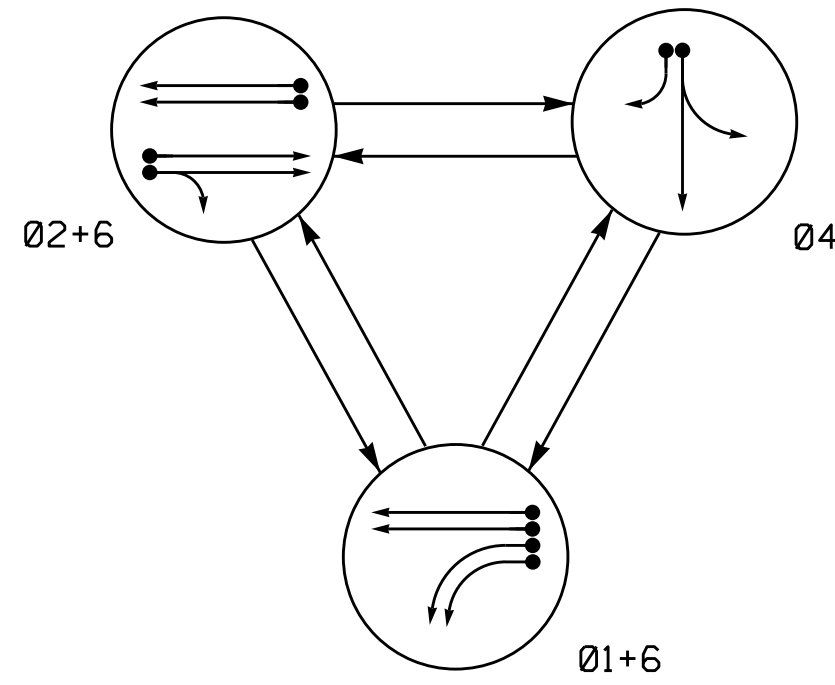


PHASING DIAGRAM

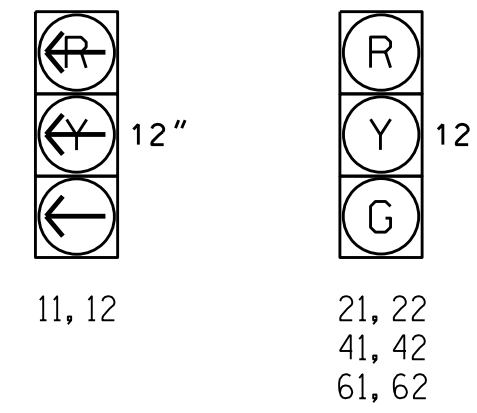


**PHASING DIAGRAM DETECTION LEGEND**  
 ←● DETECTED MOVEMENT  
 ←○ UNDETECTED MOVEMENT (OVERLAP)  
 ←- - UNSIGNALIZED MOVEMENT  
 ←- - - PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 4	F L
11, 12	←	←	←	←
21, 22	R	G	R	Y
41, 42	R	R	G	R
61, 62	G	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



