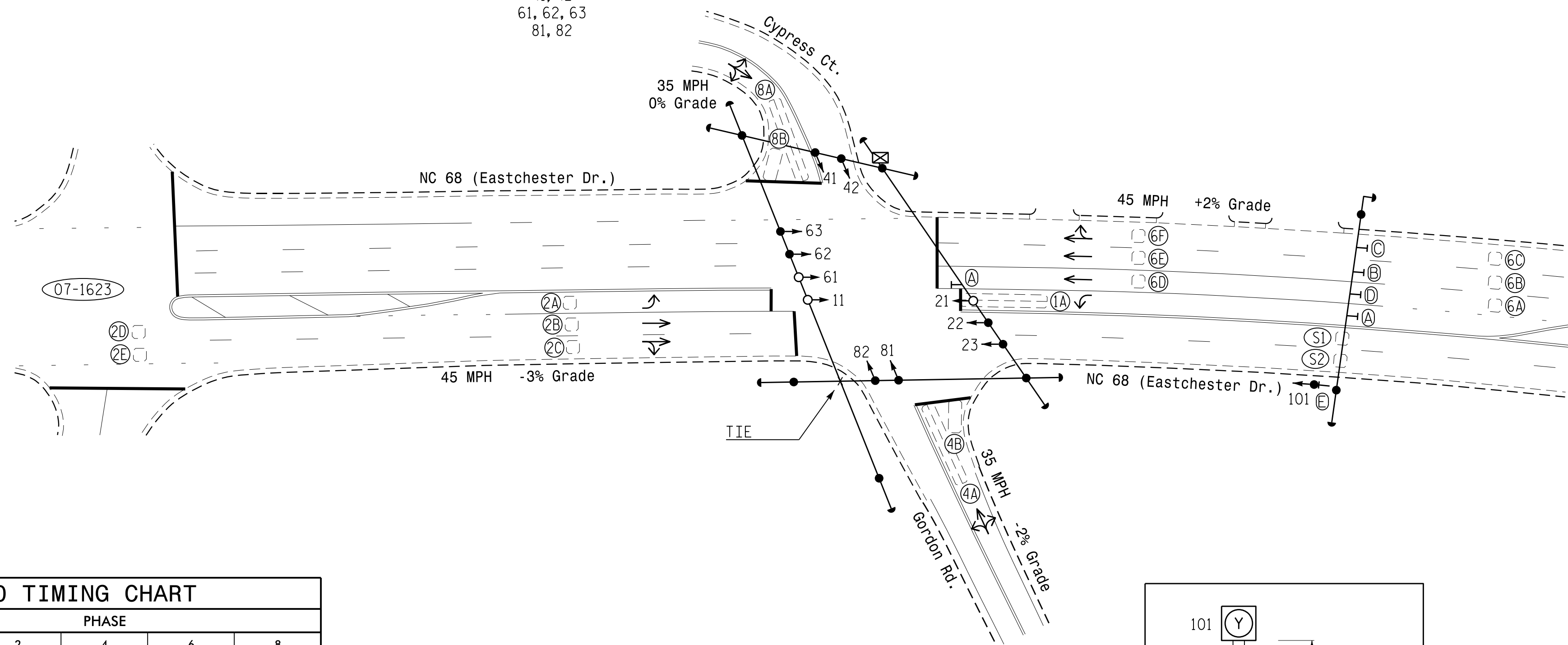
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

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,2C	6X6	100	EXIST	-	2	Y	Y	-	-	-	Y
2D, 2E	6X6	300	EXIST	-	2	Y	Y	-	1.5	-	Y
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	-	Y
4B	6X15	0	EXIST	-	4	Y	Y	-	-	10	-
6A,6B,6C	6X6	255	EXIST	-	6	Y	Y	-	1.0	-	Y
6D,6E,6F	6X6	90	EXIST	-	6	Y	Y	-	-	-	Y
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	5	-
8B	6X15	0	EXIST	-	8	Y	Y	-	-	15	-
S1	6X6	+250	EXIST	-	-	-	-	-	-	-	Y
S2	6X6	+250	EXIST	-	-	-	-	-	-	-	Y

3 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 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.
- Pavement markings are existing.
- Existing lane control signs may be removed at the direction of the Engineer.
- The Division Traffic Engineer will determine the hours of use for the special events beacon.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

