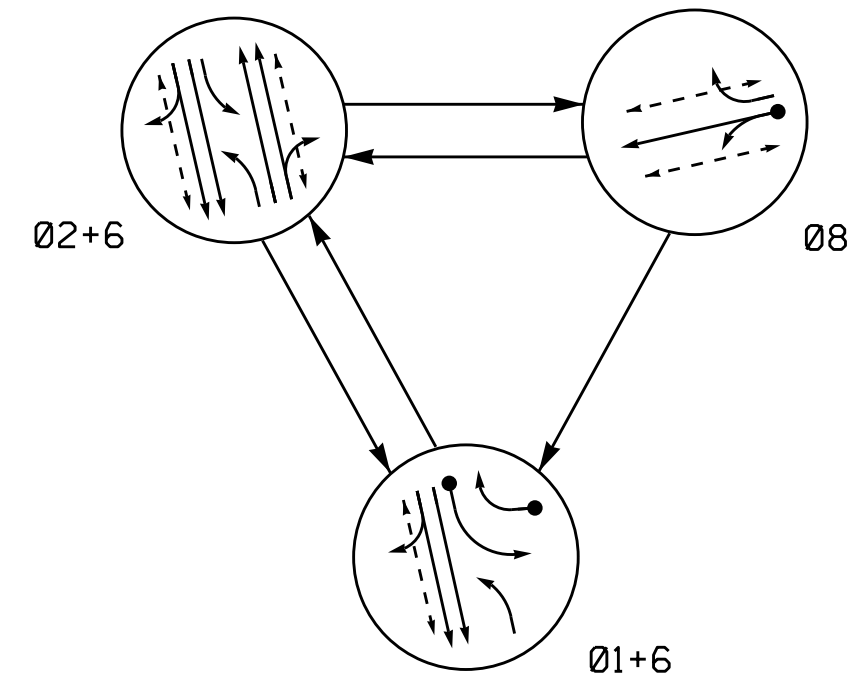


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

