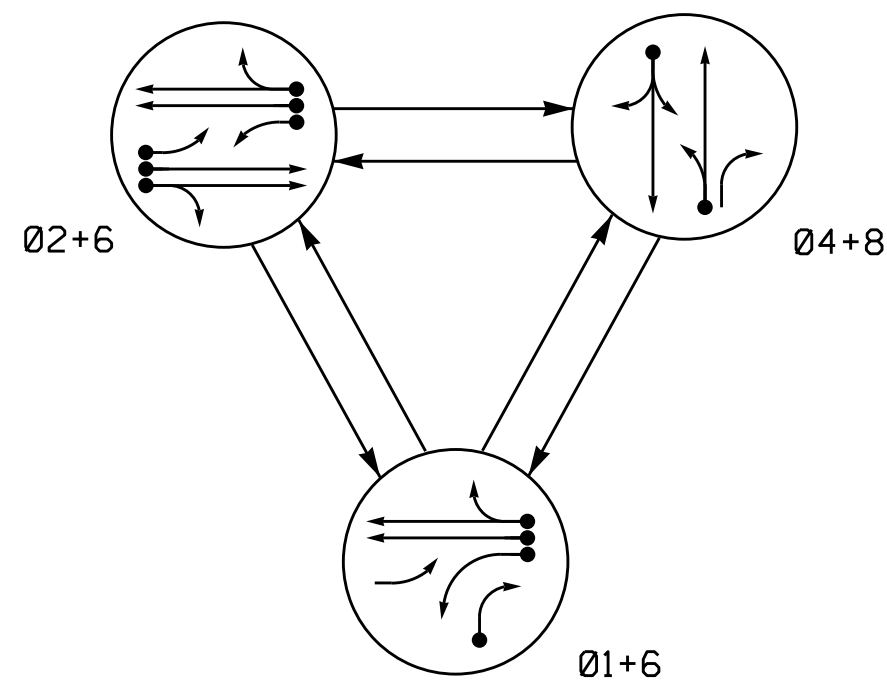
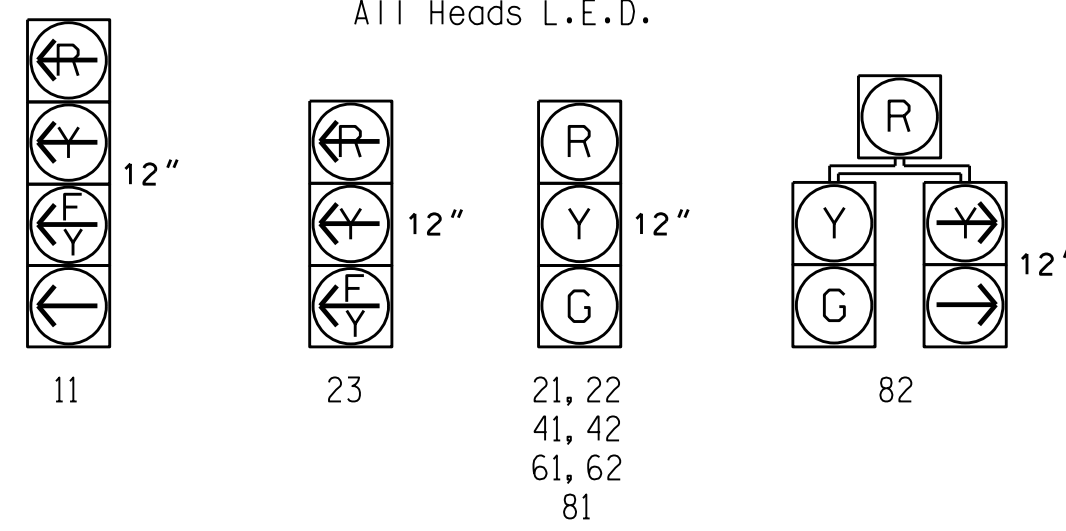


PHASING DIAGRAM



| SIGNAL FACE | PHASE | | | |
|-------------|-------|------|------|------|
| | 01+6 | 02+6 | 04+8 | 01+6 |
| 11 | Y | Y | Y | Y |
| 21, 22 | R | G | R | Y |
| 23 | Y | Y | Y | Y |
| 41, 42 | R | R | G | R |
| 61, 62 | G | G | R | Y |
| 81 | R | R | G | R |
| 82 | R | R | G | R |

SIGNAL FACE I.D.



