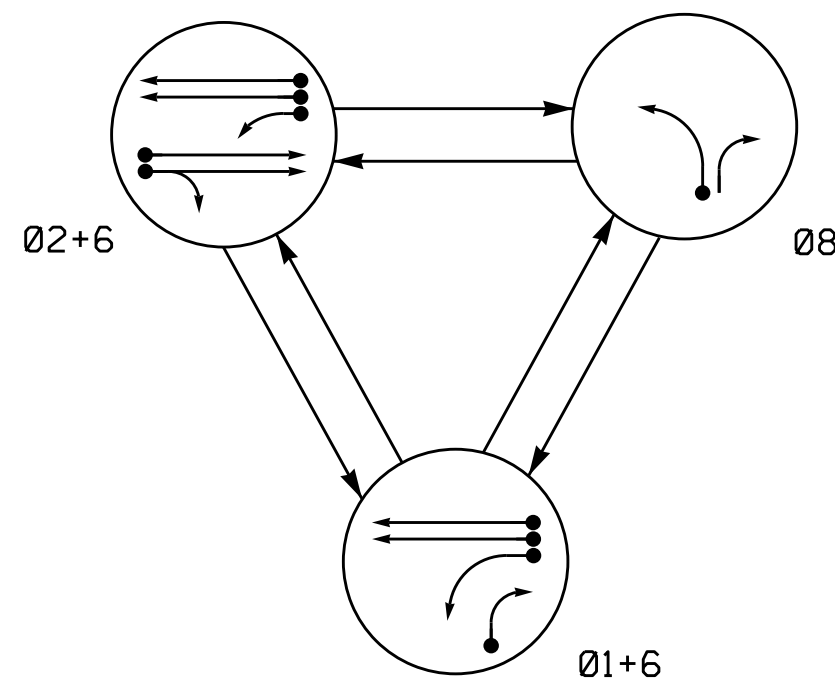3 Phase
Fully Actuated
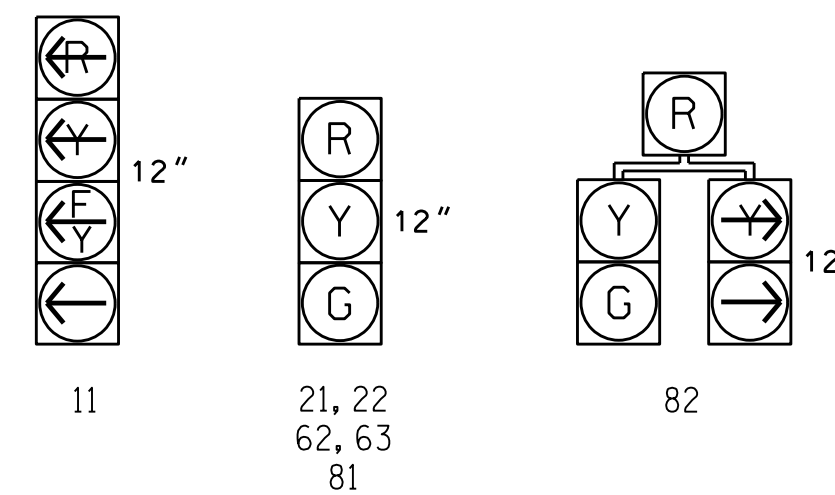(High Point Signal System)

PHASING DIAGRAM

Ø2+6   Ø8

Ø1+6

PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+6	PHASE Ø2+6	PHASE Ø8	FLASH
11	←	F/Y	R	Y
21, 22	R	G	R	Y
62, 63	G	G	R	Y
81	R	R	G	R
82	R/	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.

11   12"
21, 22 12"
62, 63
81
82 12"

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	6X40	+5	2-4-2	-	1	Y	Y	-	-	15	-	Y
					6	Y	Y	Y	-	3	-	Y
1B	6X40	+5	2-4-2	-	1	Y	Y	Y	-	15	-	Y
2A, 2B	6X6	325	EXIST	-	2	Y	Y	-	-	-	-	Y
2C, 2D	6X6	90	EXIST	-	DISCONNECT							
6A, 6B	6X6	300	EXIST	-	6	Y	Y	Y	-	-	-	Y
6C, 6D	6X6	90	EXIST	-	DISCONNECT							
8A	6X40	+5	2-4-2	-	8	Y	Y	-	-	3	-	Y
S1	6X6	315	EXIST	-	-	-	-	-	-	-	Y	Y
S2	6X6	315	EXIST	-	-	-	-	-	-	-	Y	Y