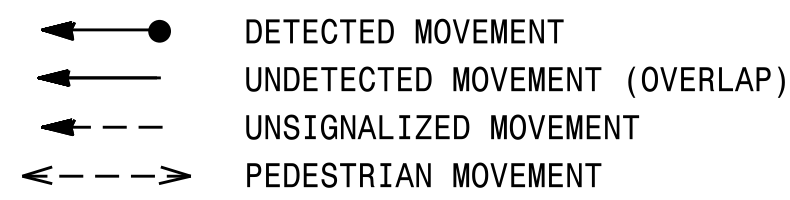
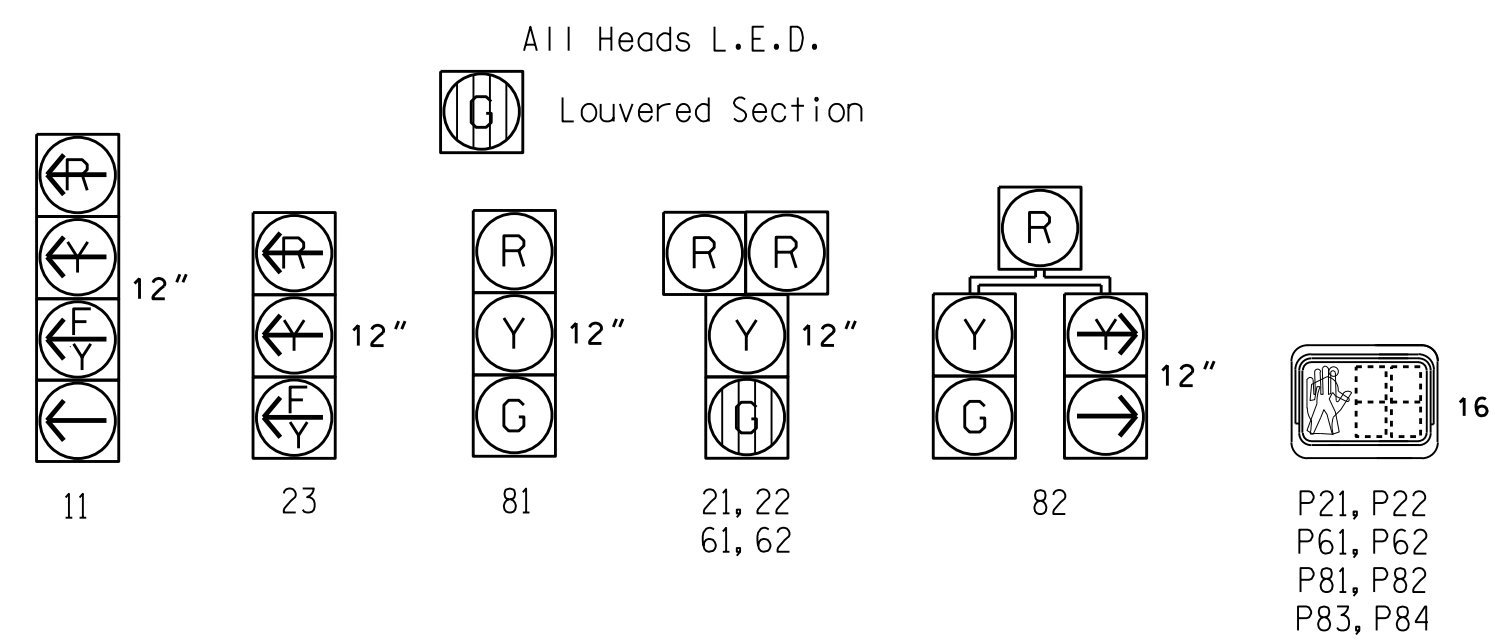


