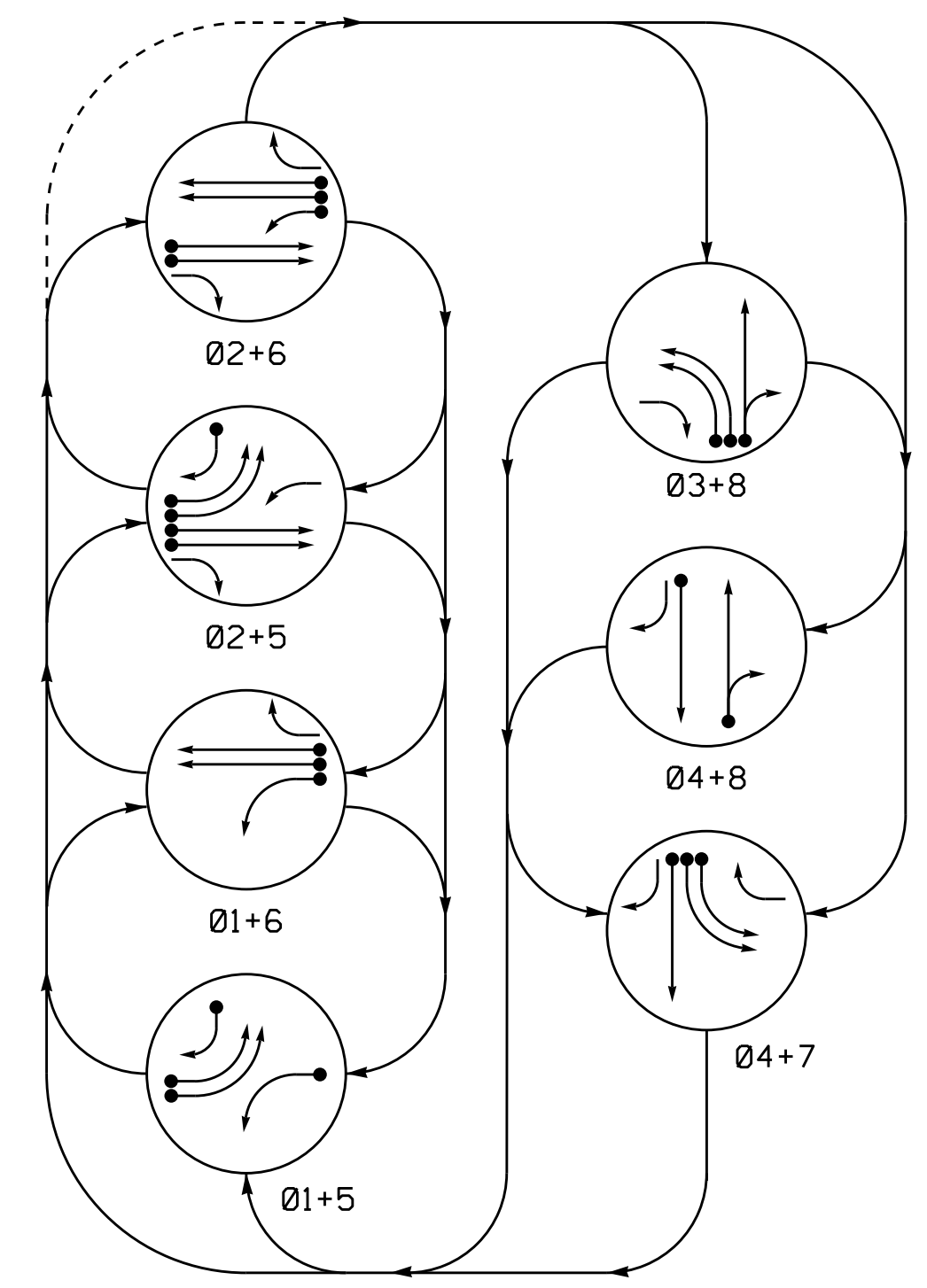


PHASING DIAGRAM



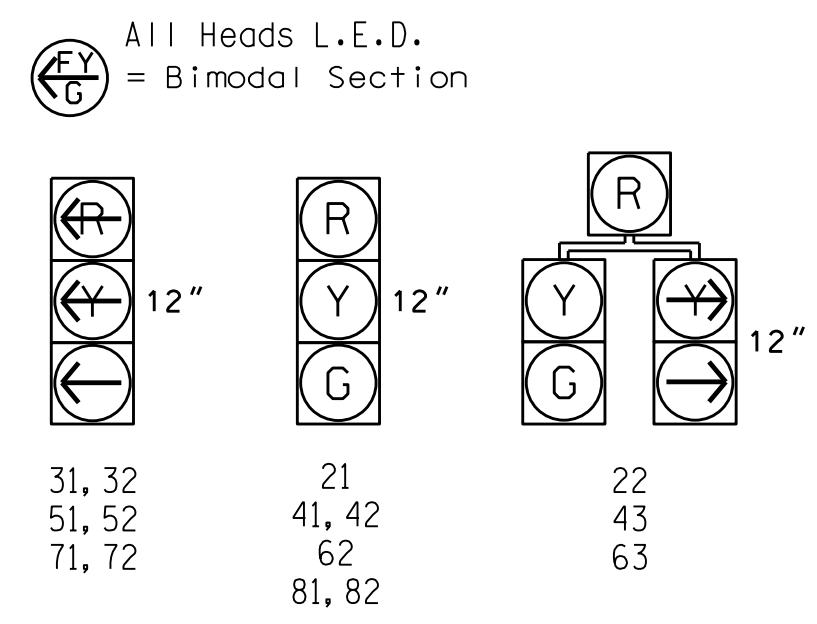
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE						
	01+5	01+6	02+5	02+6	03+8	04+7	04+8
11	---	---	---	---	---	---	---
21	R	R	G	G	R	R	Y
22	R	R	G	G	R	R	Y
31, 32	R	R	R	R	R	R	R
41, 42	R	R	R	R	G	G	R
43	R	R	R	R	R	G	G
51, 52	---	---	---	---	---	---	---
62	R	G	R	G	R	R	Y
63	R	G	R	G	R	R	Y
71, 72	R	R	R	R	R	R	R
81, 82	R	R	R	R	G	G	R

SIGNAL FACE I.D.



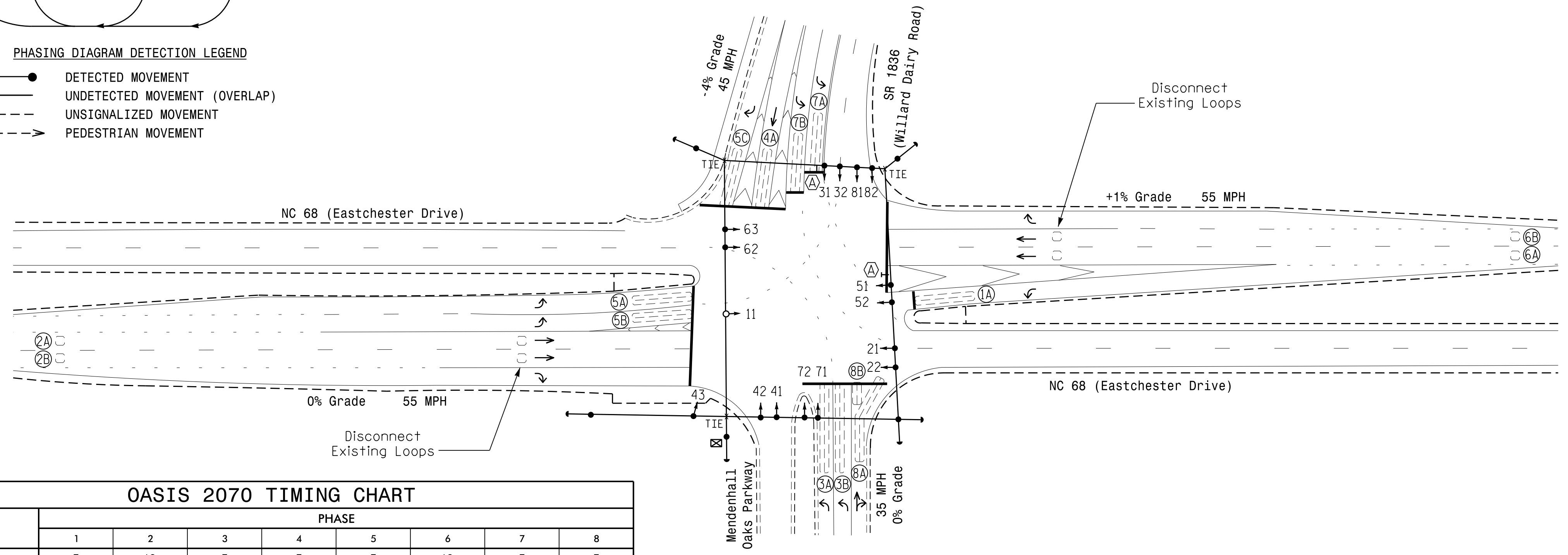
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	STRETCH TIME			DELAY TIME
1A	6X40	0	2-4-2	-	1	Y	Y	-	15	-	Y
2A, 2B	6X6	420	EXIST	-	6	Y	Y	Y	-	3	-
2C, 2D	6X6	110	EXIST	-	DISCONNECT				-	-	
3A, 3B	6X60	0	2-4-2	-	3	Y	Y	-	-	-	Y
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	-	Y
5A, 5B	6X40	0	2-4-2	-	5	Y	Y	-	-	-	Y
5C	6X40	0	2-4-2	-	5	Y	Y	-	15	-	Y
6A, 6B	6X6	420	EXIST	-	6	Y	Y	-	-	-	Y
6C, 6D	6X6	110	EXIST	-	DISCONNECT				-	-	
7A	6X40	0	2-4-2	-	7	Y	Y	-	-	-	Y
7B	6X40	0	2-4-2	-	7	Y	Y	-	-	-	Y
8A	6X60	+4	2-4-2	-	8	Y	Y	-	5	-	Y
8B	6X15	+1	2-4-2	-	8	Y	Y	-	-	-	Y

