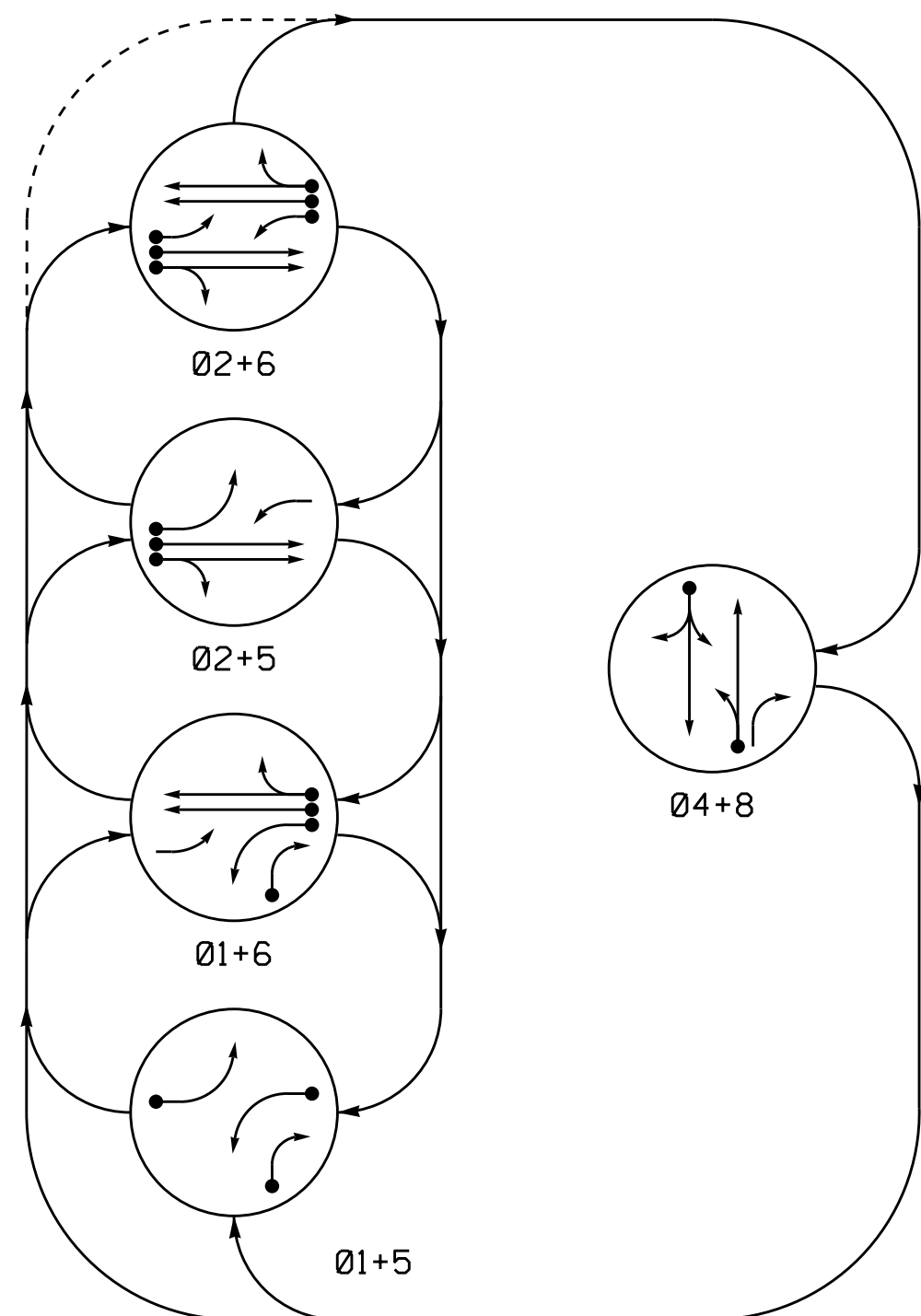


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

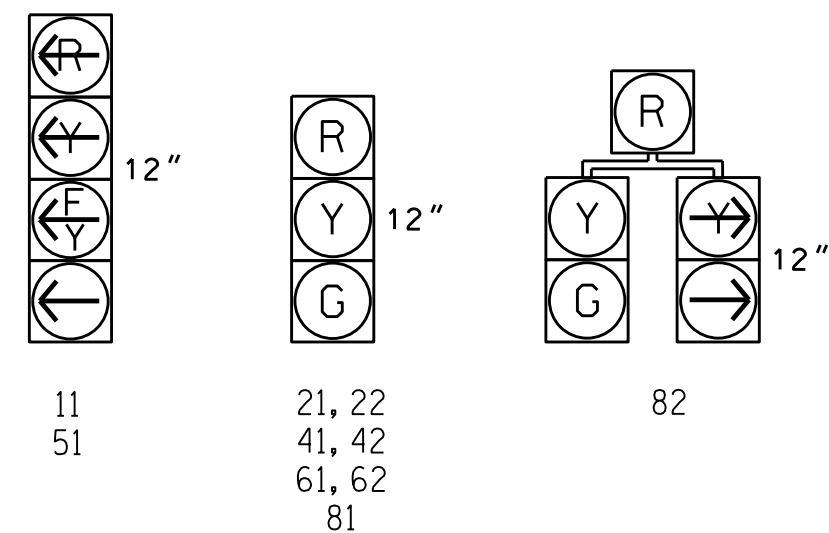
- ←●→ DETECTED MOVEMENT
- ←○→ UNDETECTED MOVEMENT (OVERLAP)
- ←---→ UNSIGNALIZED MOVEMENT
- ←- - - -> PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE							
	01+5	01+6	02+5	02+6	04+8	F	L	TRUCK
11	←	←	←	←	←	←	←	←
21, 22	R	R	G	G	R	Y		
41, 42	R	R	R	R	G	R		
51	←	←	←	←	←	←	←	←
61, 62	R	G	R	G	R	Y		
81	R	R	R	R	G	R		
82	R	R	R	R	G	R		

SIGNAL FACE I.D.

