3 Phase
Fully Actuated
(High Point Signal System)

PHASING DIAGRAM
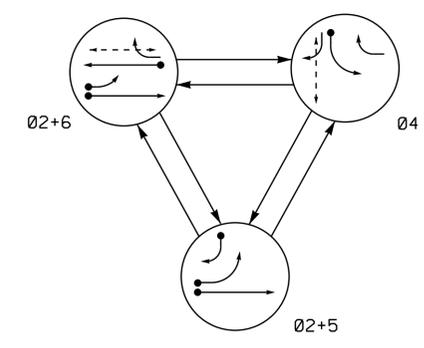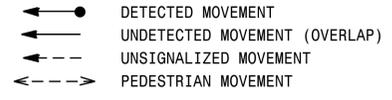

Ø2+6   Ø4

Ø2+5

PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2+5	Ø2+6	Ø4	FLASH
21, 22, 23	G	G	R	Y
41	R	R	G	R
42	R̶	R	G	R
51	̶G̶	̶Y̶	̶R̶	Y
61	R	G	R	Y
62	R	G	R̶	Y
P41, P42	DW	DW	W	DRK
P61, P62	DW	W	DW	DRK

W – Walk
DW – Don't Walk
DRK – Dark

OASIS 2070 TIMING CHART

FEATURE	PHASE 2	4	5	6
Min Green 1 *	10	7	7	10
Extension 1 *	3.0	2.0	1.0	3.0
Max Green 1 *	45	20	15	45
Yellow Clearance	3.7	3.0	3.0	3.7
Red Clearance	1.9	2.9	2.4	1.9
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	7	-	7
Don't Walk 1	-	13	-	22
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.

** May be changed to Min Recall by Time of Day at discretion of City Traffic Engineer.

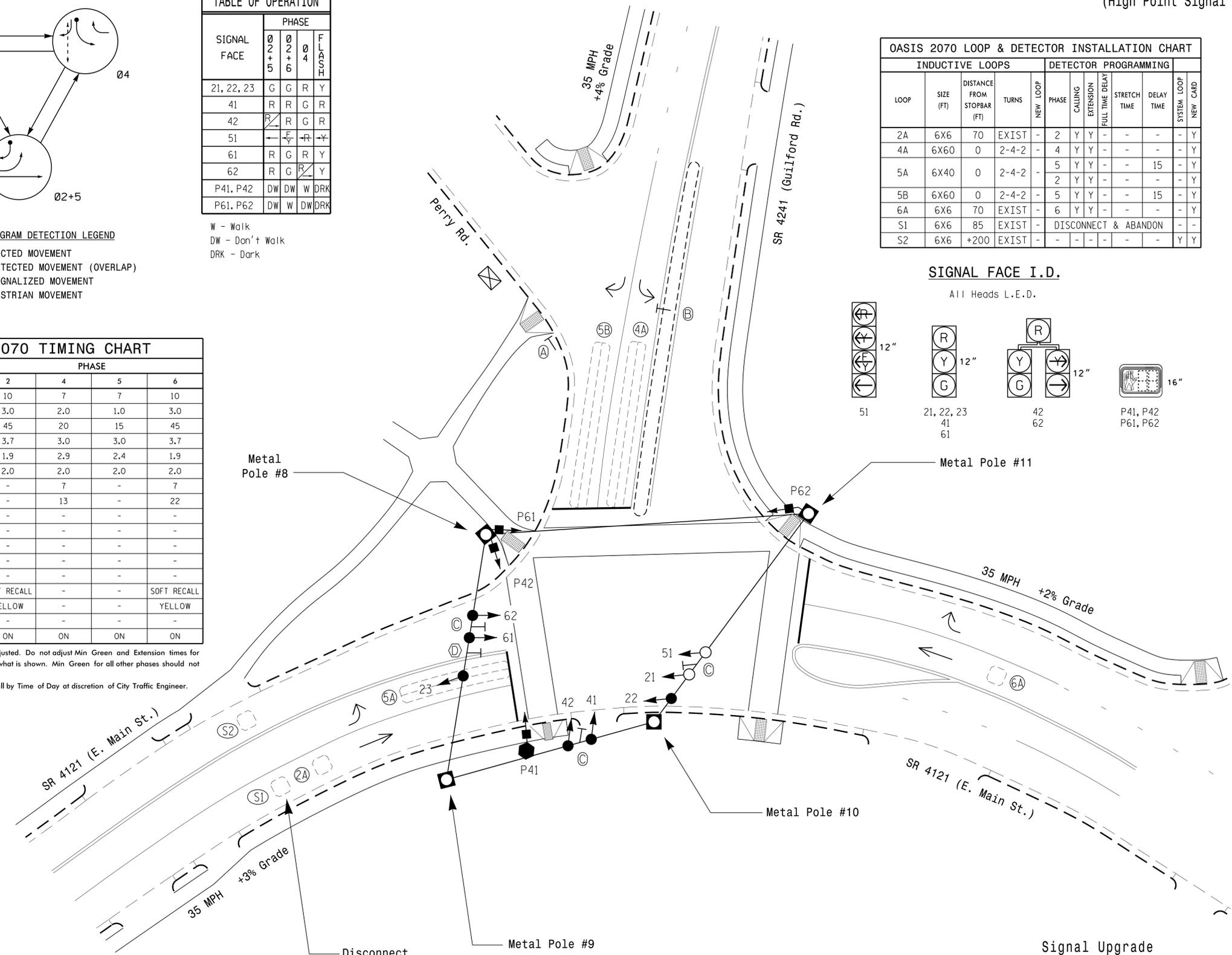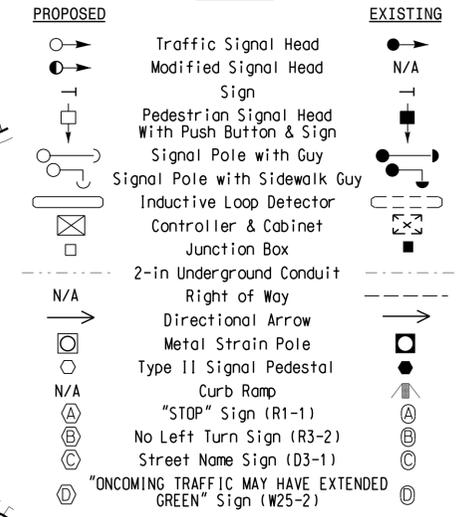### OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	INDUCTIVE LOOPS SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A	6X6	70	EXIST	-	2	Y	Y	Y	-	-	-	Y
4A	6X60	0	2-4-2	-	4	Y	Y	Y	-	-	-	Y
5A	6X40	0	2-4-2	-	5	Y	Y	Y	-	-	15	-	Y
					2	Y	Y	Y	-	-	-	-	Y
5B	6X60	0	2-4-2	-	5	Y	Y	Y	-	-	15	-	Y
6A	6X6	70	EXIST	-	6	Y	Y	Y	-	-	-	Y
S1	6X6	85	EXIST	-	DISCONNECT & ABANDON						-	-
S2	6X6	+200	EXIST	-	-	-	-	-	-	-	Y	Y

