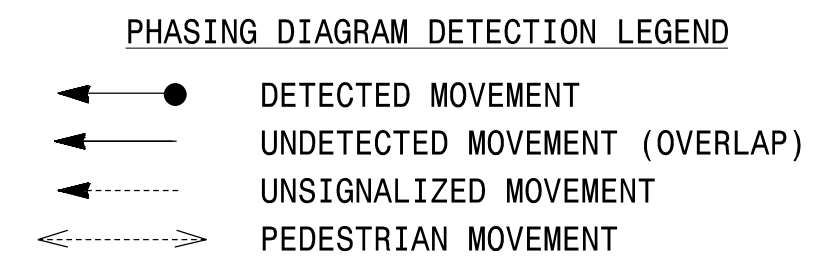
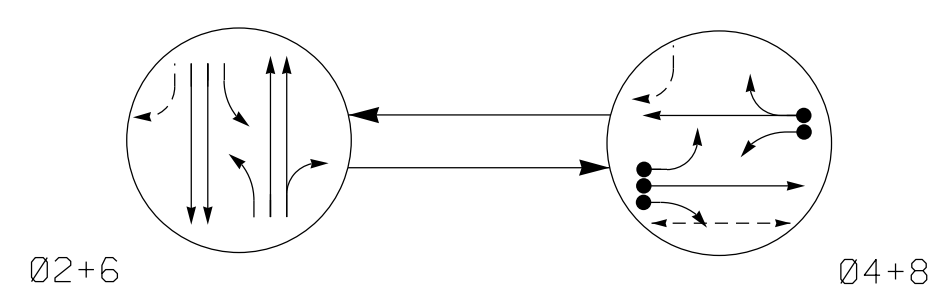


**PHASING DIAGRAM**



**TABLE OF OPERATION**

SIGNAL FACE	PHASE		
	02+6	04+8	F L E D T
21,22,23	G	R	Y
41,42,43	R	G	R
61,62,63	G	R	Y
81,82	R	G	R
P41,P42	DW	W	DRK

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

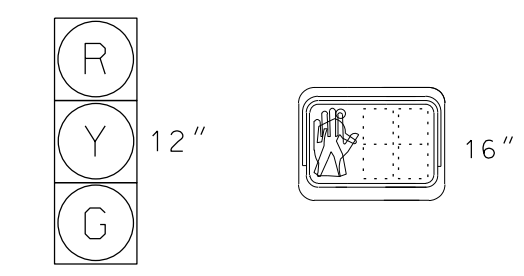
**OASIS 2070 LOOP & DETECTOR INSTALLATION CHART**

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING									
				NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD	
4A	*	70-90	*	-	4	Y	Y	-	-	-	-	-	*
8A	*	70-90	*	-	8	Y	Y	-	-	-	-	-	*
8A	*	70-90	*	-	8	Y	Y	-	-	-	-	-	*
S1	6x6	+168	EXIST	-	SYS	-	-	-	-	-	-	-	Y
S2	6x6	+168	EXIST	-	SYS	-	-	-	-	-	-	-	Y

\* Microwave Detection Zone \*

**SIGNAL FACE I.D.**

All Heads L.E.D.

