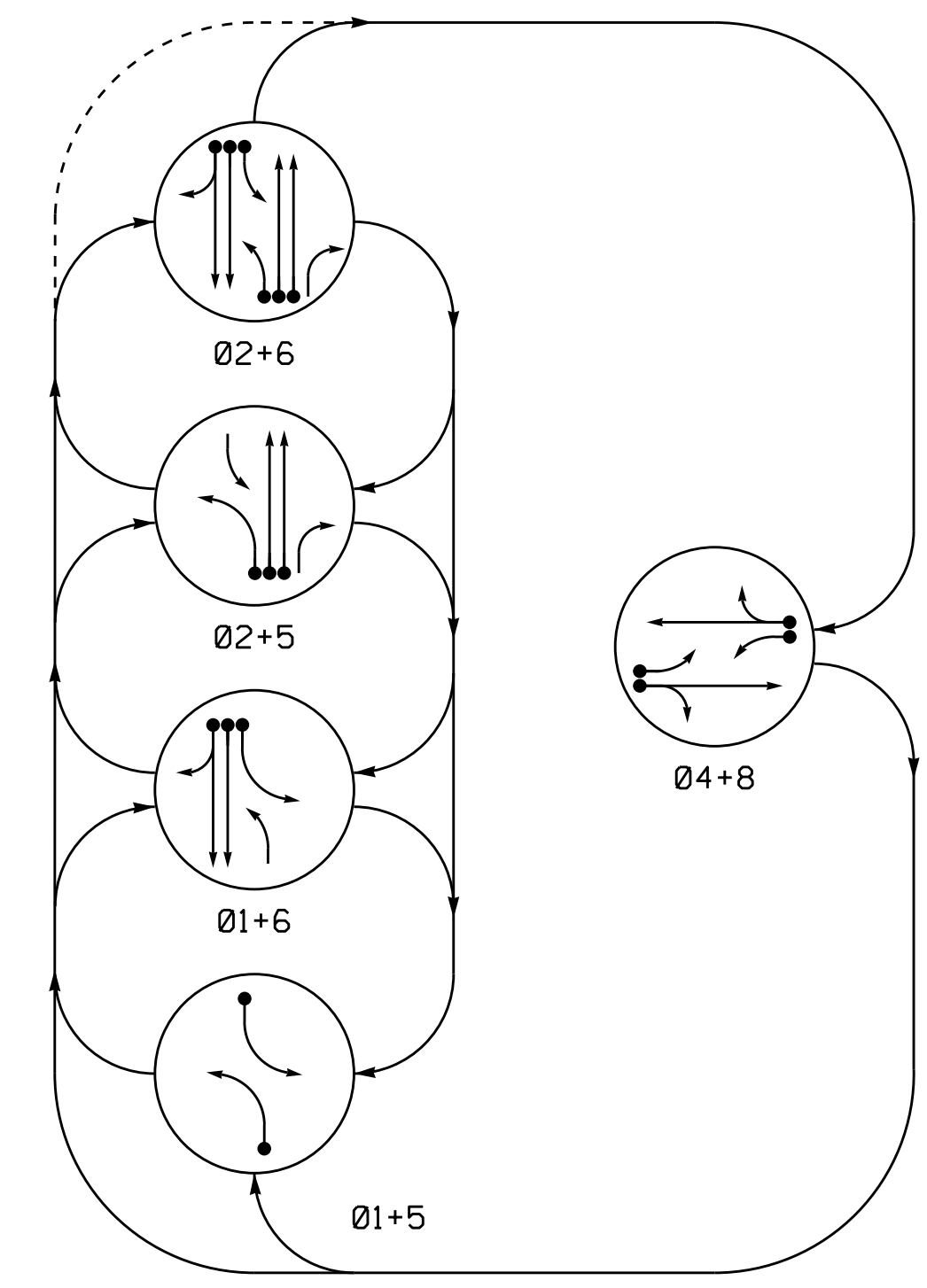


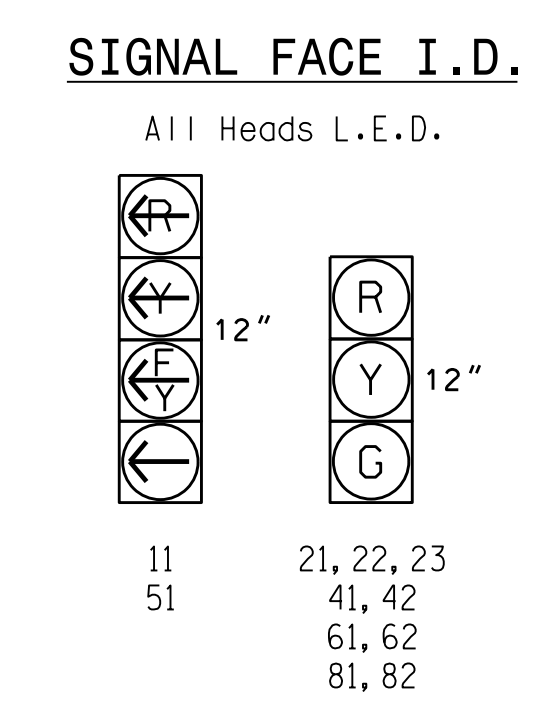
PHASING DIAGRAM



**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	04+8	F
11	←	←	←	←	←	←
21, 22, 23	R	R	G	G	R	Y
41, 42	R	R	R	R	G	R
51	←	←	←	←	←	←
61, 62	R	G	R	G	R	Y
81, 82	R	R	R	R	G	R