7 Phase Fully Actuated (High Point Signal System)

NOTES

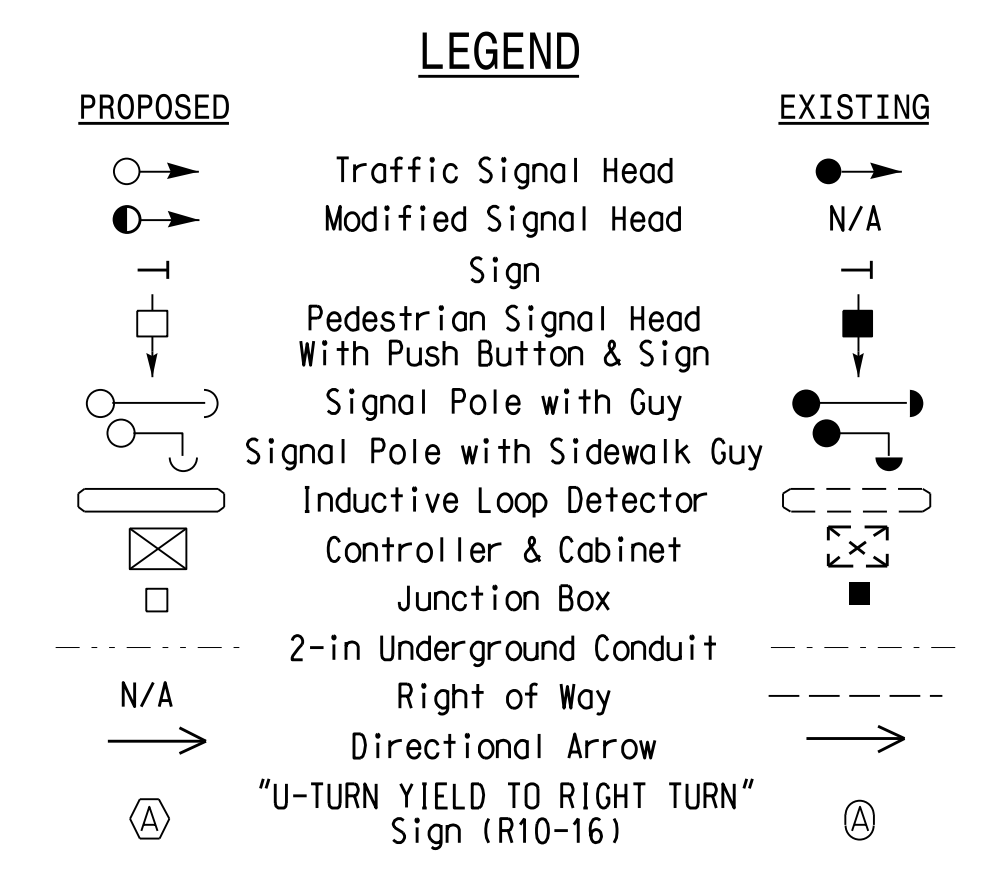
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. The order of phase 3 and phase 7 may be reversed, but phase 3 and phase 7 shall not operate simultaneously.
5. Rewire existing loop 4B as 5C.
6. Disconnect existing loops 2C, 2D, 6C, and 6D.
7. Set all detector units to presence mode.
8. 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.
9. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
10. Pavement markings are existing.
11. 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	3	4	5	6	7	8
Min Green 1 *	7	12	7	7	7	12	7	7
Extension 1 *	1.0	6.0	2.0	2.0	1.0	6.0	2.0	2.0
Max Green 1 *	15	90	20	20	15	90	15	20
Yellow Clearance	3.0	5.2	3.0	4.9	3.0	5.2	3.0	3.8
Red Clearance	3.3	1.5	3.8	1.9	3.7	1.5	3.6	2.3
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-	-	-
Seconds Per Actuation *	-	1.5	-	-	-	1.5	-	-
Max Variable Initial *	-	46	-	-	-	46	-	-
Time Before Reduction *	-	15	-	-	-	15	-	-
Time To Reduce *	-	30	-	-	-	30	-	-
Minimum Gap	-	3.4	-	-	-	3.4	-	-
Recall Mode **	-	SOFT RECALL	-	-	-	SOFT RECALL	-	-
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW	-	-
Dual Entry	-	-	-	-	-	-	-	-
Simultaneous Gap	ON	ON	ON	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.



Signal Upgrade

750 N. Greenfield Pkwy, Garner, NC 27529

NC 68 (Eastchester Drive)
at
SR 1836 (Willard Dairy Road)
and Mendenhall Oaks Parkway

Division 7 Guilford County High Point

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

PREPARED BY: L. Blount REVIEWED BY:

SEAL

4/7/2015

REVISIONS	INIT.	DATE

SIG. INVENTORY NO. 07-1420

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