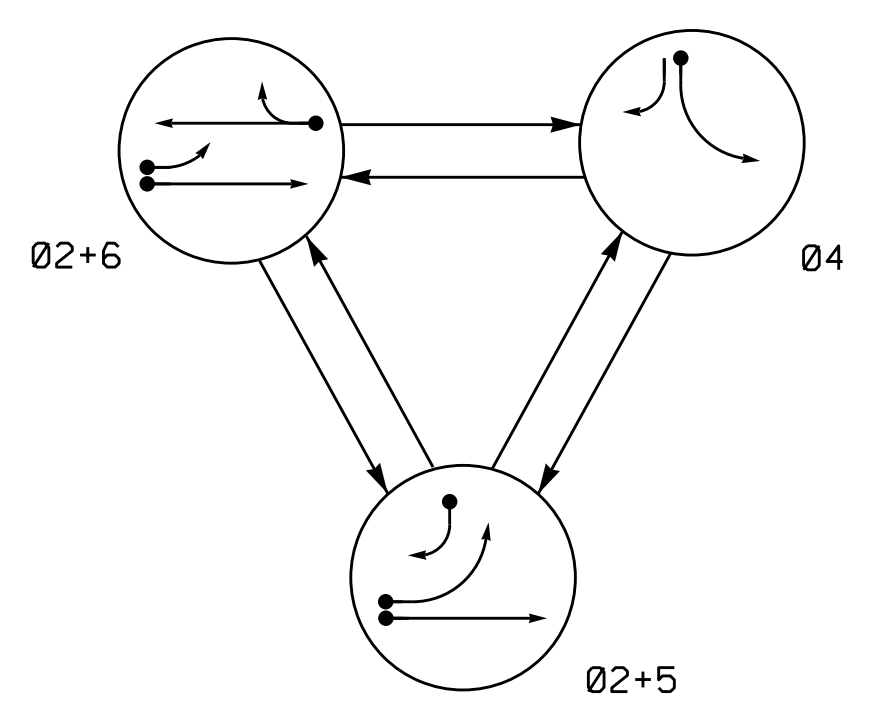


3 Phase Fully Actuated (High Point Signal System)

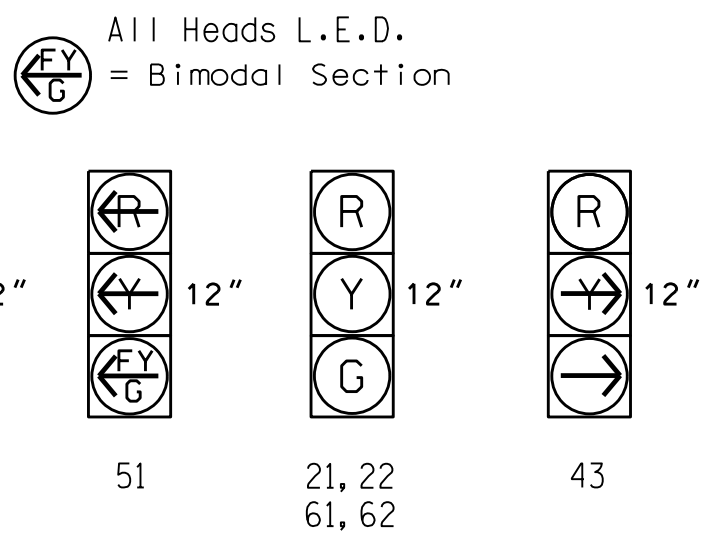
PHASING DIAGRAM



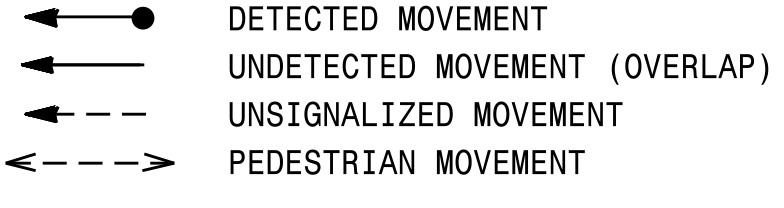
SIGNAL FACE	PHASE			
	02+5	02+6	04	F L E O A D S
21, 22	G	G	R	Y
41, 42	R	R	Y	R
43	R	Y	R	R
51	R	Y	R	Y
61, 62	R	G	R	Y

