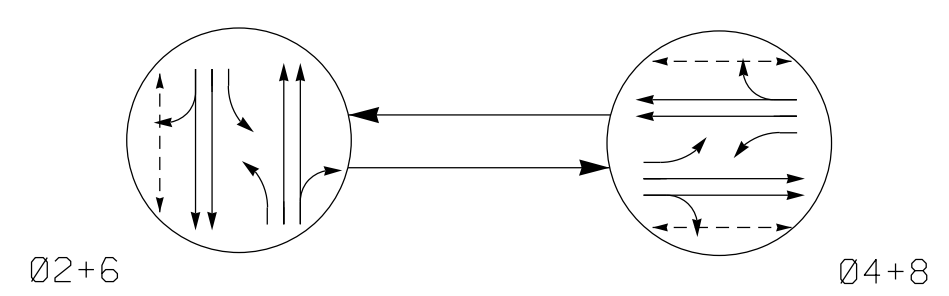


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

- ← DETECTED MOVEMENT
- ← UNDETECTED MOVEMENT (OVERLAP)
- ⋯ UNSIGNALIZED MOVEMENT
- ↔ PEDESTRIAN MOVEMENT

SIGNAL FACE I.D.

All Heads L.E.D.

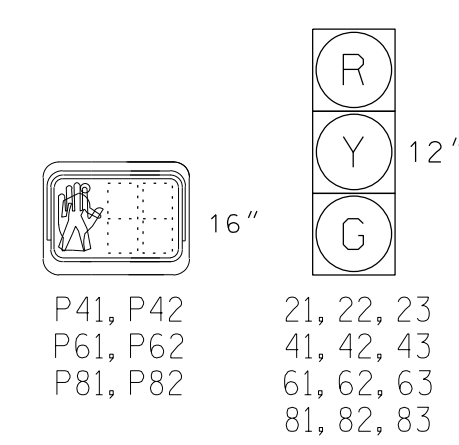


TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02+6	04+8	PHASE
21, 22, 23	G	R	Y
41, 42, 43	R	G	R
61, 62, 63	G	R	Y
81, 82, 83	R	G	R
P41, P42	DW	W	DRK
P61, P62	W	DW	DRK
P81, P82	DW	W	DRK

