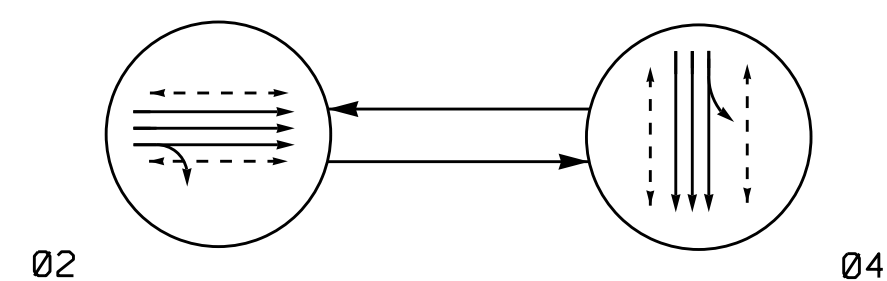


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

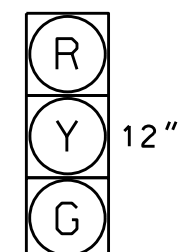
- DETECTED MOVEMENT
- ◄ UNDETECTED MOVEMENT (OVERLAP)
- ◄ UN SIGNALIZED MOVEMENT
- ◄ PEDESTRIAN MOVEMENT

TABLE OF OPERATION

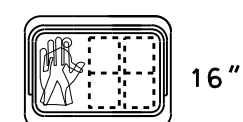
SIGNAL FACE	PHASE		
	02	04	FL
21, 22, 23	G	R	Y
41, 42, 43	R	G	R
P21, P22	W	DW	DRK
P23, P24	W	DW	DRK
P41, P42	DW	W	DRK
P43, P44	DW	W	DRK

SIGNAL FACE I.D.

All Heads L.E.D.



21, 22, 23
41, 42, 43



P21, P22
P23, P24
P41, P42
P43, P44

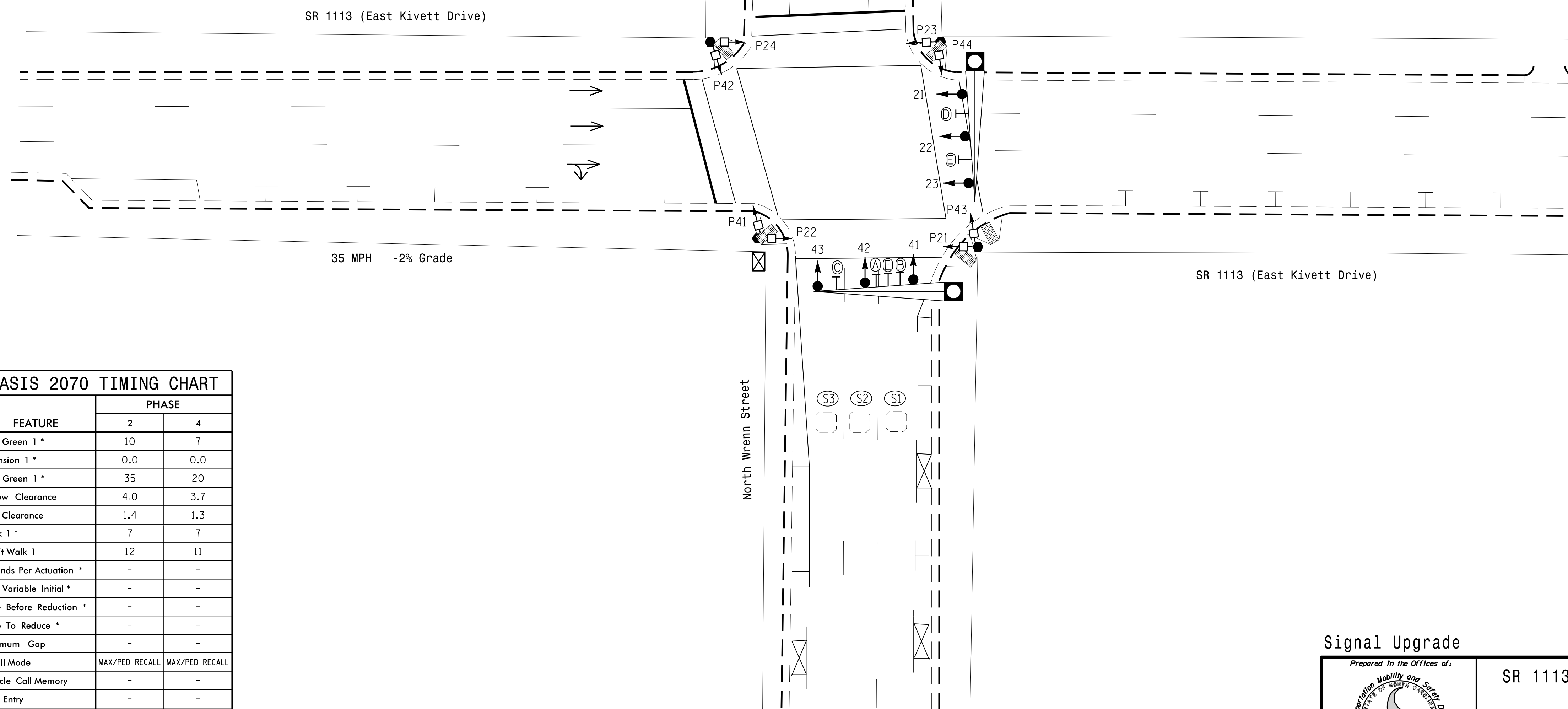
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING					SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME		
S1	6X6	+115	EXIST	-	-	-	-	-	-	Y	Y
S2	6X6	+115	EXIST	-	-	-	-	-	-	Y	Y
S3	6X6	+115	EXIST	-	-	-	-	-	-	Y	Y

