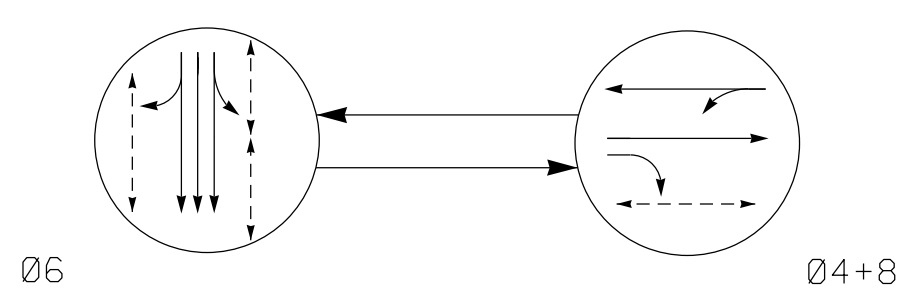


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

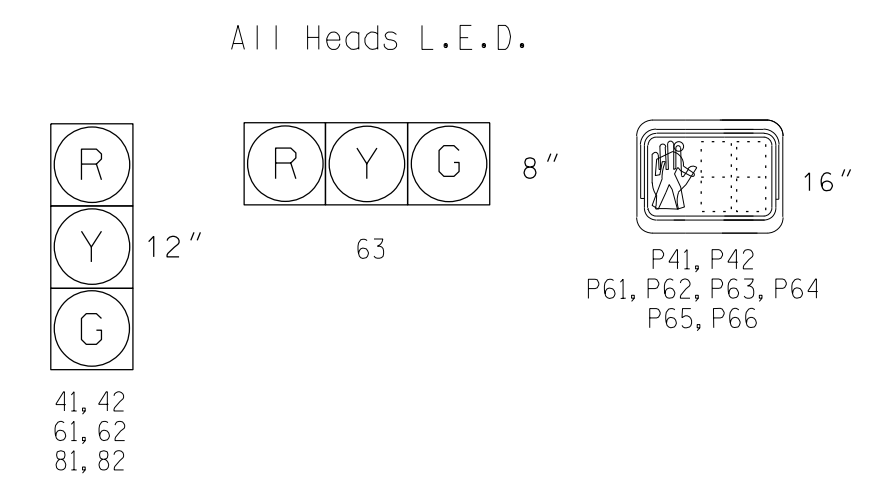
- DETECTED MOVEMENT
- ◄ UNDETECTED MOVEMENT (OVERLAP)
- ⋯ UNSIGNALIZED MOVEMENT
- ⇄ PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	Ø6	Ø4+8	FLSH
41, 42	R	G	R
61, 62, 63	G	R	Y
81, 82	R	G	R
P41, P42	DW	W	DRK
P61, P62, P63, P64 P65, P66	W	DW	DRK

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

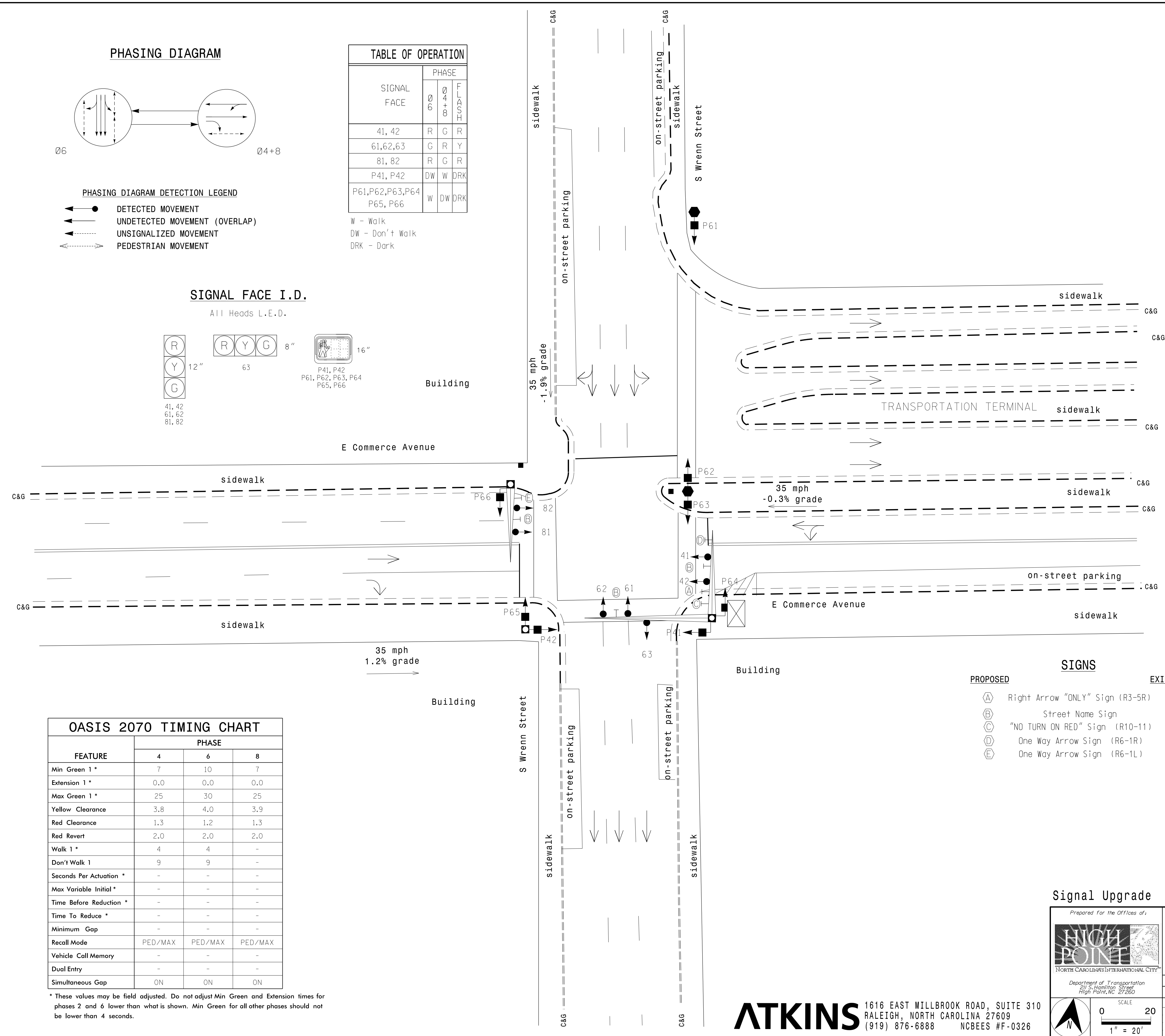
SIGNAL FACE I.D.