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	SIGNAL LOOP	NEW CARD
2A	6X6	80	EXIST	-	2	Y	Y	-	-	-	-	Y
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	3	-	Y
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	Y
5B	6X40	+5	2-4-2	-	5	Y	Y	-	-	15	-	Y
6A	6X6	80	EXIST	-	6	Y	Y	-	-	-	-	Y
S1	6X6	+175	EXIST	-	-	-	-	-	-	-	Y	Y
S2	6X6	+185	EXIST	-	-	-	-	-	-	-	Y	Y

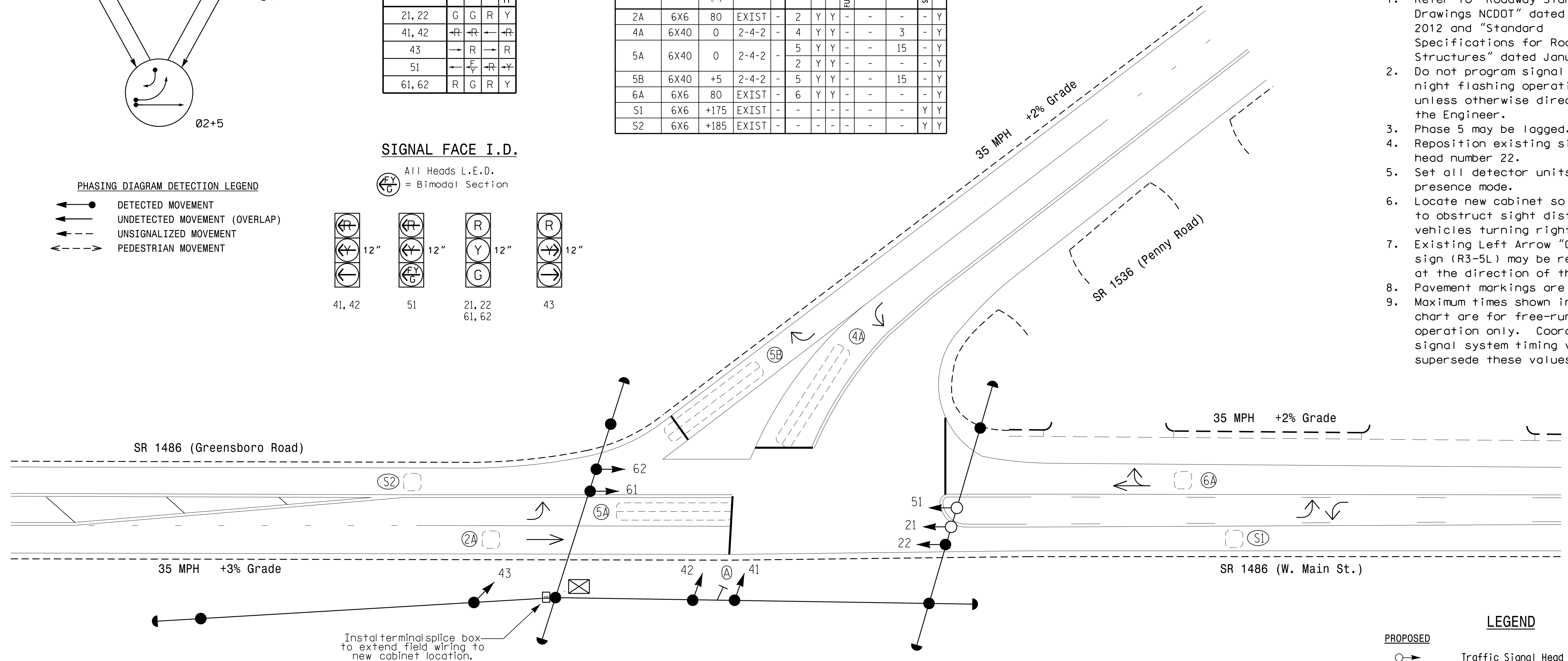
SIGNAL FACE I.D.