2 Phase Pre-Timed (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. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
4. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
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.



OASIS 2070 TIMING CHART

FEATURE	PHASE	
	2	4
Min Green 1 *	10	7
Extension 1 *	0.0	0.0
Max Green 1 *	35	20
Yellow Clearance	4.0	3.7
Red Clearance	1.4	1.3
Walk 1 *	7	7
Don't Walk 1	12	11
Seconds Per Actuation *	-	-
Max Variable Initial *	-	-
Time Before Reduction *	-	-
Time To Reduce *	-	-
Minimum Gap	-	-
Recall Mode	MAX/PED RECALL	MAX/PED RECALL
Vehicle Call Memory	-	-
Dual Entry	-	-
Simultaneous Gap	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phase 2 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

LEGEND

- | | | | |
|--|---|--|---|
| | PROPOSED Traffic Signal Head | | EXISTING Traffic Signal Head |
| | PROPOSED Modified Signal Head | | EXISTING N/A |
| | PROPOSED Pedestrian Signal Head | | EXISTING Pedestrian Signal Head |
| | PROPOSED Signal Pole with Guy | | EXISTING Signal Pole with Guy |
| | PROPOSED Signal Pole with Sidewalk Guy | | EXISTING Signal Pole with Sidewalk Guy |
| | PROPOSED Inductive Loop Detector | | EXISTING Inductive Loop Detector |
| | PROPOSED Controller & Cabinet Junction Box | | EXISTING Controller & Cabinet Junction Box |
| | PROPOSED 2-in Underground Conduit | | EXISTING 2-in Underground Conduit |
| | PROPOSED Right of Way | | EXISTING Right of Way |
| | PROPOSED Directional Arrow | | EXISTING Directional Arrow |
| | PROPOSED Metal Pole with Mastarm | | EXISTING Metal Pole with Mastarm |
| | PROPOSED Curb Ramp | | EXISTING Curb Ramp |
| | PROPOSED Type II Signal Pedestal | | EXISTING Type II Signal Pedestal |
| | PROPOSED Through Arrow "ONLY" Sign (R3-5A) | | EXISTING Through Arrow "ONLY" Sign (R3-5A) |
| | PROPOSED Combined Through and Left Arrow Sign (R3-6L) | | EXISTING Combined Through and Left Arrow Sign (R3-6L) |
| | PROPOSED Left "ONE WAY" Arrow Sign (R6-1L) | | EXISTING Left "ONE WAY" Arrow Sign (R6-1L) |
| | PROPOSED Right "ONE WAY" Arrow Sign (R6-1R) | | EXISTING Right "ONE WAY" Arrow Sign (R6-1R) |
| | PROPOSED Street Name Sign (D3-1) | | EXISTING Street Name Sign (D3-1) |

Signal Upgrade

750 N. Greenfield Pkwy, Garner, NC 27529

SR 1113 (East Kivett Drive) at North Wrenn Street

Division 7 Guilford County High Point

PLAN DATE: August 2014 REVIEWED BY: P.L. Alexander

PREPARED BY: K.G. Peedin, Jr REVIEWED BY:

SEAL

ROBERT J. ZIEMBA
ENGINEER
026486

SCALE 0 20 1"=20'

REVISIONS: _____ DATE: _____

INIT. DATE: _____

DATE: 4/17/2015

SIG. INVENTORY NO. 07-0781