All Heads L.E.D.



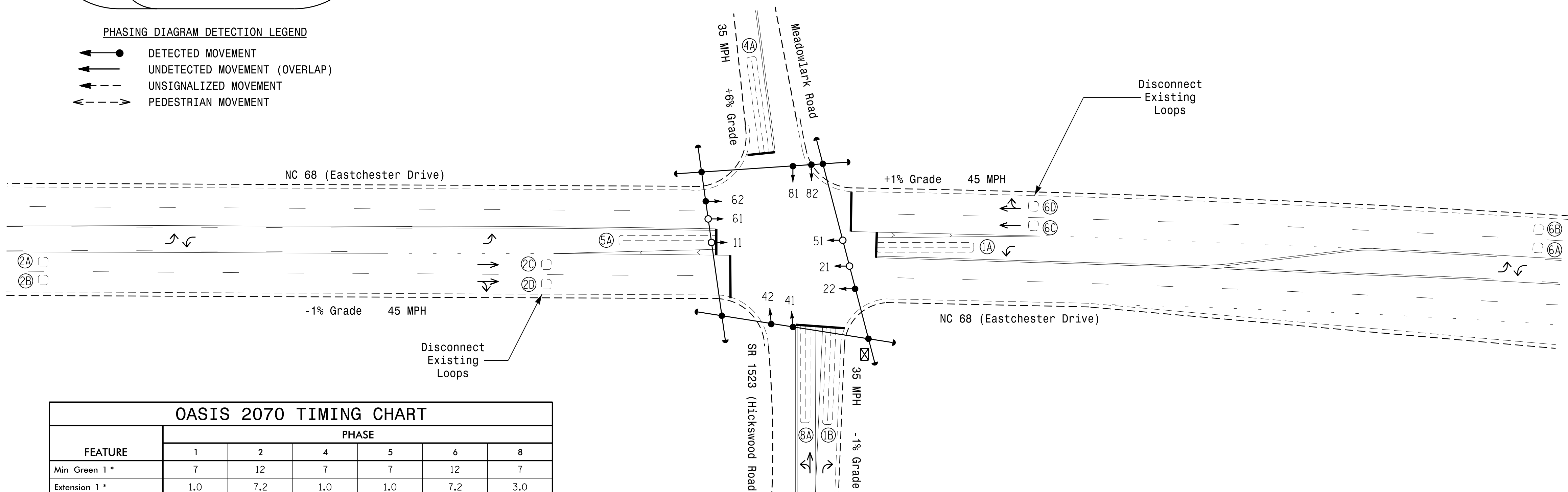
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING								
				PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD	
1A	6X60	0	2-4-2	-	1	Y	Y	-	-	15	-	Y
1B	6X60	0	2-4-2	-	6	Y	Y	-	-	15	-	Y
2A, 2B	6X6	420	EXIST	-	2	Y	Y	-	-	-	-	Y
2C, 2D	6X6	110	EXIST	-	DISCONNECT						-	-
4A	6X60	0	2-4-2	-	4	Y	Y	-	-	3	-	Y
5A	6X60	0	2-4-2	-	2	Y	Y	-	-	3	-	Y
6A, 6B	6X6	420	EXIST	-	6	Y	Y	-	-	-	-	Y
6C, 6D	6X6	110	EXIST	-	DISCONNECT						-	-
8A	6X60	0	2-4-2	-	8	Y	Y	-	-	3	-	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.
- Reposition existing signal heads numbered 22 and 62.
- 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.
- 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 *	1.0	7.2	1.0	1.0	7.2	3.0	
Max Green 1 *	15	90	20	15	90	15	
Yellow Clearance	3.0	4.6	3.5	3.0	4.6	3.9	
Red Clearance	2.3	1.0	2.3	1.9	1.0	1.7	
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	
Walk 1 *	-	-	-	-	-	-	
Don't Walk 1	-	-	-	-	-	-	
Seconds Per Actuation *	-	2.0	-	-	2.0	-	
Max Variable Initial *	-	46	-	-	46	-	
Time Before Reduction *	-	15	-	-	15	-	
Time To Reduce *	-	30	-	-	30	-	
Minimum Gap	-	5.0	-	-	5.0	-	
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.

LEGEND

- | PROPOSED | EXISTING |
|--|--|
| ○ → Traffic Signal Head | ● → N/A |
| ● → Modified Signal Head | ○ → N/A |
| ⊥ Sign | ⊥ Sign |
| ⊥ 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 |

Signal Upgrade

Prepared In the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

NC 68 (Eastchester Drive) at SR 1523 (Hickwood Road) / Meadowlark Road

Division 7 Guilford County High Point

PLAN DATE: May 2014 PREPARED BY: T.L. Averette

PREPARED BY: L. Blount REVIEWED BY:

SEAL

4/13/2015

SIG. INVENTORY NO. 07-1937

SCALE: 1" = 40'

13-APR-2015 11:40 S:\MT\5558\15_Signal\Signal Design_Section\Central_Regional\Div 7\5558_Signal_Plan\5558_Signal_Plan.dwg 20150413.dgn