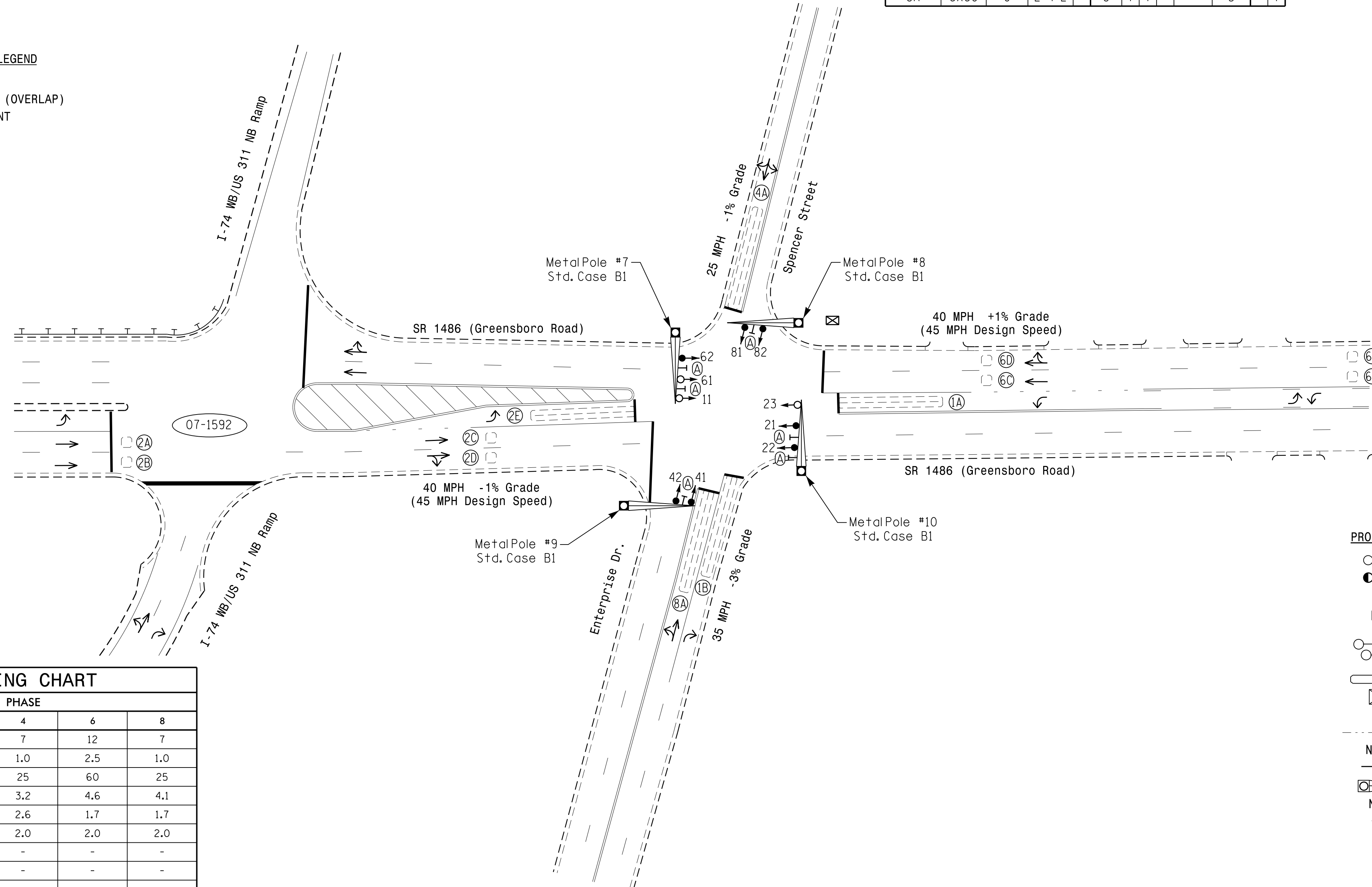
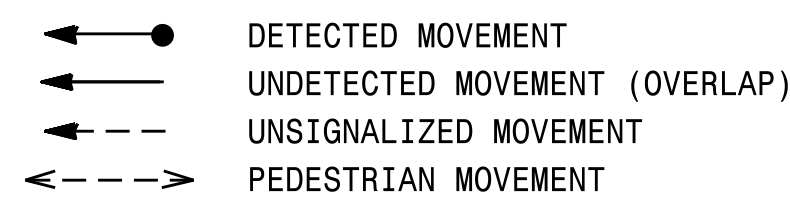
| OASIS 2070 LOOP & DETECTOR INSTALLATION CHART | | | | | | | | | | | | |
|---|-----------|----------------------------|-------|----------|----------------------|---------|-----------|-----------------|--------------|-------------|----------|------------|
| LOOP | SIZE (FT) | DISTANCE FROM STOPBAR (FT) | TURNS | NEW LOOP | DETECTOR PROGRAMMING | | | | | SYSTEM LOOP | NEW CARD | |
| | | | | | PHASE | CALLING | EXTENSION | FULL TIME DELAY | STRETCH TIME | | | DELAY TIME |
| 1A | 6X60 | 0 | 2-4-2 | - | 1 | Y | Y | - | - | 15 | - | Y |
| 1B | 6X60 | 0 | 2-4-2 | - | 1 | Y | Y | - | - | 15 | - | Y |
| 2A, 2B | 6X6 | 300 | EXIST | - | 2 | Y | Y | - | 1.6 | - | - | Y |
| 2C, 2D | 6X6 | 90 | EXIST | - | 2 | Y | Y | - | - | - | - | Y |
| 2E | 6X60 | 0 | 2-4-2 | - | 2 | Y | Y | - | - | - | - | Y |
| 4A | 6X60 | 0 | 2-4-2 | - | 4 | Y | Y | - | - | 10 | - | Y |
| 6A, 6B | 6X6 | 300 | EXIST | - | 6 | Y | Y | - | 1.6 | - | - | Y |
| 6C, 6D | 6X6 | 90 | EXIST | - | 6 | Y | Y | - | - | - | - | Y |
| 8A | 6X60 | 0 | 2-4-2 | - | 8 | Y | Y | - | - | 3 | - | Y |