W - Walk
DW - Don't Walk
DRK - Dark

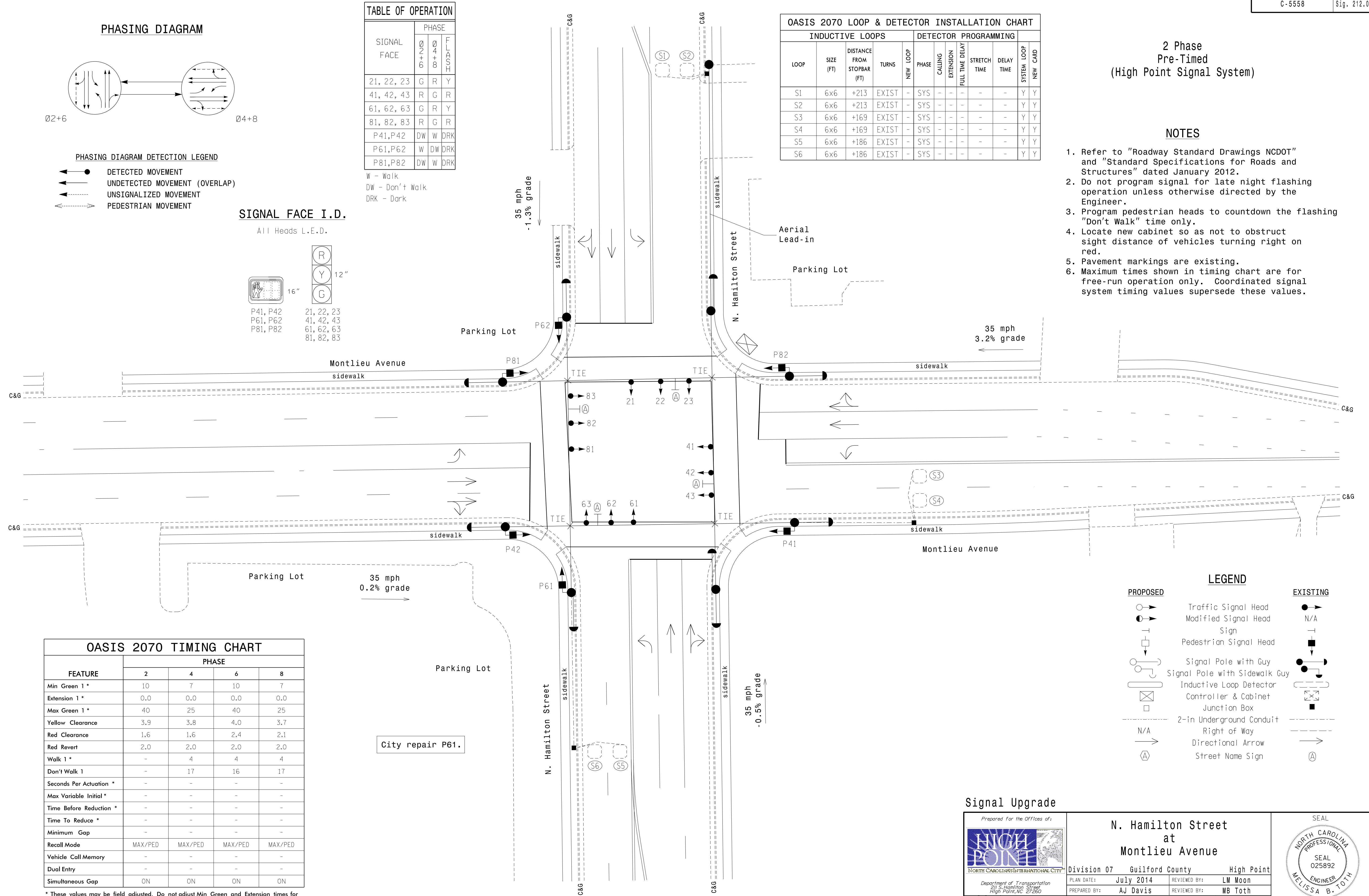
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY			
S1	6x6	+213	EXIST	-	SYS	-	-	-	-	Y	Y
S2	6x6	+213	EXIST	-	SYS	-	-	-	-	Y	Y
S3	6x6	+169	EXIST	-	SYS	-	-	-	-	Y	Y
S4	6x6	+169	EXIST	-	SYS	-	-	-	-	Y	Y
S5	6x6	+186	EXIST	-	SYS	-	-	-	-	Y	Y
S6	6x6	+186	EXIST	-	SYS	-	-	-	-	Y	Y

2 Phase Pre-Timed (High Point Signal System)

NOTES

- Refer to "Roadway Standard Drawings NCDOT" 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.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- 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.



OASIS 2070 TIMING CHART

FEATURE	PHASE			
	2	4	6	8
Min Green 1 *	10	7	10	7
Extension 1 *	0.0	0.0	0.0	0.0
Max Green 1 *	40	25	40	25
Yellow Clearance	3.9	3.8	4.0	3.7
Red Clearance	1.6	1.6	2.4	2.1
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	4	4	4
Don't Walk 1	-	17	16	17
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Recall Mode	MAX/PED	MAX/PED	MAX/PED	MAX/PED
Vehicle Call Memory	-	-	-	-
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.

LEGEND

- | PROPOSED | EXISTING |
|-----------------------------------|----------------------|
| ○ → Traffic Signal Head | ● → N/A |
| ○ → Modified Signal Head | ○ → N/A |
| ○ → Sign | ○ → N/A |
| ○ → Pedestrian Signal Head | ○ → N/A |
| ○ → Signal Pole with Guy | ○ → N/A |
| ○ → Signal Pole with Sidewalk Guy | ○ → N/A |
| ○ → Inductive Loop Detector | ○ → N/A |
| □ → Controller & Cabinet | □ → N/A |
| □ → Junction Box | □ → N/A |
| ○ → 2-in Underground Conduit | ○ → N/A |
| → Right of Way | → Right of Way |
| → Directional Arrow | → Directional Arrow |
| Ⓐ → Street Name Sign | Ⓐ → Street Name Sign |

Signal Upgrade

Prepared for the Offices of:

Department of Transportation
211 S. Hamilton Street
High Point, NC 27600

N. Hamilton Street at Montlieu Avenue

Division 07 Guilford County High Point

PLAN DATE: July 2014 REVIEWED BY: LM Moon

PREPARED BY: AJ Davis REVIEWED BY: MB Toth

SEAL

MELISSA B. TOTH
ENGINEER

Scale: 1" = 20'

Revisions table with columns: REVISIONS, INIT., DATE

DocuSigned by: Melissa B. Toth 6/5/2015

SIG. INVENTORY NO. HP0816

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