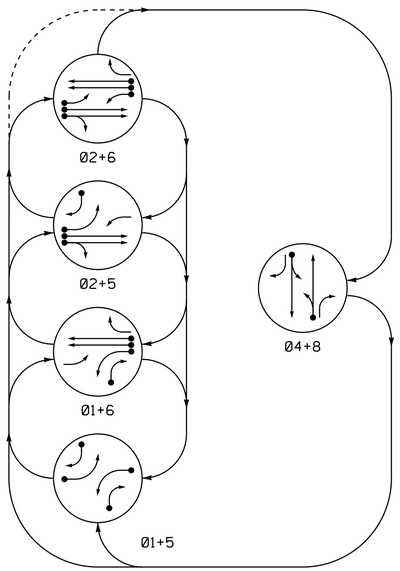
PROJECT REFERENCE NO.	SHEET NO.
C-5558	Sig. 151.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

EV PREEMPT PHASES

(Medium Priority)

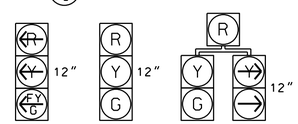
EVP 3
(Ø1+6)

TABLE OF OPERATION

SIGNAL FACE	PHASE 01+5	01+6	02+5	02+6	04+8	EVP 3	FLASH
11	←	←	F Y	F Y	~~R~~	←	~~Y~~
21, 22	R	R	G	G	R	R	Y
41	R	R	R	R	G	R	R
42	R/→	R	R/→	R	G	R	R
51	←	F Y	←	F Y	~~R~~	~~R~~	~~Y~~
61, 62	R	G	R	G	R	G	Y
81	R	R	R	R	G	R	R
82	R/→	R/→	R	R	G	R/→	R

SIGNAL FACE I.D.

All Heads L.E.D.
= Bimodal Section



11
51

21, 22
41
61, 62
81

42
82

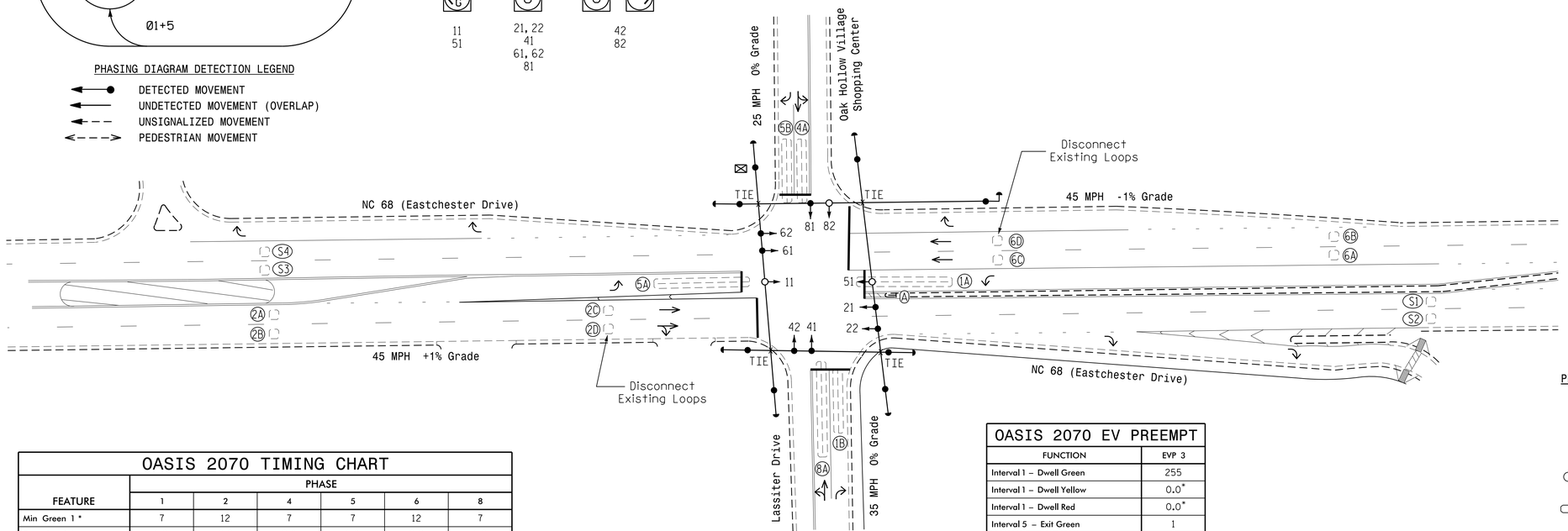
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X60	+5	2-4-2	-	1	Y	Y	-	-	15	-	Y
					6	Y	Y	Y	-	3	-	Y
1B	6X40	0	2-4-2	-	1	Y	Y	-	-	15	-	Y
2A, 2B	6X6	300	EXIST	-	2	Y	Y	-	-	-	-	Y
2C, 2D	6X6	90	EXIST	-	DISCONNECT						-	-
4A	6X40	+5	2-4-2	-	4	Y	Y	-	-	3	-	Y
5A	6X60	+5	2-4-2	-	5	Y	Y	-	-	15	-	Y
					2	Y	Y	Y	-	3	-	Y
5B	6X40	+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
S1	6X6	+420	EXIST	-	-	-	-	-	-	-	Y	Y
S2	6X6	+420	EXIST	-	-	-	-	-	-	-	Y	Y
S3	6X6	+370	EXIST	-	-	-	-	-	-	-	Y	Y
S4	6X6	+370	EXIST	-	-	-	-	-	-	-	Y	Y

5 Phase
w/EV Preemption
Fully Actuated
(High Point Signal System)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. Rewire existing loop 8B as 1B.
5. Disconnect existing loops 2C, 2D, 6C, and 6D.
6. Set all detector units to presence mode.
7. 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.
8. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
9. Pavement markings are existing.
10. Emergency vehicle preemption switch is located in the High Point Fire Station No. 13.
11. The Division Traffic Engineer will determine the Delay Time and Dwell Min time for the emergency vehicle preemption timing.
12. 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	6.0	2.0	1.0	6.0	1.0
Max Green 1 *	15	90	25	15	90	25
Yellow Clearance	3.0	4.6	3.2	3.0	4.6	3.8
Red Clearance	2.1	1.2	2.6	2.6	1.2	2.1
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.

OASIS 2070 EV PREEMPT

FUNCTION	EVP 3
Interval 1 – Dwell Green	255
Interval 1 – Dwell Yellow	0.0*
Interval 1 – Dwell Red	0.0*
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	#
Dwell Max Timer (Min)	2
Enable Backup Protection	N
Ped Clear Through Yellow	N
Omit Overlaps	-
Preempt Extend**	-

* Time defaults to time used for phase during normal operation
** Program Timing on Optical Detection Unit
\# See Note 11

LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	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	
N/A	Curb Ramp	
	No U-Turn Sign (R3-4)	

Signal Upgrade

Prepared in the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

NC 68 (Eastchester Drive)
at
Lassiter Drive/Oak Hollow
Village Shopping Center

Division 7 Guilford County High Point

PLAN DATE:	May 2014	PREPARED BY:	Jeff Spence
PREPARED BY:	L. Blount	REVIEWED BY:	

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 026486 ENGINEER ROBERT J. ZIEMBA

DocuSigned by: 4/22/2015
SIGNATURE DATE

SIG. INVENTORY NO. 07-1980

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