TABLE OF OPERATION

| SIGNAL FACE | PHASE | | | |
|-------------|-------|------|----|--------|
| | 01+6 | 02+6 | 08 | FLIGHT |
| 11 | Y | Y | Y | Y |
| 21, 22 | R | G | R | Y |
| 23 | Y | Y | Y | Y |
| 61, 62 | G | G | R | Y |
| 81 | R | R | G | R |
| 82 | R | R | G | R |
| P21, P22 | DW | W | DW | DRK |
| P61, P62 | DW | W | DW | DRK |
| P81, P82 | DW | DW | W | DRK |
| P83, P84 | DW | DW | W | DRK |

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

SIGNAL FACE I.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

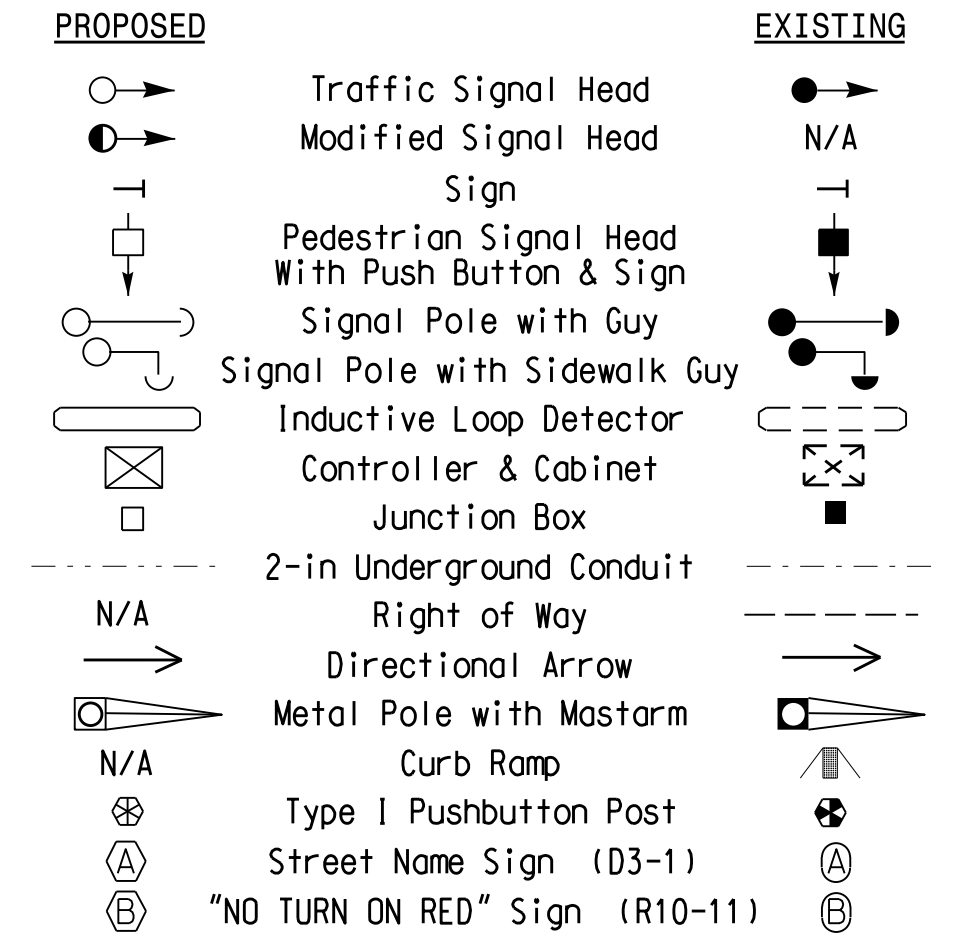
| LOOP | INDUCTIVE LOOPS | | | DETECTOR PROGRAMMING | | | | | | | | |
|------|-----------------|----------------------------|-------|----------------------|-------|---------|-----------|-----------------|--------------|------------|-------------|----------|
| | SIZE (FT) | DISTANCE FROM STOPBAR (FT) | TURNS | NEW LOOP | PHASE | CALLING | EXTENSION | FULL TIME DELAY | STRETCH TIME | DELAY TIME | SYSTEM LOOP | NEW CARD |
| 1A | 6X40 | 0 | 2-4-2 | - | 1 | Y | Y | - | - | 15 | - | Y |
| 1B | 6X40 | 0 | 2-4-2 | - | 1 | Y | Y | - | - | - | - | Y |
| 8A | 6X40 | 0 | 2-4-2 | - | 8 | Y | Y | - | - | 3 | - | Y |

3 Phase Semi 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 may be logged.
4. Reposition existing signal heads numbered 21 and 22.
5. Set all detector units to presence mode.
6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
7. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls for phase 8.
8. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
9. Pavement markings are existing.
10. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