SIGNAL FACE I.D.

All Heads L.E.D.

51   21, 22, 23 / 41 / 61   42 / 62   P41, P42 / P61, P62
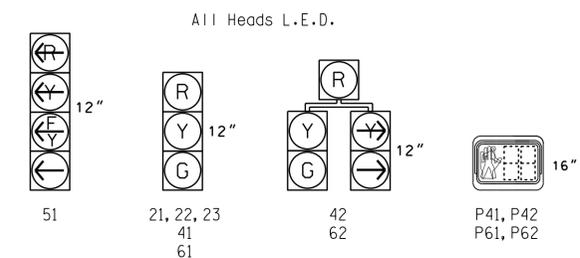
NOTES

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 5 may be lagged.
4. Renumber existing signal phases, heads, and loops as shown.
5. Disconnect and abandon existing system detector S1.
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. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
10. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
11. Pavement markings are existing.
12. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

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 — Metal Strain Pole
◻ Metal Strain Pole
○ Type II Signal Pedestal
● Curb Ramp — N/A
Ⓐ "STOP" Sign (R1-1) — Ⓐ
Ⓑ No Left Turn Sign (R3-2) — Ⓑ
Ⓒ Street Name Sign (D3-1) — Ⓒ
Ⓓ "ONCOMING TRAFFIC MAY HAVE EXTENDED GREEN" Sign (W25-2)

Map labels:
35 MPH +4% Grade
SR 4241 (Guilford Rd.)
Perry Rd.
Metal Pole #8
Metal Pole #11
P61 / P62 / P42 / P41
35 MPH +2% Grade
35 MPH +3% Grade
SR 4121 (E. Main St.)
Metal Pole #9
Metal Pole #10
Disconnect & Abandon
62 / 61 / 51 / 21 / 42 / 41 / 22 / 23
5A / 5B / 4A / 6A / 2A / S1 / S2

Signal Upgrade

REVISIONS	INIT.	DATE

SCALE
0   20
1"=20'