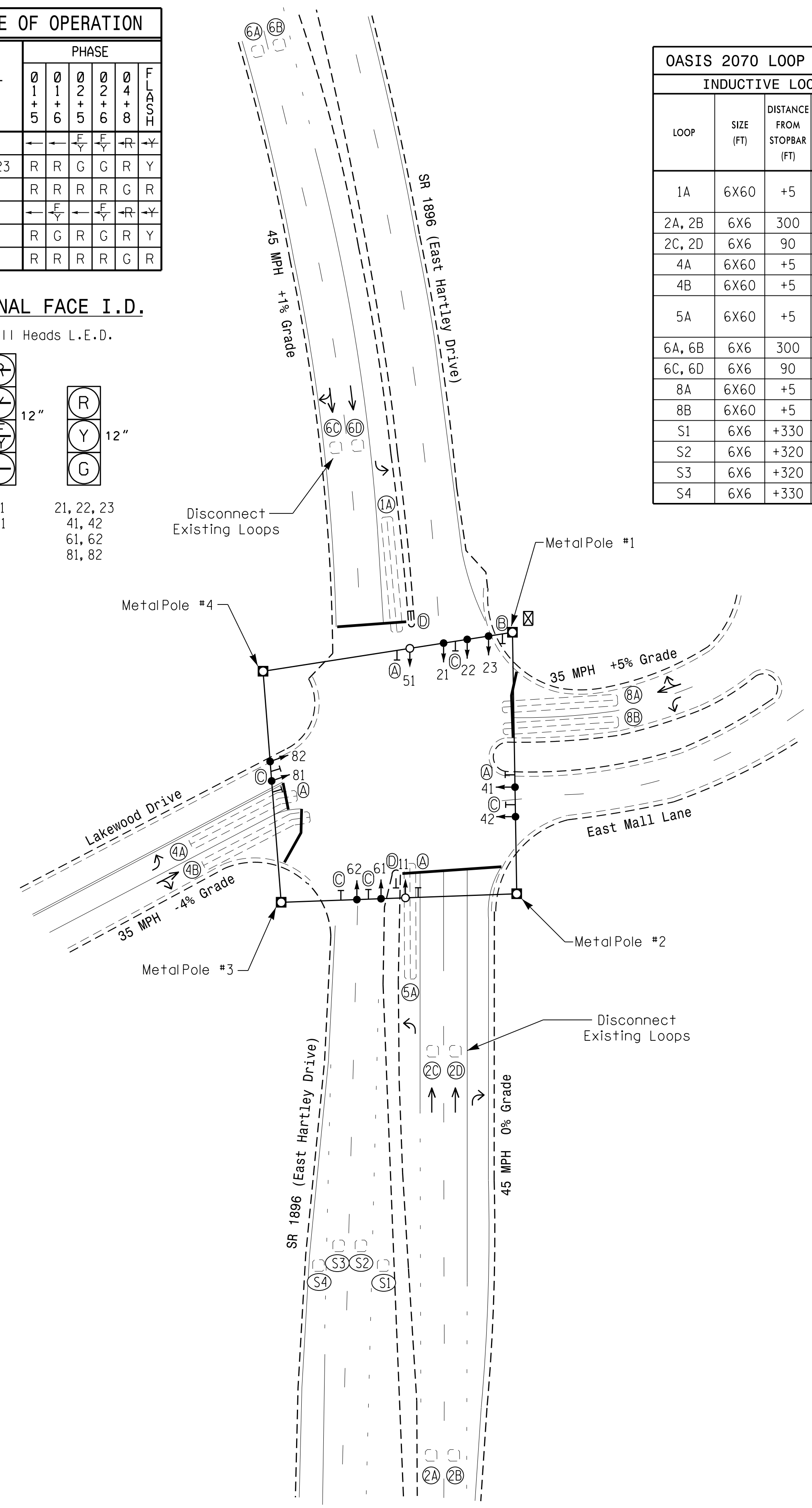
**OASIS 2070 LOOP & DETECTOR INSTALLATION CHART**

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING								
				PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD		
1A	6X60	+5	2-4-2	-	1	Y	Y	-	15	-	Y	
2A, 2B	6X6	300	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	-	10	-	Y	
5A	6X60	+5	2-4-2	-	5	Y	Y	-	15	-	Y	
6A, 6B	6X6	300	EXIST	-	6	Y	Y	-	-	-	Y	
6C, 6D	6X6	90	EXIST	-	DISCONNECT						-	-
8A	6X60	+5	2-4-2	-	8	Y	Y	-	10	-	Y	
8B	6X60	+5	2-4-2	-	8	Y	Y	-	-	-	Y	
S1	6X6	+330	EXIST	-	-	-	-	-	-	-	Y	
S2	6X6	+320	EXIST	-	-	-	-	-	-	-	Y	
S3	6X6	+320	EXIST	-	-	-	-	-	-	-	Y	
S4	6X6	+330	EXIST	-	-	-	-	-	-	-	Y	