**2 Phase
Pre-Timed
(High Point Signal System)**

NOTES

1. Refer to "Roadway Standard Drawing 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. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
4. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
5. Pavement markings are existing.
6. 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		
	4	6	8
Min Green 1 *	7	10	7
Extension 1 *	0.0	0.0	0.0
Max Green 1 *	25	30	25
Yellow Clearance	3.8	4.0	3.9
Red Clearance	1.3	1.2	1.3
Red Revert	2.0	2.0	2.0
Walk 1 *	4	4	-
Don't Walk 1	9	9	-
Seconds Per Actuation *	-	-	-
Max Variable Initial *	-	-	-
Time Before Reduction *	-	-	-
Time To Reduce *	-	-	-
Minimum Gap	-	-	-
Recall Mode	PED/MAX	PED/MAX	PED/MAX
Vehicle Call Memory	-	-	-
Dual Entry	-	-	-
Simultaneous Gap	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.

SIGNS

- PROPOSED**
- Ⓐ Right Arrow "ONLY" Sign (R3-5R)
 - Ⓑ Street Name Sign
 - Ⓒ "NO TURN ON RED" Sign (R10-11)
 - Ⓓ One Way Arrow Sign (R6-1R)
 - Ⓔ One Way Arrow Sign (R6-1L)

- EXISTING**
- Ⓐ
 - Ⓑ
 - Ⓒ
 - Ⓓ
 - Ⓔ

LEGEND

- | | |
|---------------------------------|---------------------------------|
| PROPOSED | EXISTING |
| ○ → Traffic Signal Head | ● → N/A |
| ◐ → Modified Signal Head | ◑ → N/A |
| ⊥ Sign | ⊥ Sign |
| ⊥ Pedestrian Signal Head | ⊥ Pedestrian Signal Head |
| ○ Pedestrian Pedestal | ● Pedestrian Pedestal |
| ⊠ Metal Pole | ⊠ Metal Pole |
| ⊠ Metal Pole with Mastarm | ⊠ Metal Pole with Mastarm |
| ⊠ Signal Pole with Guy | ⊠ Signal Pole with Guy |
| ⊠ Signal Pole with Sidewalk Guy | ⊠ Signal Pole with Sidewalk Guy |
| ⊠ Controller & Cabinet | ⊠ Controller & Cabinet |
| ⊠ Junction Box | ⊠ Junction Box |
| ⊠ 2-in Underground Conduit | ⊠ 2-in Underground Conduit |
| N/A Right of Way | --- Right of Way |
| → Directional Arrow | → Directional Arrow |

Signal Upgrade

 NORTH CAROLINA INTERNATIONAL CITY Department of Transportation 24 S. Hamilton Street High Point, NC 27260	S Wrenn Street at E Commerce Avenue		SEAL ENGINEER MELISSA B. TOTH
	Division 07 Guilford County High Point	PLAN DATE: July 2014 PREPARED BY: AK Boyd	
Prepared for the Offices of:	REVISIONS	INIT. DATE	DocuSigned by: Melissa B. Toth 6/5/2015 SIGNATURE DATE SIG. INVENTORY NO. HP0509

ATKINS 1616 EAST MILLBROOK ROAD, SUITE 310
 RALEIGH, NORTH CAROLINA 27609
 (919) 876-6888 NCBEES #F-0326

05-JUN-2015 15:53
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