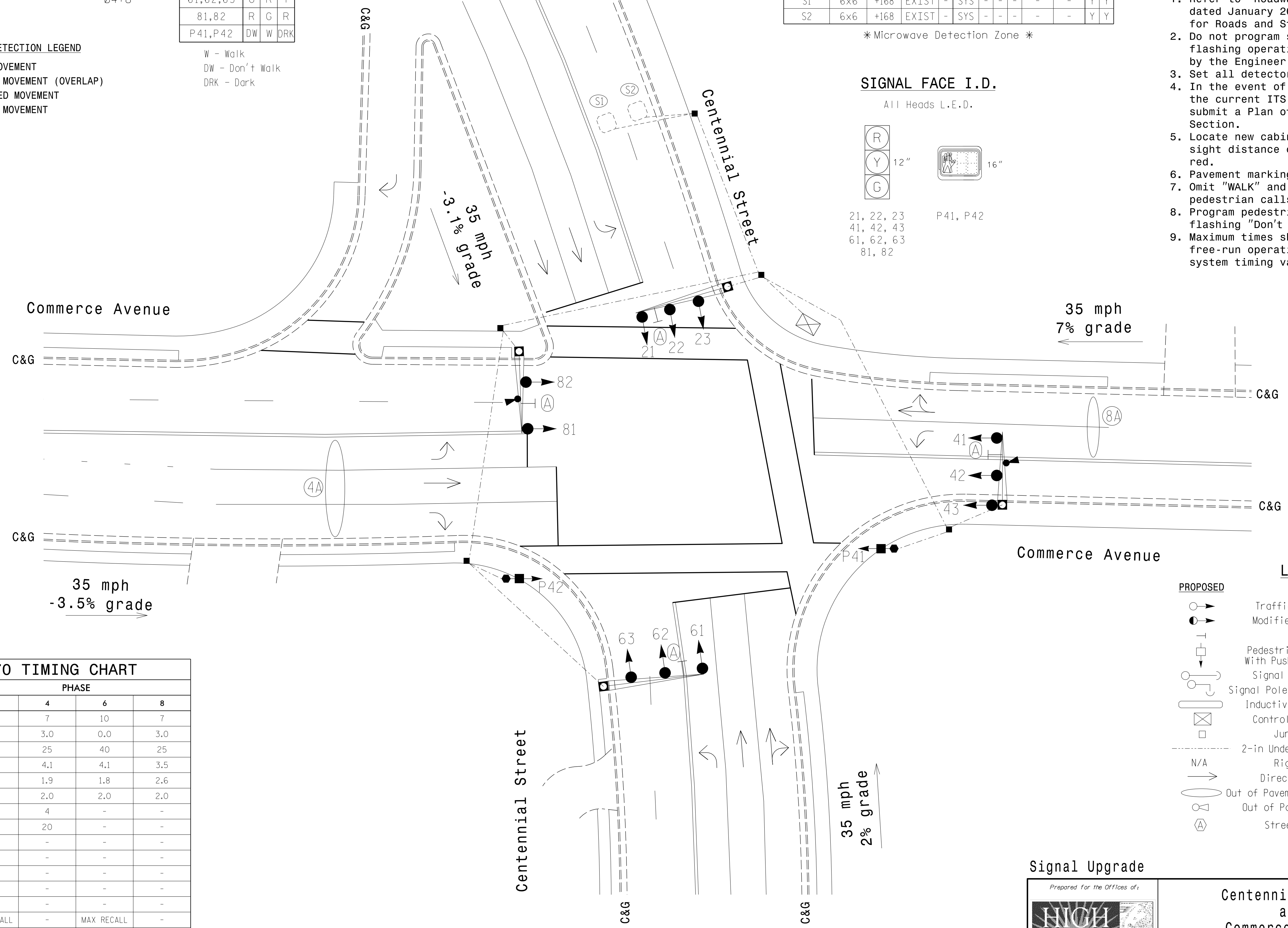


21, 22, 23  
 41, 42, 43  
 61, 62, 63  
 81, 82

**2 Phase Semi-Actuated (High Point Signal System)**

**NOTES**

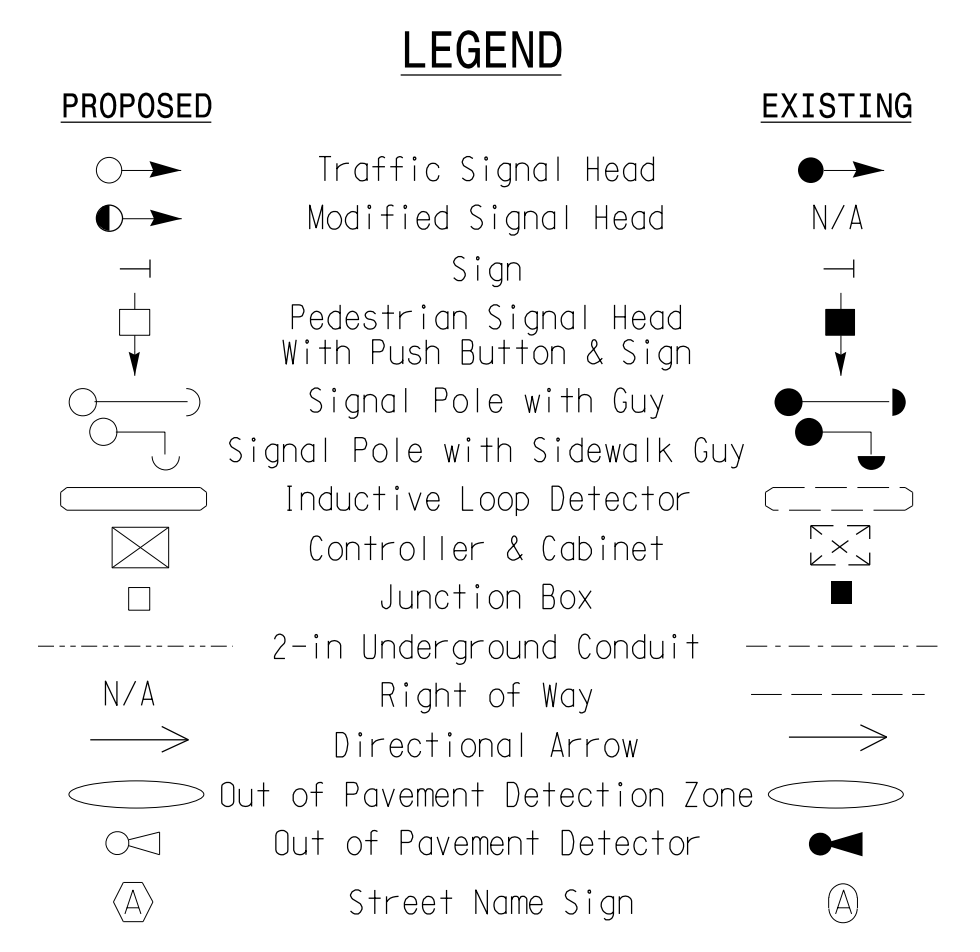
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Set all detector units to presence mode.
4. In the event of loop replacement, refer to the current ITS and Signals Design Manual and submit a Plan of Record to the Signal Design Section.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. Pavement markings are existing.
7. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
8. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
9. 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	3.0	0.0	3.0
Max Green 1 *	40	25	40	25
Yellow Clearance	3.7	4.1	4.1	3.5
Red Clearance	2.1	1.9	1.8	2.6
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	4	-	-
Don't Walk 1	-	20	-	-
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Recall Mode	MAX RECALL	-	MAX RECALL	-
Vehicle Call Memory	-	-	-	-
Dual Entry	-	ON	-	ON
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 for the Offices of:

**HIGH POINT**  
 NORTH CAROLINA INTERNATIONAL CITY

Department of Transportation  
 211 S. Hamilton Street  
 High Point, NC 27260

**Centennial Street at Commerce Avenue**

Division 07 Guilford County High Point

PLAN DATE: April 2014 REVIEWED BY: MB Toth  
 PREPARED BY: IW Berdeau REVIEWED BY: LM Moon

REVISIONS: INIT. DATE

SCALE: 1"=20'

Seal: NORTH CAROLINA PROFESSIONAL ENGINEER MELISSA B. TOOTH SEAL 025892

Signed by: Melissa B. Toth 6/5/2015  
 DATE: 6/5/2015  
 SIGNATURE: [Signature] DATE: [Date]  
 SIGNED BY: [Name] DATE: [Date]  
 S.I.G. INVENTORY NO. HP0501

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