5 Phase Fully Actuated (High Point Signal System)

NOTES

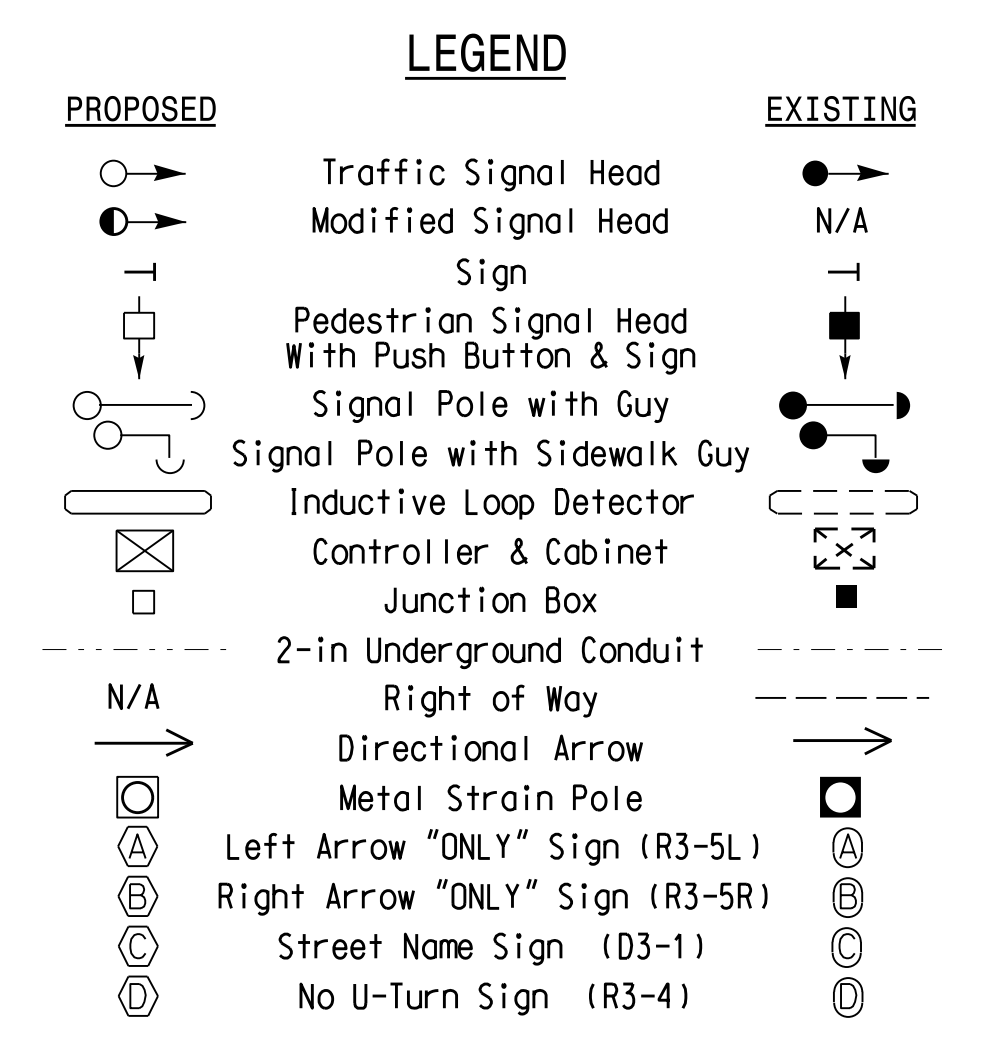
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Renumber existing signal heads as shown.
- 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.
- Existing lane control signs (R3-5L and/or R3-5R) 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	4	5	6	8	
Min Green 1 *	7	12	7	7	12	7	
Extension 1 *	2.0	6.0	2.0	2.0	6.0	2.0	
Max Green 1 *	15	60	25	15	60	25	
Max Green 2 *	15	25	40	15	25	40	
Yellow Clearance	3.0	4.5	4.1	3.0	4.5	3.6	
Red Clearance	3.3	1.9	2.1	2.8	1.9	2.6	
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 *	-	34	-	-	34	-	
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	

\* 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.



Signal Upgrade

Prepared in the Offices of:  
 TRANSPORTATION MOBILITY AND SAFETY DIVISION  
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
 Signal Design Section  
 1800 GREENFIELD DRIVE, GARNER, NC 27529

SR 1896 (East Hartley Drive) at East Mall Lane and Lakewood Drive  
 Division 7 Guilford County High Point  
 PLAN DATE: May 2014 REVIEWED BY:  
 PREPARED BY: T. L. Averette REVIEWED BY:

SCALE: 1" = 40'

REVISIONS: \_\_\_\_\_ DATE: \_\_\_\_\_

INITIALS: \_\_\_\_\_ DATE: 4/22/2015

SIG. INVENTORY NO. 07-1746

02-APR-2015 13:02  
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