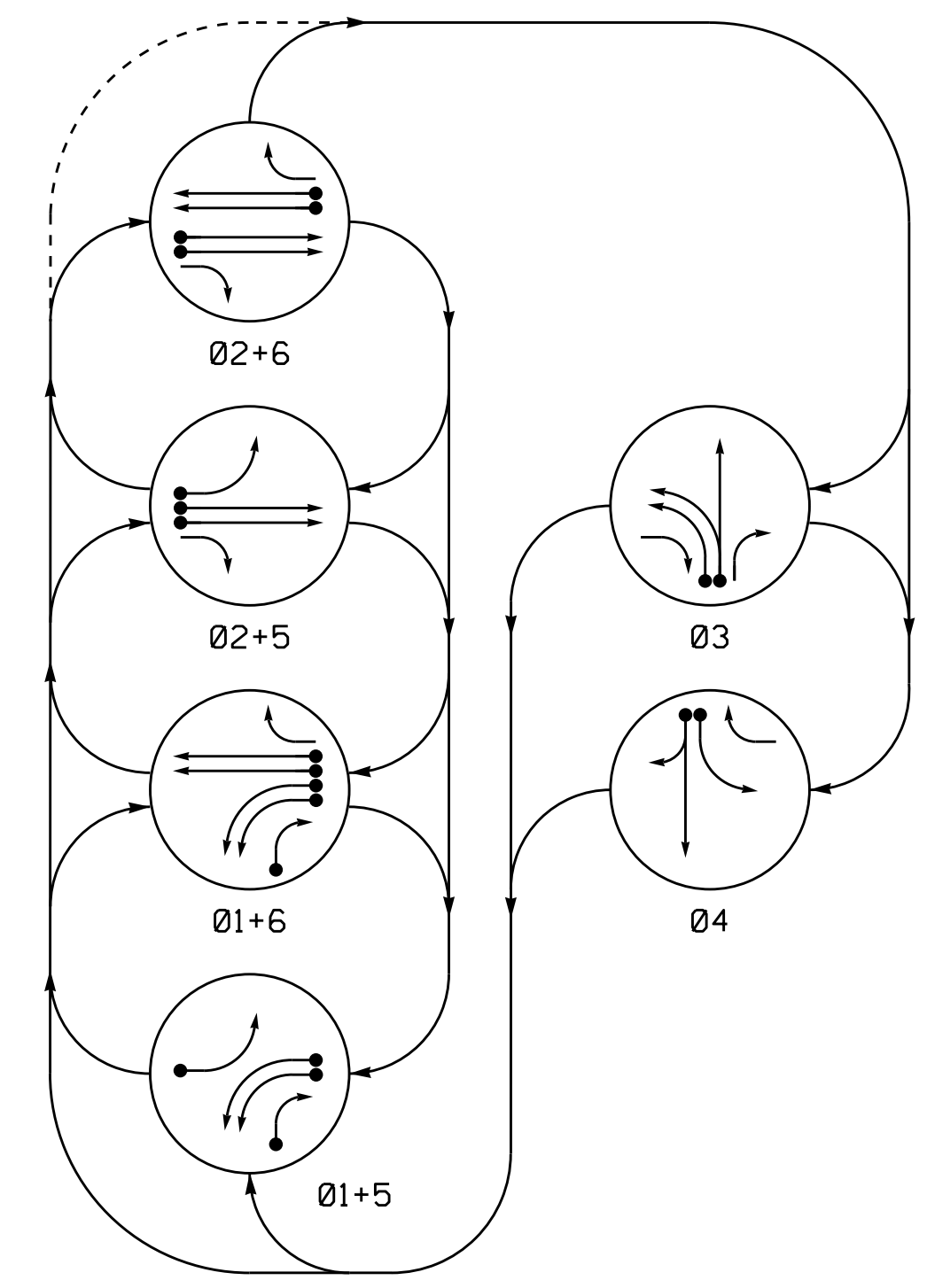


PHASING DIAGRAM



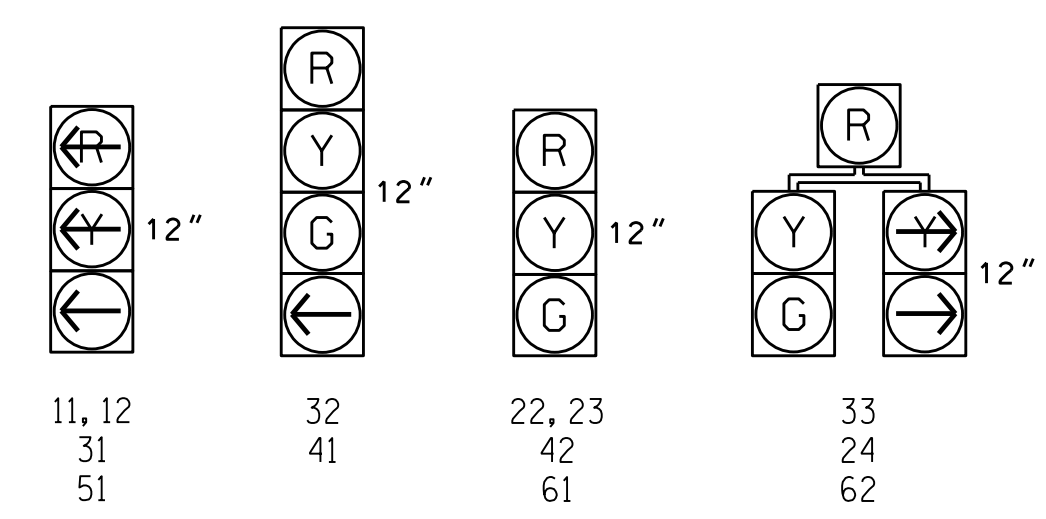
PHASING DIAGRAM DETECTION LEGEND
 ● DETECTED MOVEMENT
 ○ UNDETECTED MOVEMENT (OVERLAP)
 - UNSIGNALIZED MOVEMENT
 - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE						
	01+5	01+6	02+5	02+6	03	04	PEDEST
11, 12	←	←	←	←	←	←	←
22, 23	R	R	G	G	R	R	Y
24	R	R	G	G	R	R	Y
31	←	←	←	←	←	←	←
32	R	R	R	R	G	R	R
33	R	R	R	R	G	R	R
41	R	R	R	R	R	G	R
42	R	R	R	R	R	G	R
51	←	←	←	←	←	←	←
61	R	G	R	G	R	R	Y
62	R	G	R	G	R	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



