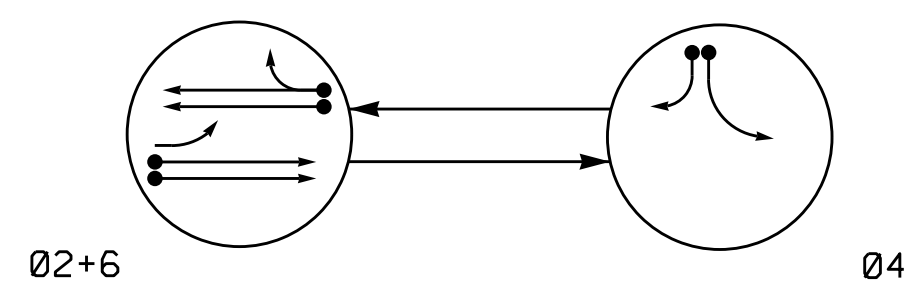


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

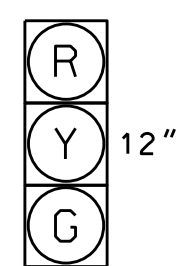
- ←●→ DETECTED MOVEMENT
- ←→ UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ←--- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	2	4	6
21, 22	G	R	Y
41, 42	R	G	R
61, 62	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



21, 22  
41, 42  
61, 62

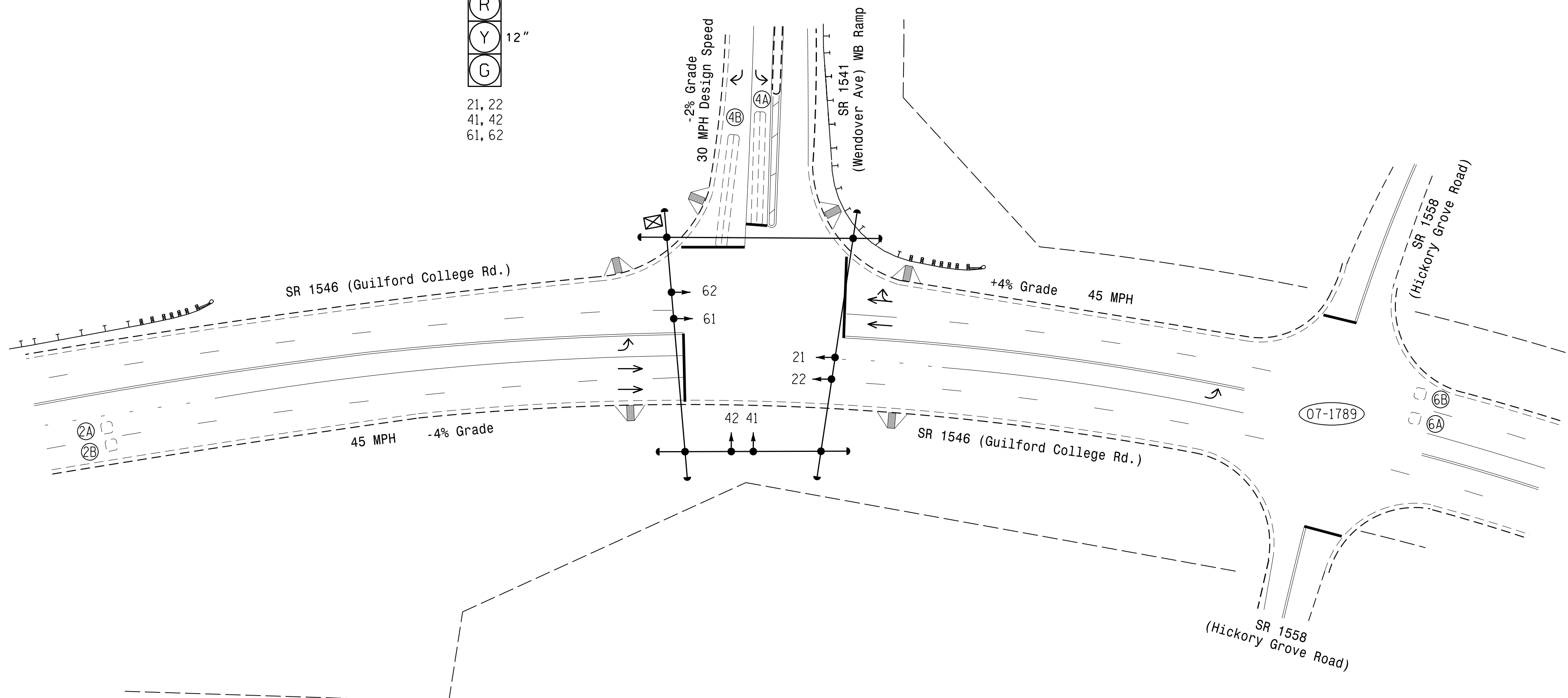
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING					SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME			DELAY TIME
2A	6X6	300	EXIST	-	2	Y	Y	-	-	-	-	Y
2B	6X6	300	EXIST	-	2	Y	Y	-	-	-	-	Y
4A	6X60	0	2-4-2	-	4	Y	Y	-	-	3	-	Y
4B	6X60	0	2-4-2	-	4	Y	Y	-	-	15	-	Y
6A	6X6	300	EXIST	-	6	Y	Y	-	-	-	-	Y
6B	6X6	300	EXIST	-	6	Y	Y	-	-	-	-	Y

2 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.
- 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.
- The cabinet should be designed to include an Auxiliary Output file for future use.
- Pavement markings are existing.
- 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		
	2	4	6
Min Green 1 *	12	7	12
Extension 1 *	6.0	1.0	6.0
Max Green 1 *	110	50	110
Yellow Clearance	4.9	3.0	4.2
Red Clearance	1.0	2.3	1.2
Red Revert	2.0	2.0	2.0
Walk 1 *	-	-	-
Don't Walk 1	-	-	-
Seconds Per Actuation *	1.5	-	1.5
Max Variable Initial *	34	-	34
Time Before Reduction *	15	-	15
Time To Reduce *	30	-	30
Minimum Gap	3.0	-	3.0
Recall Mode	MIN RECALL	-	MIN RECALL
Vehicle Call Memory	YELLOW	-	YELLOW
Dual Entry	-	-	-
Simultaneous Gap	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.

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                                      | ▲        |

Signal Upgrade

SR 1546 (Guilford College Rd.)  
at  
SR 1541 (Wendover Ave.) WB Ramps

Division 7 Guilford County High Point

PLAN DATE: May 2014 PREPARED BY: T.L. Averette

PREPARED BY: L. Blount REVIEWED BY:

SEAL

ROBERT J. ZIEMBA  
ENGINEER  
026486

3/27/2015  
DATE

SIG. INVENTORY NO. 07-1890

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 40  
1" = 40'