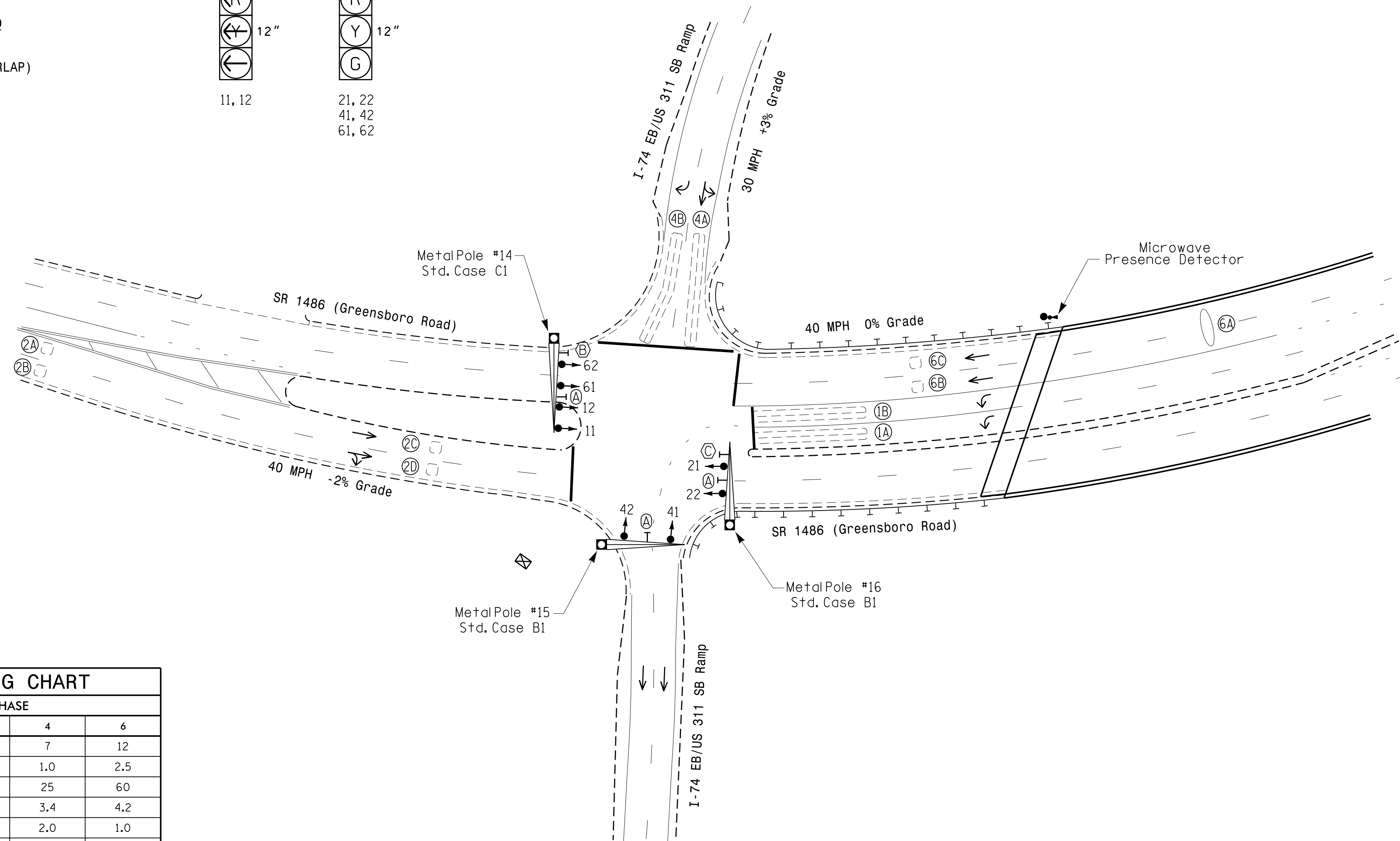
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING								
				NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X60	0	2-4-2	-	1	Y	Y	-	-	-	-	Y
1B	6X60	0	2-4-2	-	1	Y	Y	-	-	-	-	Y
2A, 2B	6X6	300	EXIST	-	2	Y	Y	-	1.8	-	-	Y
2C, 2D	6X6	90	EXIST	-	2	Y	Y	-	-	-	-	Y
4A	6X60	0	2-4-2	-	4	Y	Y	-	-	-	-	Y
4B	6X60	0	2-4-2	-	4	Y	Y	-	-	15	-	Y
6A	*	250	*	Y	6	Y	Y	-	1.2	-	-	Y
6B, 6C	6X6	90	EXIST	-	6	Y	Y	-	-	-	-	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 1 may be lagged.
- 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.
- 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.



OASIS 2070 TIMING CHART				
FEATURE	PHASE			
	1	2	4	6
Min Green 1 *	7	12	7	12
Extension 1 *	1.0	2.5	1.0	2.5
Max Green 1 *	20	60	25	60
Yellow Clearance	3.0	4.3	3.4	4.2
Red Clearance	2.6	1.2	2.0	1.0
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 EB/US 311 SB Ramps**

Division 7 Guilford County High Point

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

PREPARED BY: T. L. Averette REVIEWED BY:

SEAL

026486

ROBERT J. ZIEMBA

ENGINEER

4/1/2015

DATE

SIG. INVENTORY NO. 07-1593

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 40 1"=40'

01-APR-2015 15:05  
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