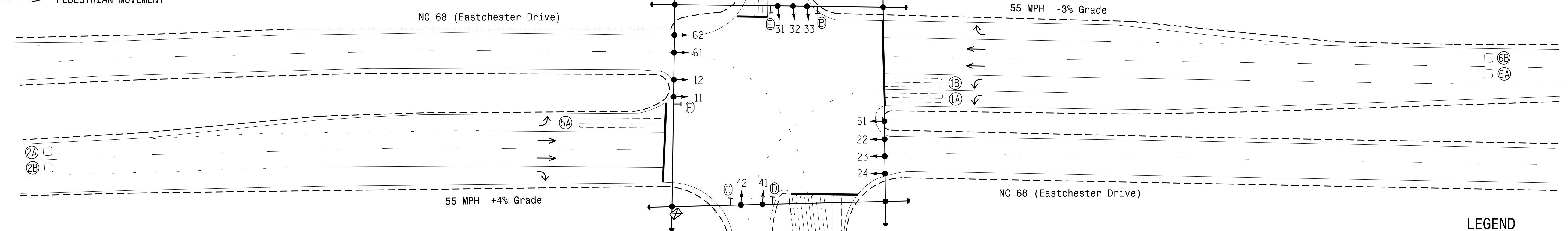
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

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
1A	6X40	0	2-4-2	-	1	Y	Y	-	-	-	-	Y
1B	6X40	0	2-4-2	-	1	Y	Y	-	-	-	-	Y
1C	6X40	0	2-4-2	-	1	Y	Y	-	-	15	-	Y
2A, 2B	6X6	420	EXIST	-	2	Y	Y	-	-	-	-	Y
3A	6X40	0	2-4-2	-	3	Y	Y	-	-	-	-	Y
3B	6X40	0	2-4-2	-	3	Y	Y	-	-	-	-	Y
4A	6X60	0	2-4-2	-	4	Y	Y	-	-	3	-	Y
4B	6X60	0	2-4-2	-	4	Y	Y	-	-	10	-	Y
5A	6X60	0	2-4-2	-	5	Y	Y	-	-	-	-	Y
6A, 6B	6X6	420	EXIST	-	6	Y	Y	-	-	-	-	Y

6 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.
- The order of phase 3 and phase 4 may be reversed.
- 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.
- Existing lane control signs may be removed at the direction of the Engineer.
- Pavement markings are existing.
- 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	3	4	5	6
Min Green 1*	7	14	7	7	7	14
Extension 1*	2.0	6.0	2.0	1.0	1.0	6.0
Max Green 1*	30	125	15	15	15	125
Yellow Clearance	3.0	4.8	4.3	3.0	3.0	5.5
Red Clearance	3.7	1.5	2.2	3.4	3.5	1.3
Red Revert	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*	-	46	-	-	-	46
Time Before Reduction*	-	25	-	-	-	25
Time To Reduce*	-	50	-	-	-	50
Minimum Gap	-	3.4	-	-	-	3.4
Recall Mode**	-	SOFT RECALL	-	-	-	SOFT RECALL
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW
Dual Entry	-	-	-	-	-	-
Simultaneous Gap	ON	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

PROPOSED	EXISTING
⊕ Right Arrow "ONLY" Sign (R3-5R)	⊕
⊕ Combined Through and Right Arrow Sign (R3-6R)	⊕
⊕ Left Arrow "ONLY" Sign (R3-5L)	⊕
⊕ "U-TURN YIELD TO RIGHT TURN" Sign (R10-16)	⊕

LEGEND

PROPOSED	EXISTING
○ Traffic Signal Head	● N/A
⊕ Modified Signal Head 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	→

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

NC 68 (Eastchester Drive) at Regency Drive

Division 7 Guilford County High Point

PLAN DATE: April 2015 REVIEWED BY:
 PREPARED BY: R.N. Zinser REVIEWED BY:

REVISIONS: INIT. DATE

SCALE: 0 40
 1"=40'

SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 026486
 ROBERT J. ZIEMBA
 DATE: 4/29/2015
 SIG. INVENTORY NO. 07-1603

09-APR-2015 11:52
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