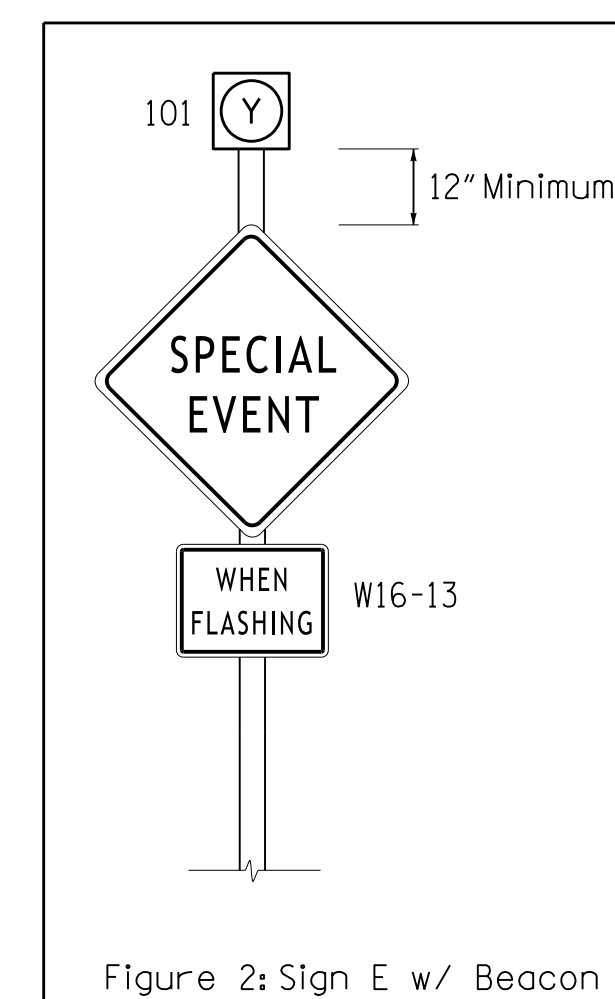
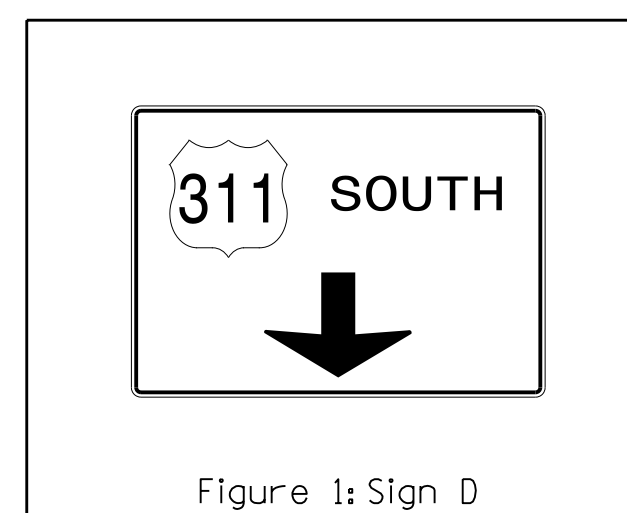
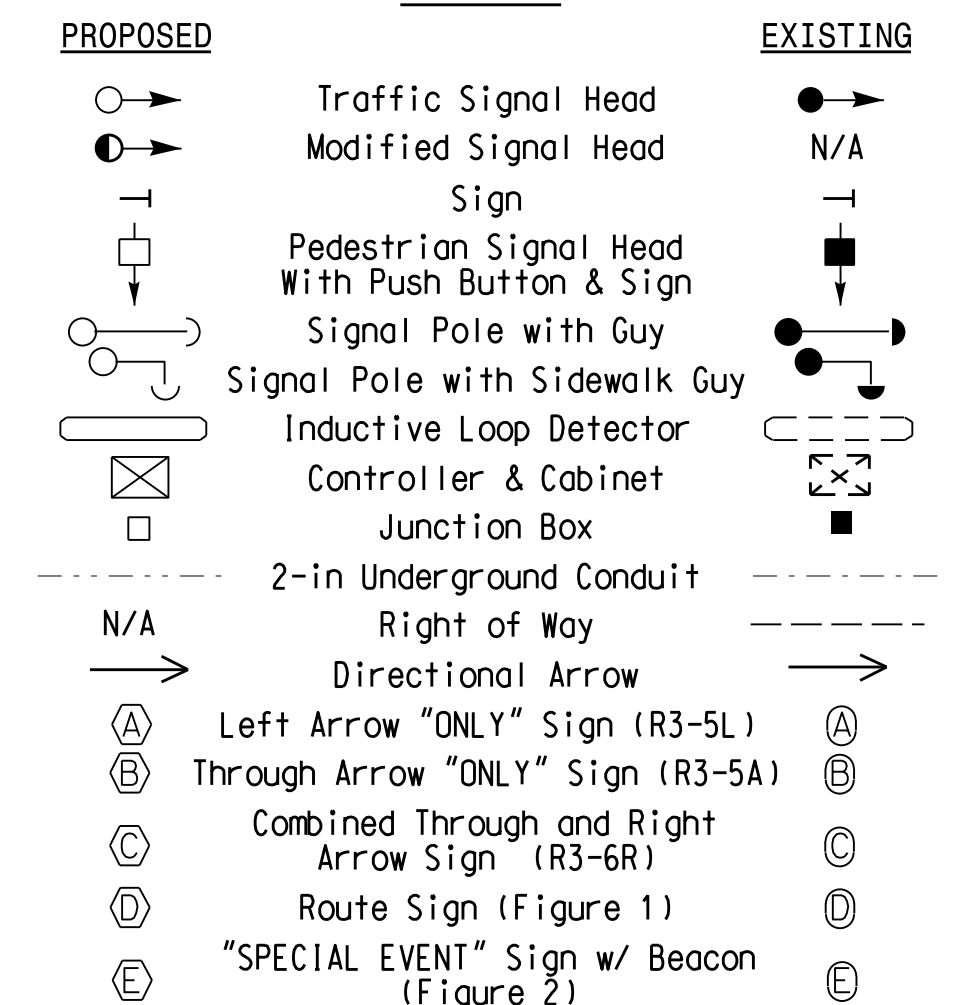


OASIS 2070 TIMING CHART

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	60	25	60	25
Yellow Clearance	3.0	4.8	4.0	4.8	3.8
Red Clearance	1.6	1.2	2.2	1.2	2.5
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

* 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.

LEGEND



Signal Upgrade

Prepared in the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 1" = 40'

NC 68 (Eastchester Dr.) at Gordon Rd./Cypress Ct.

Division 7 Guilford County High Point

PLAN DATE: May 2014 REVIEWED BY:

PREPARED BY: R.N. Zinser REVIEWED BY:

REVISIONS: INIT. DATE

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER ROBERT J. ZEMBA SEAL 026486

4/21/2015

SIG. INVENTORY NO. 07-1425

21-Apr-2015 16:55
 S:\IT\SSU\ITS_Signal\Signal Design\Section\Central_Regional\High Point\Signal Plans\07-1425\071425_Sig.dsn_20150421.dgn
 rz1:terbo