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	G	G	R	Y
41	R	R	G	R
42	R/Y	R	G	R
51	F Y	R	Y	
61, 62	R	G	R	Y
P61, P62	DW	W	DW	DRK

SIGNAL FACE I.D.

All Heads L.E.D.
= Bimodal Section

51   21, 22 41 61, 62   42   P61, P62

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
2A, 2B	6X6	300	EXIST	-	DISCONNECT							
2C, 2D	6X6	90	EXIST	-	2	Y	Y	-	-	-	-	Y
4A	6X60	+5	2-4-2	-	4	Y	Y	-	-	3	-	Y
5A	6X60	0	2-4-2	-	5	Y	Y	-	-	15	-	Y
					2	Y	Y	-	-	-	-	Y
5B	6X60	+5	2-4-2	-	5	Y	Y	-	-	15	-	Y
6A, 6B	6X6	300	EXIST	-	DISCONNECT							
6C, 6D	6X6	90	EXIST	-	6	Y	Y	-	-	-	-	Y
S1	6X6	+215	EXIST	-	-	-	-	-	-	-	Y	Y
S2	6X6	+215	EXIST	-	-	-	-	-	-	-	Y	Y

3 Phase
Fully Actuated
(High Point Signal System)

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. Reposition existing signal head numbered 22.
5. Disconnect existing loops numbered 2A, 2B, 6A and 6B.
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.

SR 1523 (Deep River Road)
SR 1486 (Greensboro Road)
Sidewalk
35 MPH +3% Grade
35 MPH -3% Grade
35 MPH 0% Grade
Disconnect Existing Loops
Tie

OASIS 2070 TIMING CHART

FEATURE	PHASE 2	4	5	6
Min Green 1 *	10	7	7	10
Extension 1 *	3.5	1.0	1.0	3.5
Max Green 1 *	60	20	20	60
Yellow Clearance	4.1	3.0	3.0	4.1
Red Clearance	3.1	2.8	3.1	3.1
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	7
Don't Walk 1	-	-	-	23
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.

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	Curb Ramp	
Ⓐ	"ONCOMING TRAFFIC MAY HAVE EXTENDED GREEN" Sign (W25-2)	Ⓐ

Signal Upgrade

Prepared In the Offices of:

Transportation Mobility and Safety Division
Signal Design Section

750 N.Greenfield Pkwy,Garner,NC 27529
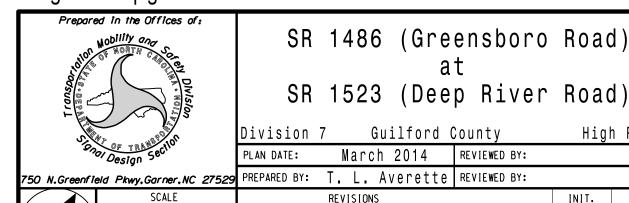
SR 1486 (Greensboro Road)
at
SR 1523 (Deep River Road)

Division 7   Guilford County   High Point

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

REVISIONS	INIT.	DATE

SEAL

NORTH CAROLINA
PROFESSIONAL
SEAL
026486
ROBERT J. ZIEMBA
ENGINEER

DocuSigned by:
SIGNATURE
3/13/2015
DATE

SIG. INVENTORY NO. 07-0457

SCALE
0   40
1"=40'