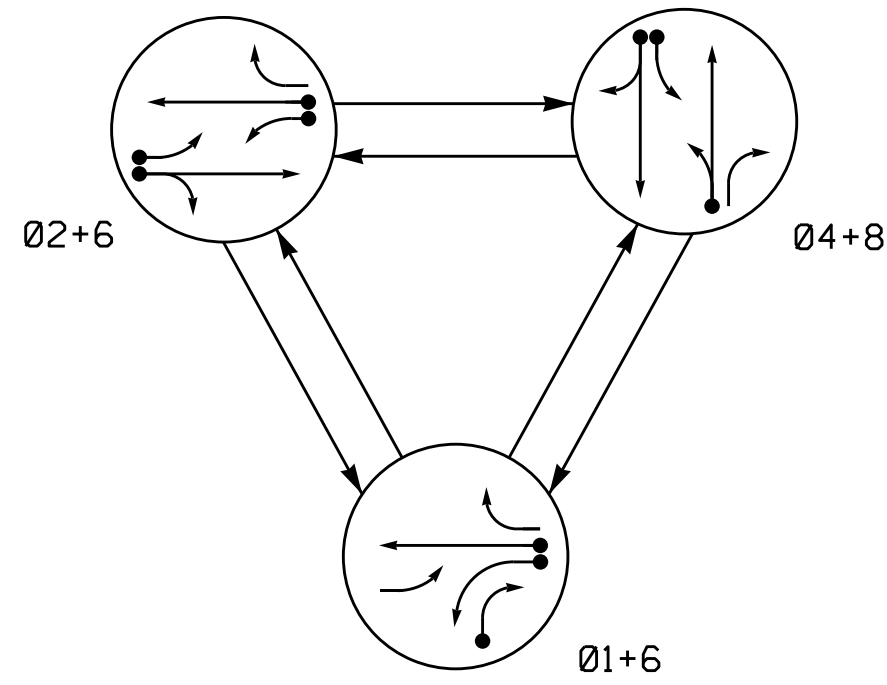


PHASING DIAGRAM



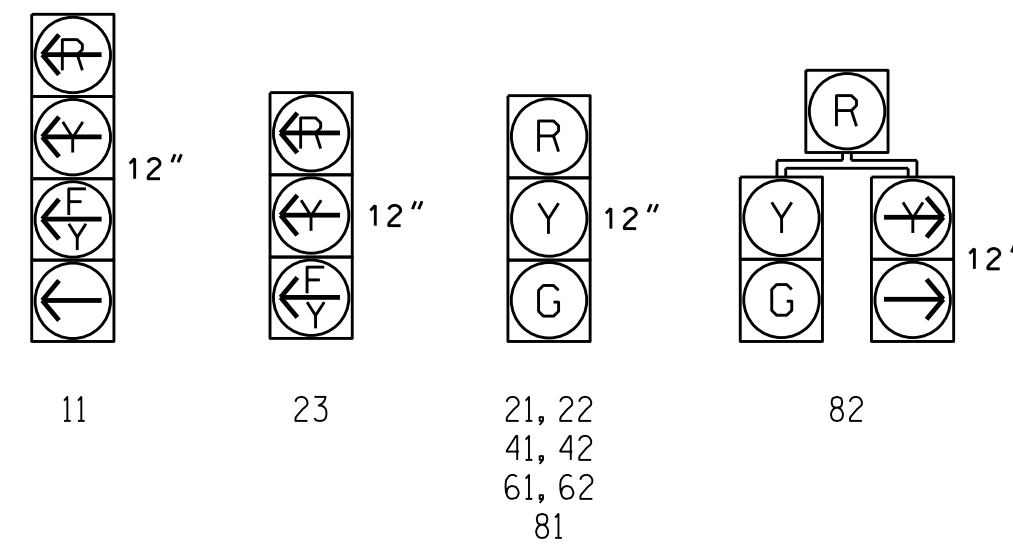
PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 4 + 8	F L E O B
11	←	←	←	←
21, 22	R	G	R	Y
23	←	←	←	←
41, 42	R	R	G	R
61, 62	G	G	R	Y
81	R	R	G	R
82	R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.

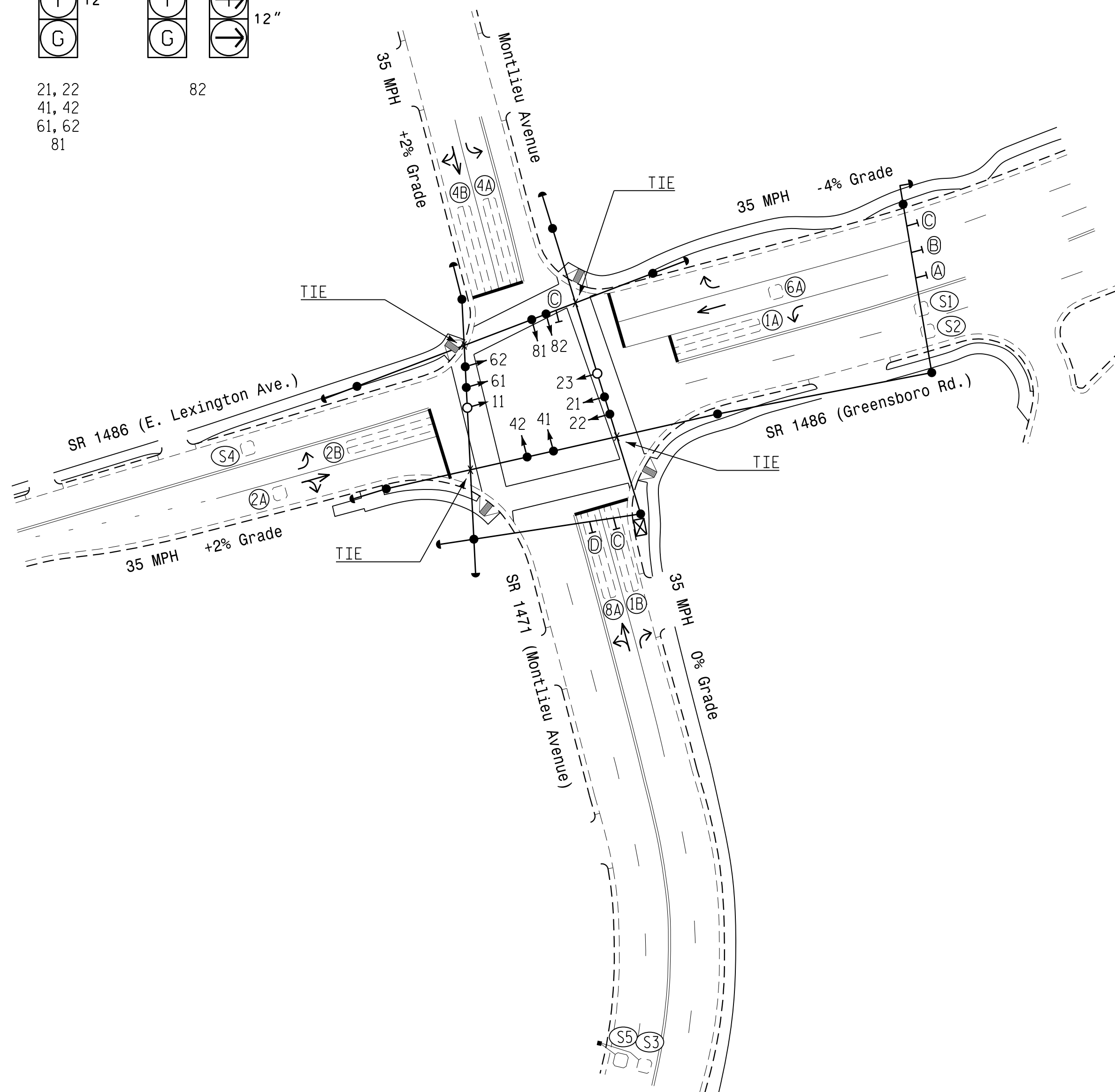


OASIS 2070 LOOP & DETECTOR INSTALLATION CHART											
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY			STRETCH TIME
1A	6X40	0	2-4-2	-	1	Y	Y	-	15	-	Y
					6	Y	Y	-	-	-	Y
1B	6X40	0	2-4-2	-	1	Y	Y	-	15	-	Y
2A	6X6	70	EXIST	-	2	Y	Y	-	-	-	Y
2B	6X40	0	2-4-2	-	2	Y	Y	-	-	-	Y
4A, 4B	6X40	0	2-4-2	-	4	Y	Y	-	-	5	Y
6A	6X6	70	EXIST	-	6	Y	Y	-	-	-	Y
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	3	Y
S1	6X6	+220	EXIST	-	-	-	-	-	-	-	Y
S2	6X6	+220	EXIST	-	-	-	-	-	-	-	Y
S3	6X6	+345	EXIST	-	-	-	-	-	-	-	Y
S4	6X6	+170	EXIST	-	-	-	-	-	-	-	Y
S5	6X6	+345	5	Y	-	-	-	-	-	-	Y

3 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 may be lagged.
- Reposition existing signal heads numbered 21 and 22.
- Rewire existing loop 8B as 1B.
- 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.



FEATURE	OASIS 2070 TIMING CHART				
	PHASE				
	1	2	4	6	8
Min Green 1 *	7	10	7	10	7
Extension 1 *	2.0	3.0	2.0	3.0	2.0
Max Green 1 *	15	45	20	45	20
Yellow Clearance	3.0	4.1	3.7	4.1	3.8
Red Clearance	2.8	1.7	1.8	1.7	1.8
Red Revert	2.0	2.0	2.0	2.0	2.0
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	-	-	ON	-	ON
Simultaneous Gap	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 |
|----------|----------|
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| | N/A |
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| N/A | |
| | |
| N/A | |
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Signal Upgrade

	SR 1486 (Greensboro Rd./ E. Lexington Ave.) at SR 1471 (Montlieu Ave.)		SEAL
	Division 7 PLAN DATE: May 2014 PREPARED BY: R.N. Zinser	Guilford County High Point REVIEWED BY:	
750 N. Greenfield Pkwy, Garner, NC 27529 	SCALE 0 40 1" = 40'	REVISIONS INIT. DATE	Date Signed by: 4/24/2015 DATE SIG. INVENTORY NO. 07-0760