

PHASING DIAGRAM

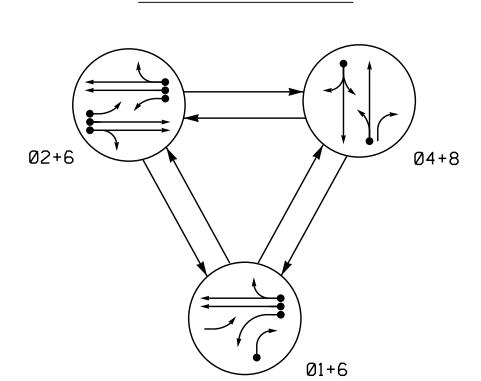
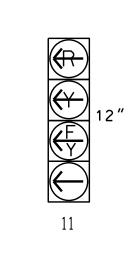
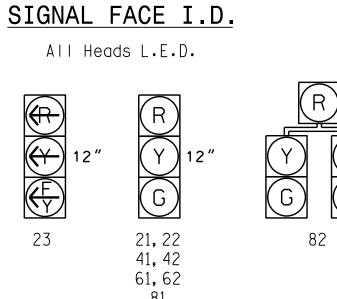


TABLE OF	OPE	ERA [*]	ΤIO	N
	PHASE			
SIGNAL FACE	Q-1+6	∞ N+6	04+0	上しなのエ
11	↓	└	#	√
21, 22	R	G	R	Υ
23	╙╠╾	╙╠─	#	- ¥
41, 42	R	R	G	R
61, 62	G	G	R	Υ
81	R	R	G	R
82	R/	R	G	R





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	6X60	0	2-4-2		1	Υ	Υ	ı	1	15	ı	Υ
1 A	0.00		2-4-2		6	Υ	Υ	ı	-	ı	ı	Υ
1B	6X60	0	2-4-2	-	1	Υ	Υ	ı	-	15	ı	Υ
2A,2B	6X6	300	EXIST	-	2	Υ	Υ	-	1.6	-	-	Υ
2C,2D	6X6	90	EXIST	1	2	Υ	Υ	-	-	-	ı	Υ
2E	6X60	0	2-4-2	-	2	Υ	Υ	-	-	-	-	Υ
4A	6X60	0	2-4-2	-	4	Υ	Υ	-	-	10	-	Υ
6A,6B	6X6	300	EXIST	-	6	Υ	Υ	-	1.6	-	-	Υ
6C,6D	6X6	90	EXIST	-	6	Υ	Υ	-	-	-	-	Υ
8.8	6X60	0	2-4-2	-	8	Υ	Υ	_	_	3	_	Υ

NOTES

3 Phase

Fully Actuated (High Point Signal System)

- 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. Reposition existing signal heads numbered 21, 22, and 62.
- 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. Pavement markings are existing.
- 9. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

<u>EXISTING</u>

PHASING DIAGRAM DETECTION LEGEND DETECTED MOVEMENT UNDETECTED MOVEMENT (OVERLAP) UNSIGNALIZED MOVEMENT ← − − > PEDESTRIAN MOVEMENT Metal Pole #8 Std. Case B1 MetalPole #7— Std.Case B1 40 MPH +1% Grade (45 MPH Design Speed) SR 1486 (Greensboro Road) 62 61 61 0 11 € 60 J 4 23 **←**q **1** (20) 07-1592 → ② __ SR 1486 (Greensboro Road) 40 MPH -1% Grade (45 MPH Design Speed) Metal Pole #10 Std. Case B1 **PROPOSED** MetalPole #9-Std.Case B1 \bigcirc **O**->

OASIS 2070 TIMING CHART								
	PHASE							
FEATURE	1	2	4	6	8			
Min Green 1 *	7	12	7	12	7			
Extension 1 *	1.0	2.5	1.0	2.5	1.0			
Max Green 1 *	20	60	25	60	25			
Yellow Clearance	3.0	4.6	3.2	4.6	4.1			
Red Clearance	3.1	1.7	2.6	1.7	1.7			
Red Revert	2.0	2.0	2.0	2.0	2.0			
Walk 1 *	ı	-	ı	-	-			
Don't Walk 1	-	-	-	-	-			
Seconds Per Actuation *	ı	-	I	-	-			
Max Variable Initial *	-	-	-	-	-			
Time Before Reduction *	-	-	ı	-	-			
Time To Reduce *	ı	-	ı	-	-			
Minimum Gap	-	-	-	-	-			
Recall Mode **	-	SOFT RECALL	I	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.

\dashv	Sign	\dashv
\downarrow	Pedestrian Signal Head With Push Button & Sign	•
O)	Signal Pole with Guy	•
	Signal Pole with Sidewalk Gu	у
	Inductive Loop Detector	$\subset = = \supset$
	Controller & Cabinet	K×7
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
\longrightarrow	Directional Arrow	\longrightarrow
0	- Metal Pole with Mastarm	
N/A	Guardrail	
$\langle \overline{A} \rangle$	Street Name Sign (D3-1)	\bigcirc

LEGEND

Traffic Signal Head

Modified Signal Head

Signal Upgrade



SR	1486	(Greensboro	Road)
		at	
Ente	rprise	Dr./Spencer	Stree

et Guilford County ivision 7 High Point May 2014 REVIEWED BY: PLAN DATE: 750 N.Greenfield Pkwy.Garner.NC 27529 PREPARED BY: T. L. AVERETE REVIEWED BY: INIT. DATE REVISIONS

SIG. INVENTORY NO.