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 may be lagged.
4. Disconnect existing loops 2C, 2D, 6C, and 6D.
5. Set all detector units to presence mode.
6. 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.
7. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
8. Remove existing "Left Turn Yield on Green" ball sign (R10-12)
9. Pavement markings are existing.
10. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

NC 68 (Westchester Drive)
45 MPH -5% Grade
45 MPH -6% Grade
35 MPH -2% Grade
Phillips Avenue
NC 68 (Westchester Drive)
Joint Use Utility Pole
Disconnect Existing Loops
Disconnect Existing Loops
JUP
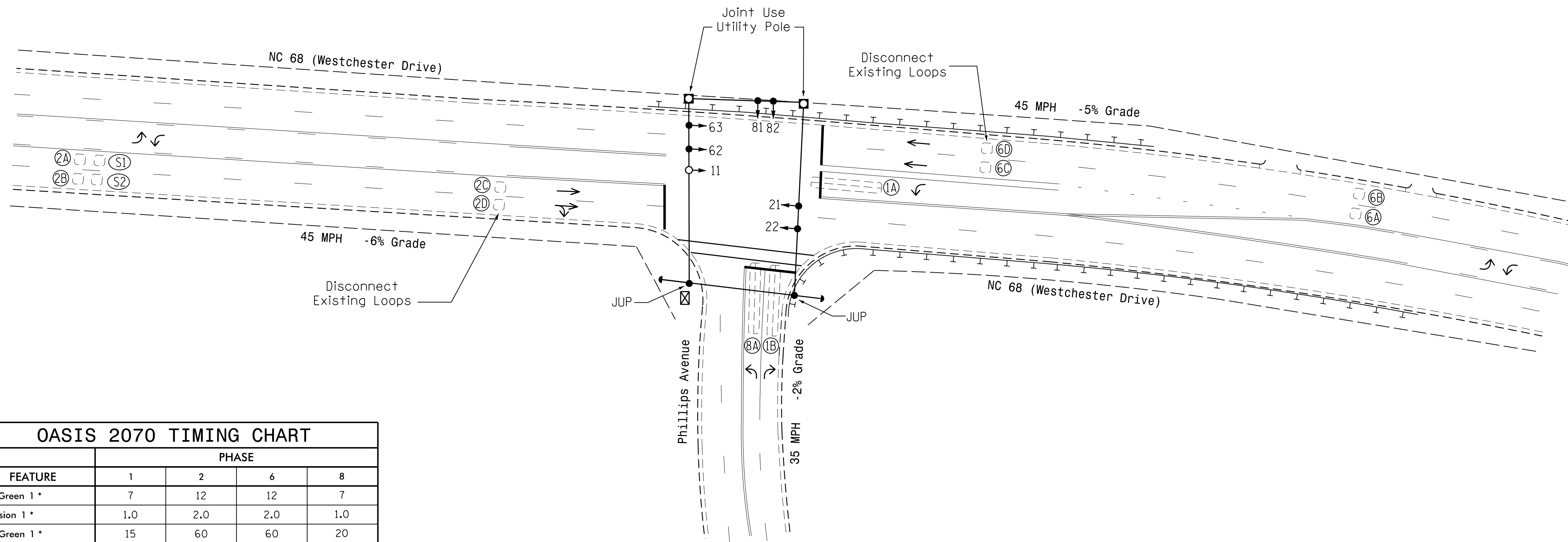
OASIS 2070 TIMING CHART

FEATURE	PHASE 1	PHASE 2	PHASE 6	PHASE 8
Min Green 1 *	7	12	12	7
Extension 1 *	1.0	2.0	2.0	1.0
Max Green 1 *	15	60	60	20
Yellow Clearance	3.1	5.1	5.1	3.0
Red Clearance	2.3	1.2	1.2	2.6
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	-	1.5	1.5	-
Max Variable Initial *	-	37	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	-	-	-	-
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.

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	—o—
▢	Metal Strain Pole	□

Signal Upgrade

NC 68 (Westchester Drive) at Phillips Avenue

Division 7	Guilford County	High Point
PLAN DATE:	July 2014	REVIEWED BY:
PREPARED BY:	Jeff Spence	REVIEWED BY:

SEAL
NORTH CAROLINA
PROFESSIONAL
SEAL
026486
ENGINEER
ROBERT J. ZEMBA

REVISIONS	INIT.	DATE

SIGNATURE   DATE 3/16/2015
SIG. INVENTORY NO. 07-1374

SCALE
0   40
1"=40