PHASING DIAGRAM DETECTION LEGEND



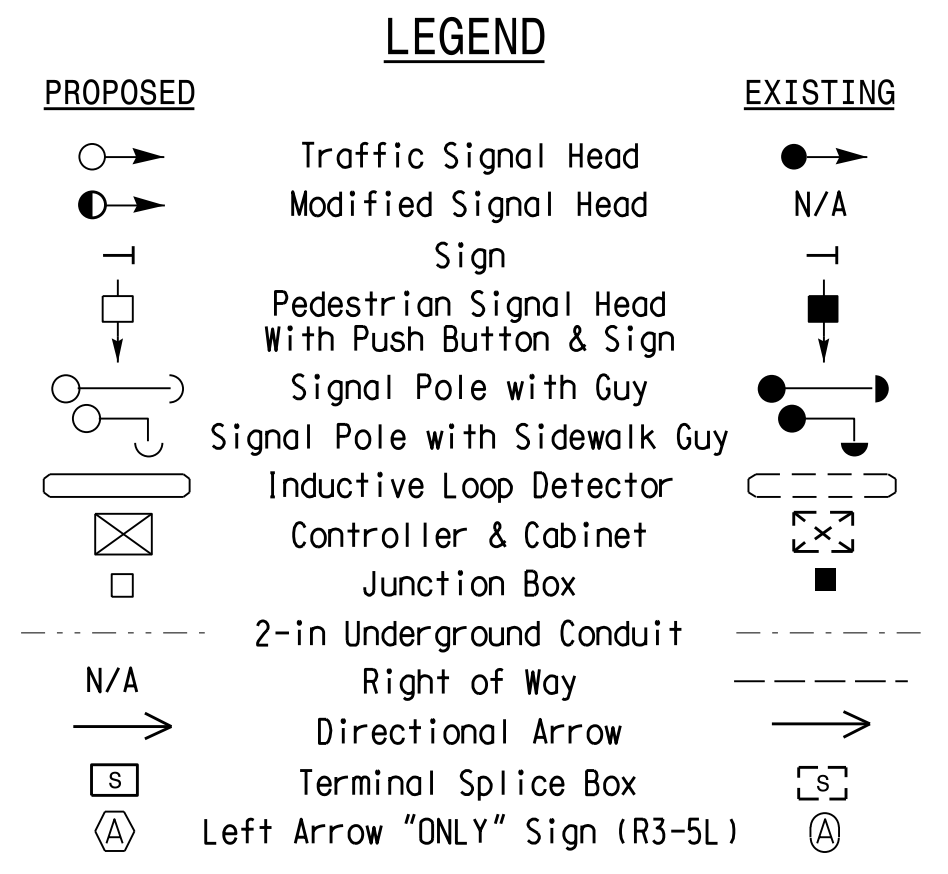
- NOTES**
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
 - Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
 - Phase 5 may be lagged.
 - Reposition existing signal head number 22.
 - Set all detector units to presence mode.
 - Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
 - Existing Left Arrow "ONLY" sign (R3-5L) may be removed at the direction of the Engineer.
 - Pavement markings are existing.
 - Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



Instal terminal splice box to extend field wiring to new cabinet location.

OASIS 2070 TIMING CHART				
FEATURE	PHASE			
	2	4	5	6
Min Green 1 *	10	7	7	10
Extension 1 *	3.5	2.0	2.0	3.5
Max Green 1 *	45	20	15	45
Yellow Clearance	3.7	3.0	3.0	3.7
Red Clearance	2.6	2.6	2.6	2.6
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.



Signal Upgrade

SR 1486
(Greensboro Rd./W. Main St.)
at
SR 1536 (Penny Rd.)

Division 7 Guilford County Jamestown

PLAN DATE: May 2014 PREPARED BY: R.N. Zinser

REVISIONS: _____ INIT. DATE

SEAL

ROBERT J. ZINSER
ENGINEER

4/23/2015

SIG. INVENTORY NO. 07-1323

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 1" = 20'

23-Apr-2015 10:58
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