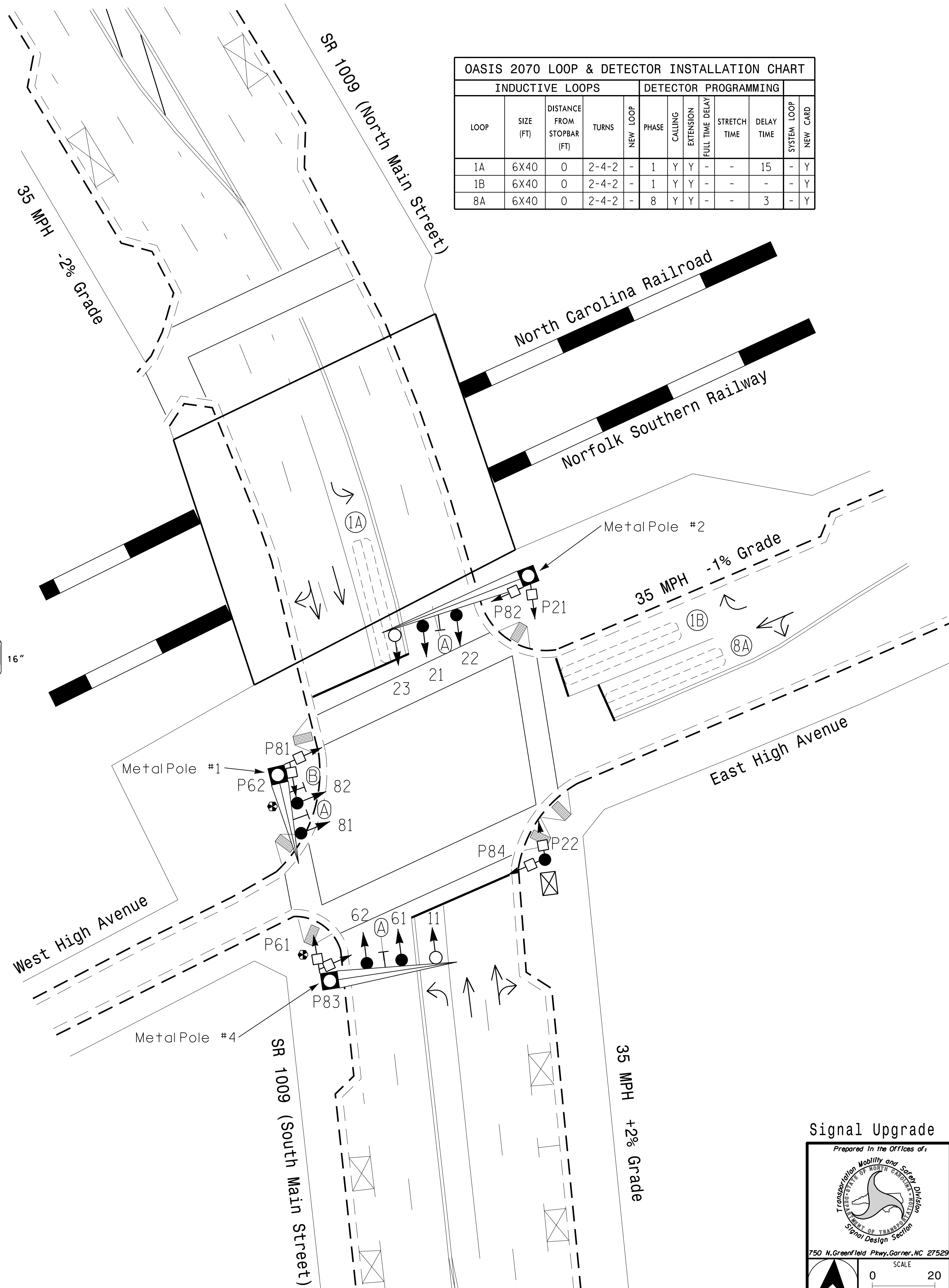
LEGEND



OASIS 2070 TIMING CHART

| FEATURE | PHASE | | | |
|-------------------------|-------|----------------|----------------|-----|
| | 1 | 2 | 6 | 8 |
| Min Green 1 * | 7 | 10 | 10 | 7 |
| Extension 1 * | 2.0 | 0.0 | 0.0 | 2.0 |
| Max Green 1 * | 15 | 35 | 35 | 25 |
| Yellow Clearance | 3.0 | 4.0 | 4.0 | 3.9 |
| Red Clearance | 2.1 | 1.3 | 1.3 | 2.3 |
| Walk 1 * | - | 7 | 7 | 7 |
| Don't Walk 1 | - | 11 | 4 | 17 |
| 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 | 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.



Signal Upgrade

Prepared in the Offices of:

 750 N. Greenfield Pkwy, Garner, NC 27529

SR 1009 (South Main Street) at High Avenue

Division 7 Guilford County High Point

PLAN DATE: December 2014 REVIEWED BY:
 PREPARED BY: Jeff Spence REVIEWED BY:

REVISIONS: _____ INIT. DATE _____

SCALE: 1"=20'

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 026486 ROBERT J. ZIEBBA ENGINEER

DocuSigned by: Robert J. Ziebb 4/29/2015 10:58:34 AM DATE

SIG. INVENTORY NO. 07-0785

2014-08-20 15:50 S:\MTS\SIG\15_Signal\Signal Design\Section\Central_Regional\iv_74c-5558_High_Point\Signal_Plans\07-0785\070785_s1a.dsn_20150429.dgn
 PZ:terno