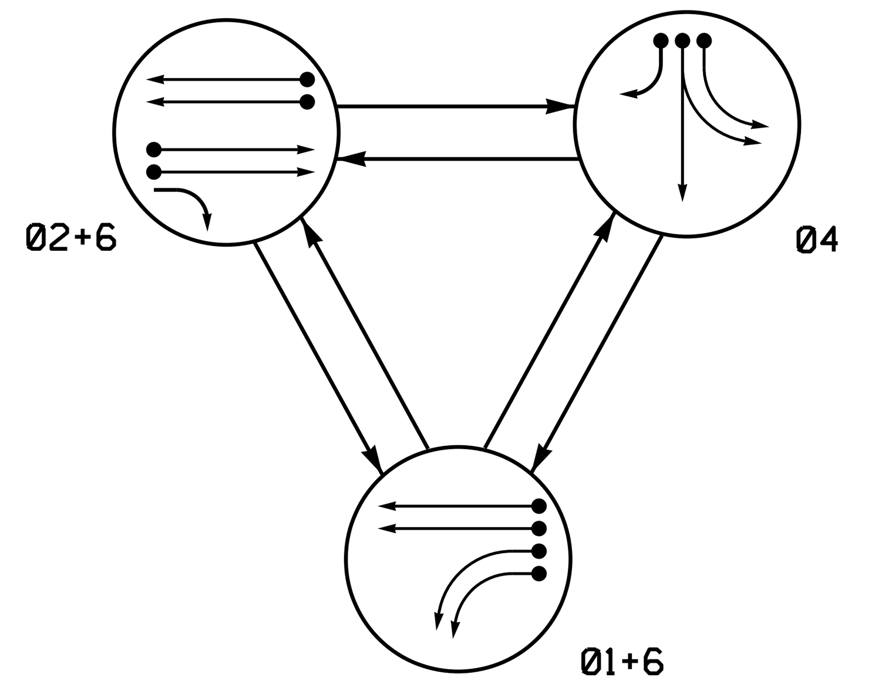
PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

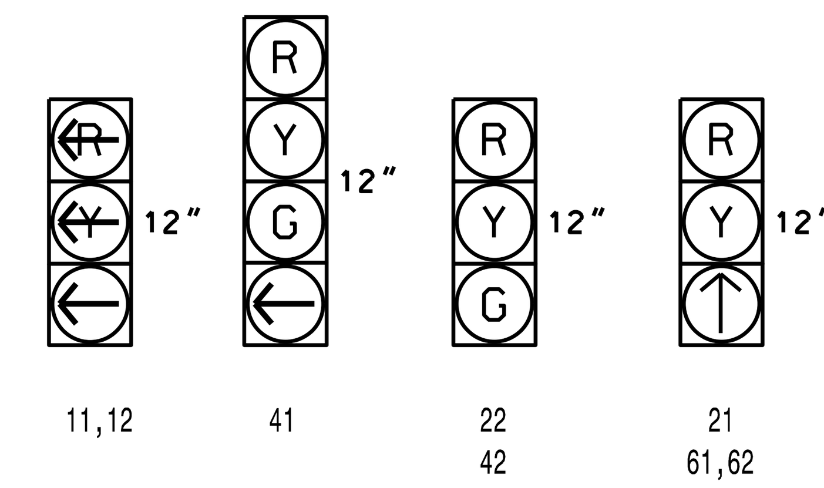
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+6	Ø2+6	Ø4	FLASH
11,12	←	←R	←R	←R
21	R	↑	R	Y
22	R	G	R	Y
41	R	R	G←	R
42	R	R	G	R
61,62	↑	↑	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION

