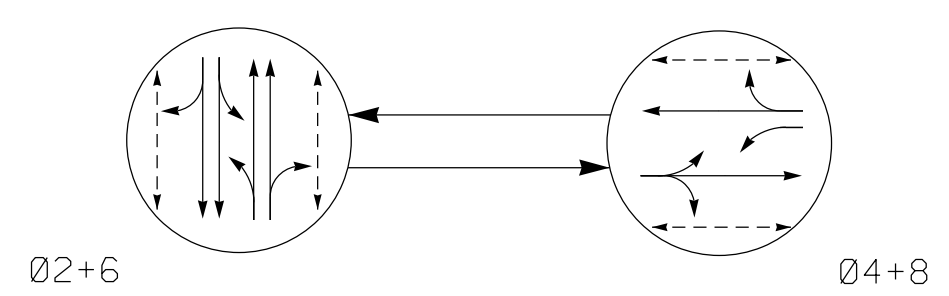


**PHASING DIAGRAM**



**PHASING DIAGRAM DETECTION LEGEND**

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

**TABLE OF OPERATION**

| SIGNAL FACE | PHASE |    |     |
|-------------|-------|----|-----|
|             | 2     | 4  | 6   |
| 21, 22      | G     | R  | Y   |
| 41, 42      | R     | G  | R   |
| 61, 62      | G     | R  | Y   |
| 81, 82      | R     | G  | R   |
| P21, P22    | W     | DW | DRK |
| P41, P42    | DW    | W  | DRK |
| P61, P62    | W     | DW | DRK |
| P81, P82    | DW    | W  | DRK |

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

**OASIS 2070L LOOP & DETECTOR INSTALLATION CHART**

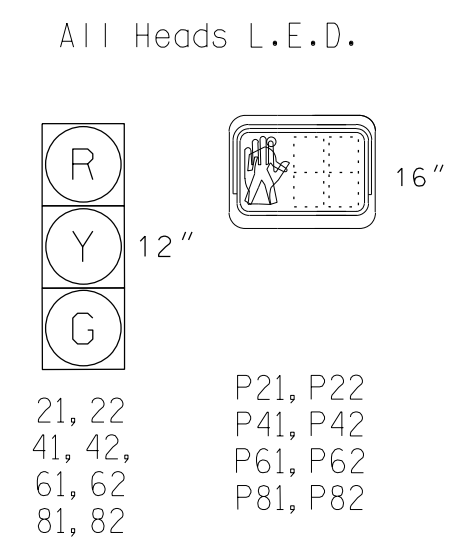
| LOOP | SIZE (FT) | DISTANCE FROM STOPBAR (FT) | TURNS | NEW LOOP | DETECTOR PROGRAMMING |         |           |                 |              | SYSTEM LOOP | NEW CARD |            |
|------|-----------|----------------------------|-------|----------|----------------------|---------|-----------|-----------------|--------------|-------------|----------|------------|
|      |           |                            |       |          | PHASE                | CALLING | EXTENSION | FULL TIME DELAY | STRETCH TIME |             |          | DELAY TIME |
| S1   | 6x6       | +123                       | EXIST | -        | SYS                  | -       | -         | -               | -            | -           | Y        | Y          |
| S2   | 6x6       | +123                       | EXIST | -        | SYS                  | -       | -         | -               | -            | -           | Y        | Y          |

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

**NOTES**

- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 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.

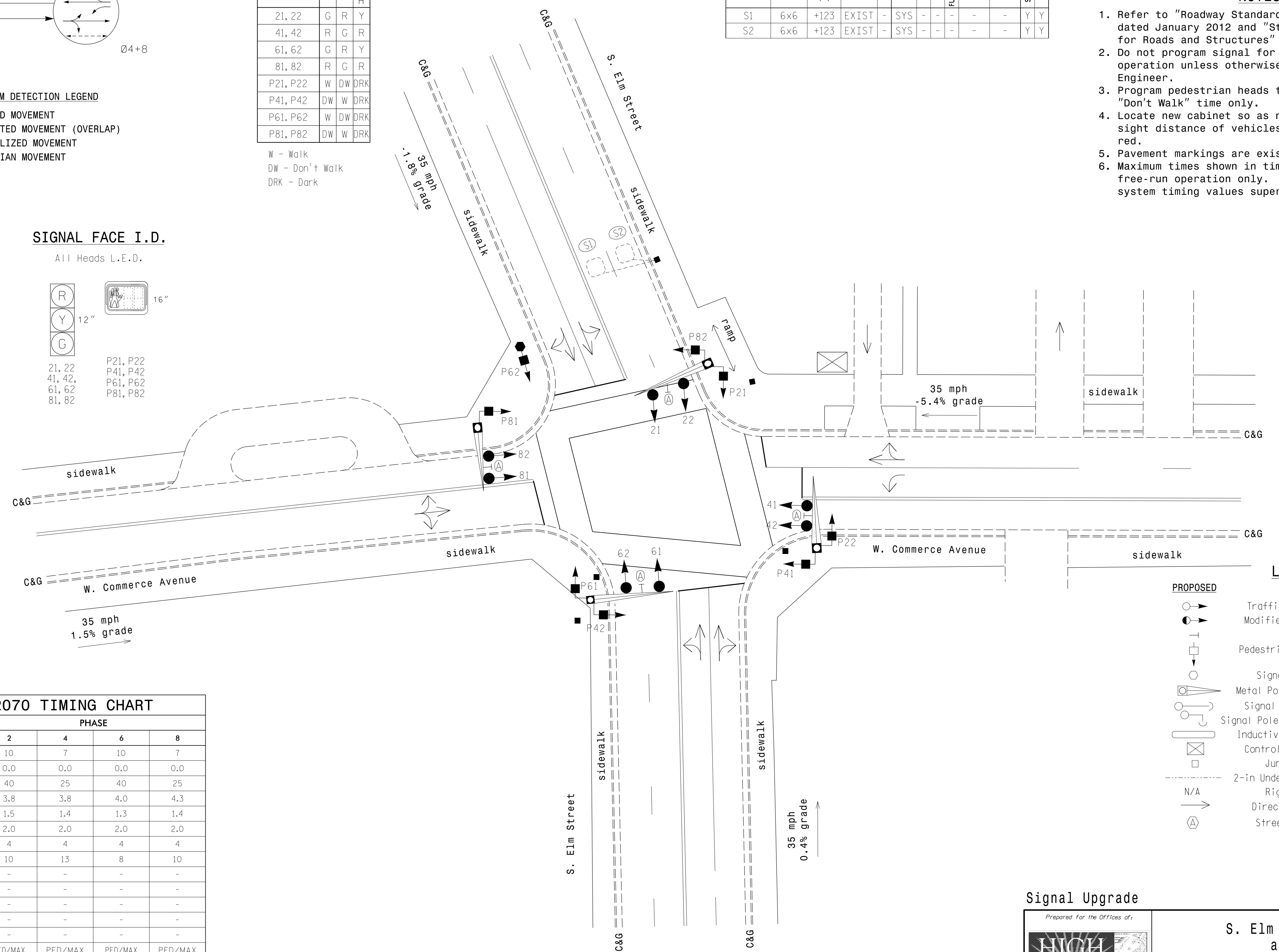
**SIGNAL FACE I.D.**



**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        | 3.8     | 3.8     | 4.0     | 4.3     |
| Red Clearance           | 1.5     | 1.4     | 1.3     | 1.4     |
| