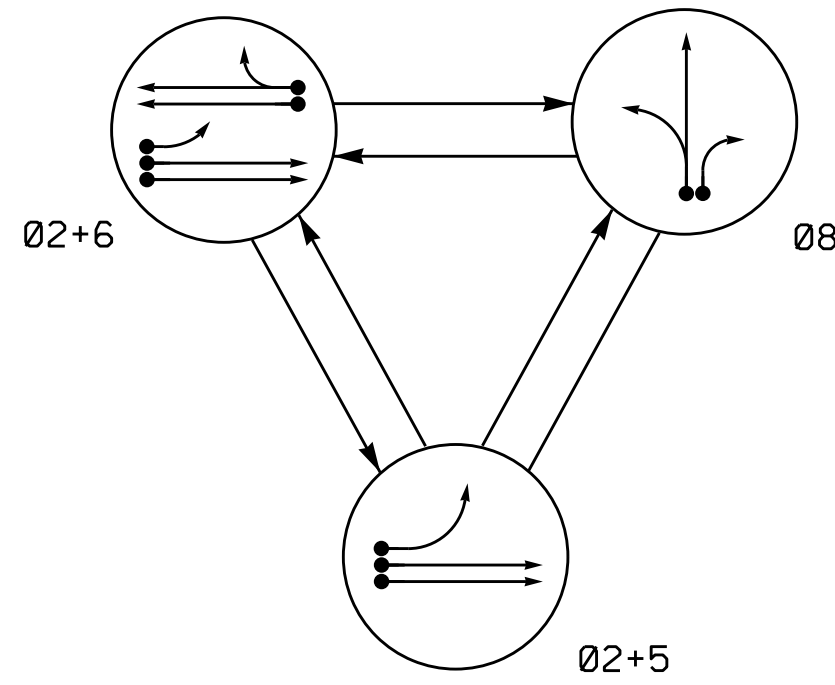


PHASING DIAGRAM

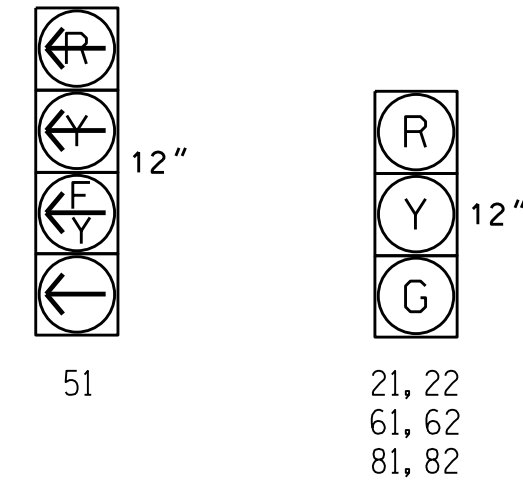


PHASING DIAGRAM DETECTION LEGEND  
 ● ← DETECTED MOVEMENT  
 ○ ← UNDETECTED MOVEMENT (OVERLAP)  
 - - ← UNSIGNALIZED MOVEMENT  
 - - ← PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE			
	02+5	02+6	08	F L R
21, 22	G	G	R	Y
51	-	F	R	Y
61, 62	R	G	R	Y
81, 82	R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



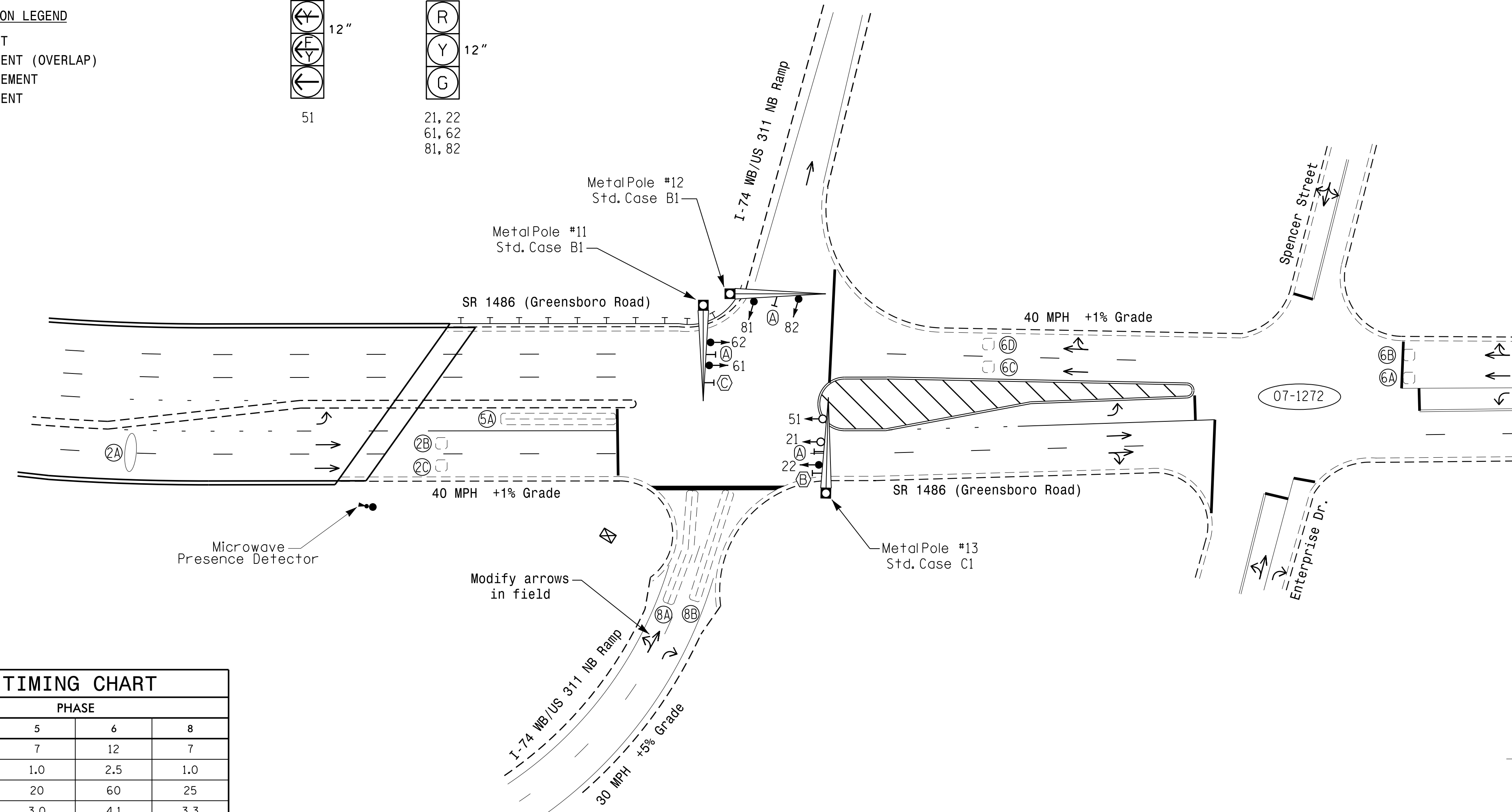
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD		
					PHASE	CALLING	EXTENSION	STRETCH TIME			DELAY TIME	
2A	*	250	*	Y	2	Y	Y	-	1.0	-	-	Y
2B, 2C	6X6	90	3	-	2	Y	Y	-	-	-	-	Y
5A	6X60	0	2-4-2	-	5	Y	Y	-	-	15	-	Y
6A, 6B	6X6	300	5	-	2	Y	Y	-	-	-	-	Y
6C, 6D	6X6	90	4	-	6	Y	Y	-	-	-	-	Y
8A	6X60	0	2-4-2	-	8	Y	Y	-	-	-	-	Y
8B	6X60	0	2-4-2	-	8	Y	Y	-	-	15	-	Y

\* Microwave Detection Zone

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 5 may be lagged.
- Reposition existing signal head numbered 22.
- 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, unless otherwise shown.
- This intersection features a microwave detection system. Shown locations of microwave detectors are conceptual only.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



FEATURE	PHASE			
	2	5	6	8
Min Green 1 *	12	7	12	7
Extension 1 *	2.5	1.0	2.5	1.0
Max Green 1 *	60	20	60	25
Yellow Clearance	4.1	3.0	4.1	3.3
Red Clearance	2.0	3.1	2.0	2.1
Red Revert	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	-	-	-	-
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.

PROPOSED	LEGEND	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	- -
- -	Right of Way	- -
→	Directional Arrow	→
⊥	Metal Pole with Mastarm	⊥
○	Microwave Detector	○
○	Microwave Detection Zone	○
- -	Guardrail	- -
⊗	Street Name Sign (D3-1)	⊗
⊗	No Right Turn Sign (R3-1)	⊗
⊗	No Left Turn Sign (R3-2)	⊗

Signal Upgrade

SR 1486 (Greensboro Road) at I-74 WB/US 311 NB Ramps

Division 7 Guilford County High Point

PLAN DATE: March 2014 REVIEWED BY: T. L. Averette

PREPARED BY: T. L. Averette REVIEWED BY:

SEAL

ROBERT J. ZIEMBA

ENGINEER

026486

4/1/2015

SIG. INVENTORY NO. 07-1592

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 1" = 40'

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