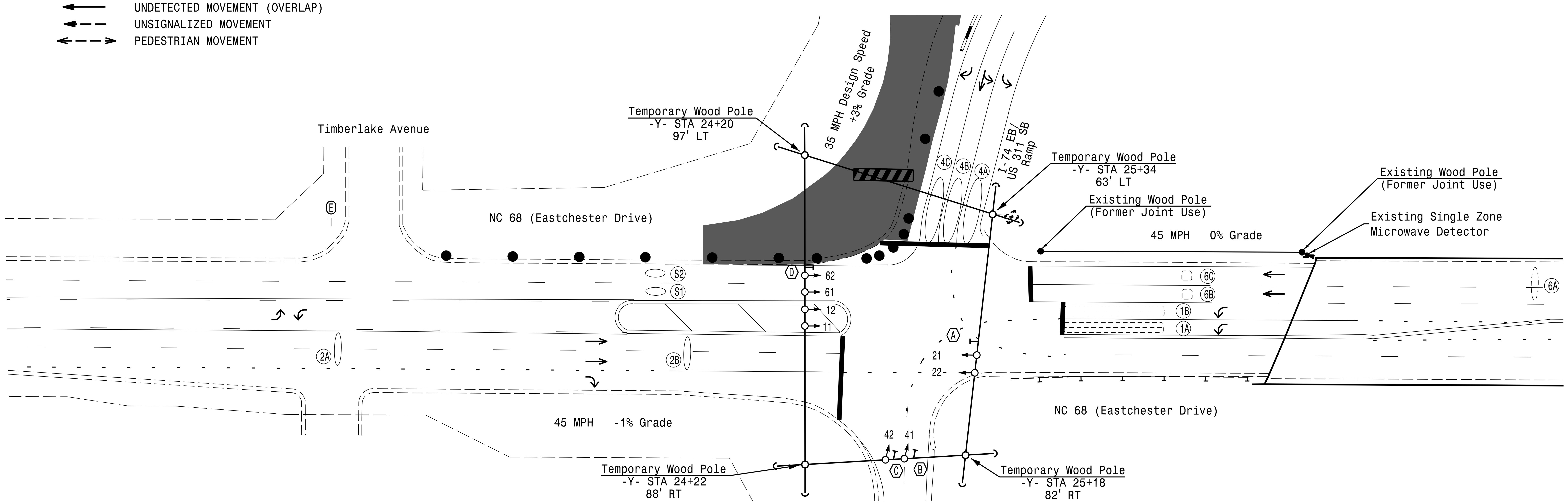
INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP / ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X60	0	2-4-2	-	1	Y	Y	-	-	3	-	-
1B	6X60	0	2-4-2	-	1	Y	Y	-	-	-	-	-
2A	*	300	*	*	2	Y	Y	-	1.6	-	-	*
2B	*	90	*	*	2	Y	Y	-	-	-	-	*
4A	*	0	*	*	4	Y	Y	-	-	-	-	*
4B	*	0	*	*	4	Y	Y	-	-	-	-	*
4C	*	0	*	*	4	Y	Y	-	-	15	-	*
6A	**	300	**	**	6	Y	Y	-	1.6	-	-	**
6B,6C	6X6	90	EXIST	-	6	Y	Y	-	-	-	-	-
S1	*	+220	*	*	-	Y	Y	-	-	-	Y	*
S2	*	+220	*	*	-	Y	Y	-	-	-	Y	*

