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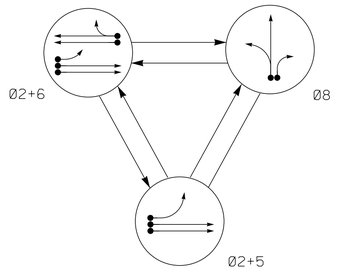
PROJECT REFERENCE NO.	SHEET NO.
U-2412A	Sig. 2.0

PHASING DIAGRAM



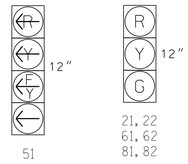
PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION				
SIGNAL FACE	PHASE			
	Ø2+5	Ø2+6	Ø8	FLASH
21, 22	G	G	R	Y
51	←●	←Y	←R	←Y
61, 62	R	G	R	Y
81, 82	R	R	G	R

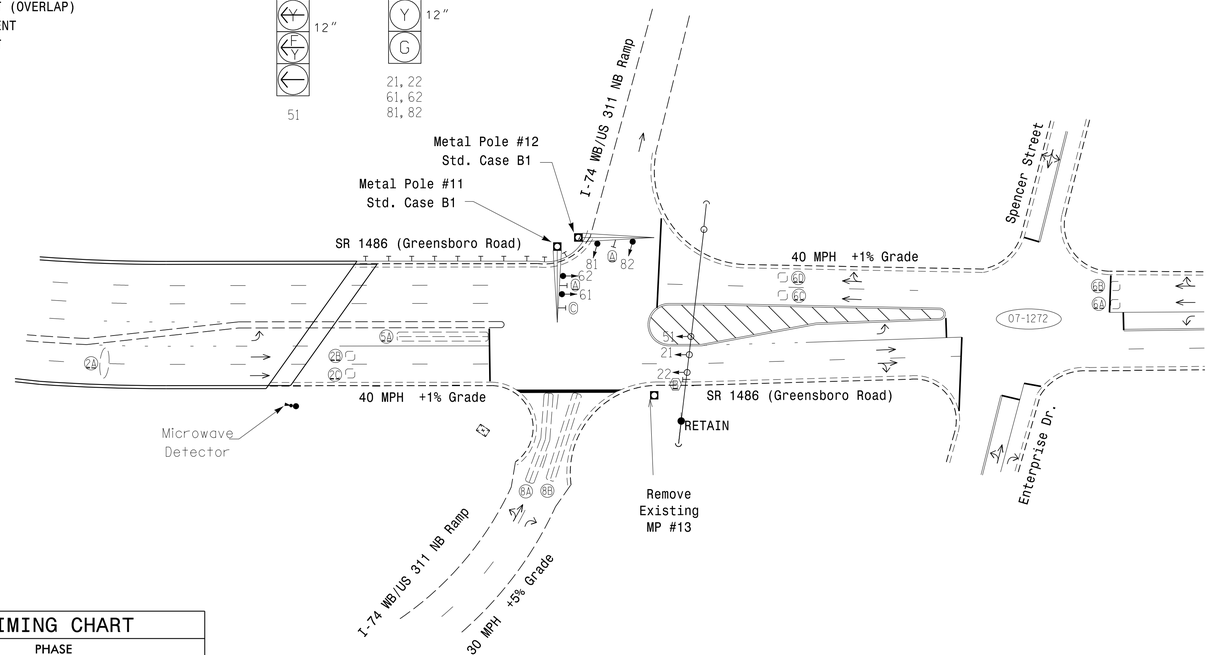
SIGNAL FACE I.D.

All Heads L.E.D.



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	✳	250	✳	-	2	Y	Y	-	1.0	-	-	-
2B, 2C	6X6	90	3	-	2	Y	Y	-	-	-	-	-
5A	6X60	0	2-4-2	-	5	Y	Y	-	-	15	-	-
					2	Y	Y	-	-	-	-	-
6A, 6B	6X6	300	5	-	6	Y	Y	-	1.8	-	-	-
6C, 6D	6X6	90	4	-	6	Y	Y	-	-	-	-	-
8A	6X60	0	2-4-2	-	8	Y	Y	-	-	-	-	-
8B	6X60	0	2-4-2	-	8	Y	Y	-	-	15	-	-

✳ Microwave Detection Zone



3 Phase
Fully Actuated
(High Point Signal System)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 5 may be lagged.
4. Set all detector units to presence mode.
5. Pavement markings are existing.
6. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
7. This intersection features a microwave detection system. Shown locations of microwave detectors are conceptual only.

OASIS 2070 TIMING CHART				
	PHASE			
FEATURE	2	5	6	8
Min Green 1 *	12	7	12	7
Extension 1 *	2.5	1.0	2.5	1.0
Max Green 1 *	60	20	60	25
Yellow Clearance	4.1	3.0	4.1	3.3
Red Clearance	1.9	3.0	2.0	2.1
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.

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	→
⋈	Microwave Detector	⋈
⬭	Microwave Detection Zone	⬭
N/A	Guardrail	N/A
Ⓐ	Street Name Sign (D3-1)	Ⓐ
Ⓑ	No Right Turn Sign (R3-1)	Ⓑ
Ⓒ	No Left Turn Sign (R3-2)	Ⓒ

SIGNAL UPGRADE-TEMPORARY DESIGN

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

MOTT MACDONALD
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Fuquay-Varina, NC 27526
www.mottmac.com
License No. F-0669

Prepared for the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

SCALE 0 50' 1"=50'

SR 1486 (Greensboro Road)
at
I-74 WB/US 311 NB Ramps
Division 7 Guilford County High Point

PLAN DATE:	February 2018	REVIEWED BY:	T. Pate
PREPARED BY:	B. Lehan	REVIEWED BY:	R. Thompson

REVISIONS	INIT.	DATE

SEAL NORTH CAROLINA PROFESSIONAL SEAL 045256 ENGINEER BRENDAN A. LEHAN

DocuSigned by: Brendan Lehan 3/20/2018
SIGNATURE DATE

SIG. INVENTORY NO. 07-1592T

$$$$$$USERNAME$$$$
$$$$$$