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

PHASING DIAGRAM DETECTION LEGEND

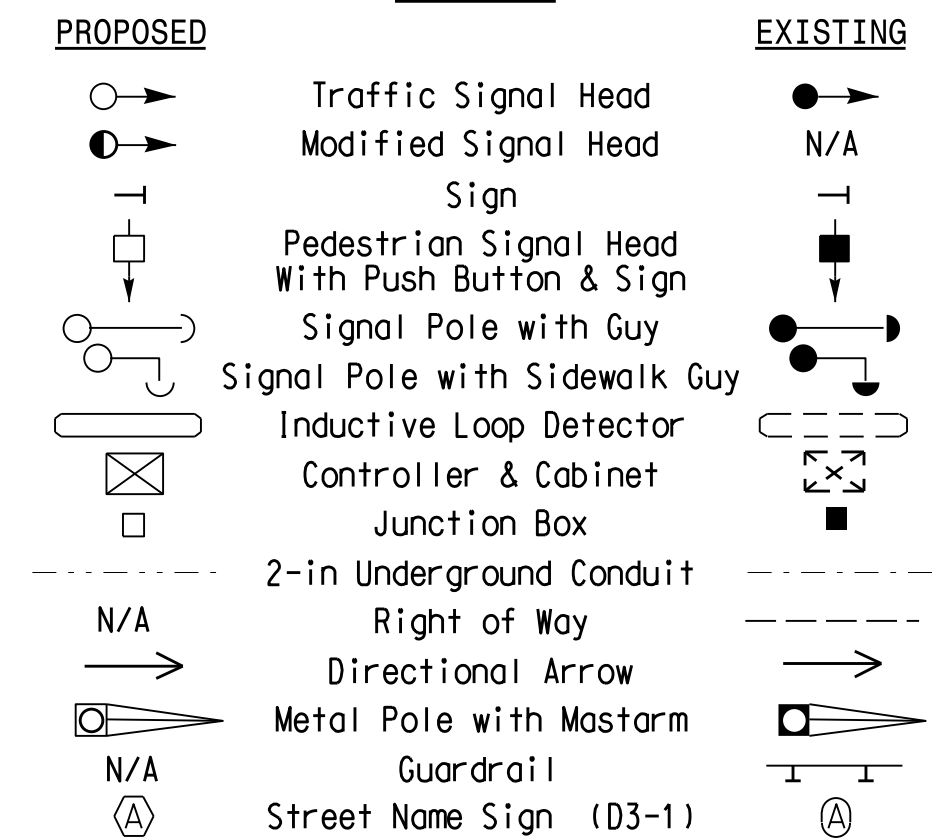


OASIS 2070 TIMING CHART

| FEATURE | PHASE | | | | |
|-------------------------|-------|-------------|-----|-------------|-----|
| | 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 * | - | - | - | - | - |
| 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 | - | - | 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.

LEGEND



Signal Upgrade

750 N. Greenfield Pkwy, Garner, NC 27529

SR 1486 (Greensboro Road) at Enterprise Dr./Spencer Street

Division 7 Guilford County High Point

PLAN DATE: May 2014 REVIEWED BY:

PREPARED BY: T. L. Averette REVIEWED BY:

SEAL

NORTH CAROLINA PROFESSIONAL ENGINEER

SEAL 026486

ROBERT J. ZIERBA

4/23/2015

SIG. INVENTORY NO. 07-1272