* Multi-Zone Microwave Detection
** Single Zone Microwave Detection Zone

3 Phase
Fully Actuated
(High Point Signal System)

NOTES

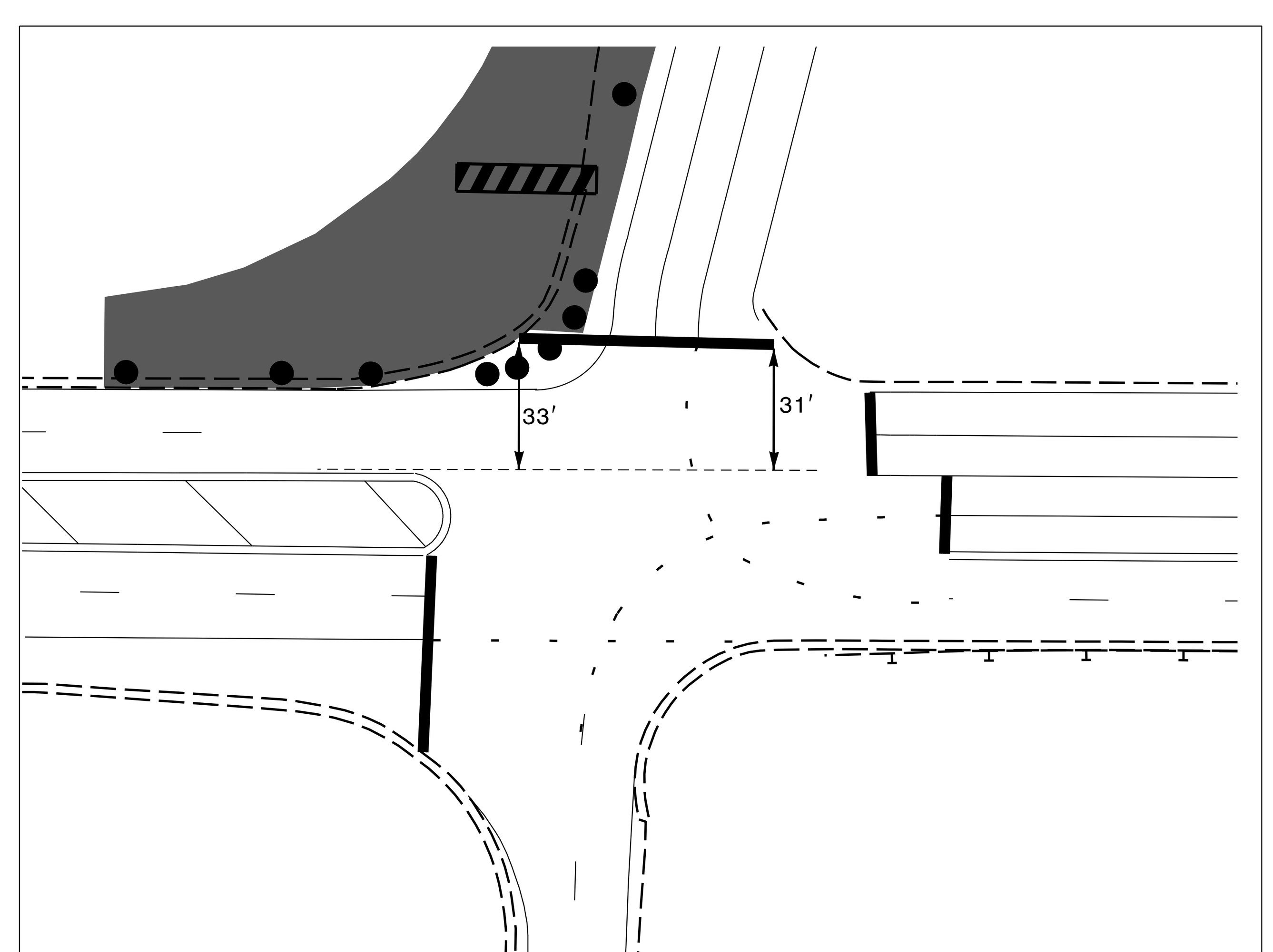
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 may be lagged.
4. Set all detector units to presence mode.
5. A multiple zone microwave detection system is used to provide traffic detection during the temporary phase on approaches where the existing loops and lead-ins have been rendered inoperable by construction. Perform installation according to manufacturer's directions and NCDOT engineer- approved mounting locations to accomplish the direction schemes shown on the Signal Design Plans.
6. Pavement marking are existing unless otherwise shown.
7. 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
Min Green 1 *	7	12	7	12
Extension 1 *	3.0	2.0	2.0	2.0
Max Green 1 *	40	60	25	60
Yellow Clearance	3.0	4.6	3.7	4.5
Red Clearance	3.6	1.0	2.1	1.2
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	-	-	-	-
Simultaneous Gap	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.



PROPOSED STOP BAR LOCATION DIAGRAM

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	Guardrail	
N/A	Curb Ramp	
	Construction Zone	
	Construction Zone Drums	
	Single Zone Microwave Detector	
	Microwave Detection Zone	
A	No U-Turn/Left Turn Sign (R3-18)	A
B	Left Arrow "ONLY" Sign (R3-5L)	B
C	Combined Though and Left Arrow Sign (R3-6L)	C
D	No Right Turn Sign (R3-1)	D
E	"STOP" Sign (R1-1)	E

Project #: 170908

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PROJECT REFERENCE NO. U-5169 | SHEET NO. Sig. 2.0

Signal Upgrade - Temporary Design 1; TMP-6

Prepared for: Transportation Mobility and Safety Division, State of North Carolina Department of Transportation, Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

SCALE 0 40 1"=40'

NC 68 (Eastchester Drive) at I-74 EB/ US 311 SB Ramps

Division 7 Guilford County High Point

PLAN DATE:	May 2018	REVIEWED BY:	L. Boyer
PREPARED BY:	A. Ravipati	REVIEWED BY:	R. Hinshaw

REVISIONS	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 032117 ENGINEER F. ROYAL HINSHAW

DocuSigned by: F. Royal Hinshaw 05/18/2018
SIGNATURE DATE

SIG. INVENTORY NO. 07-1624T1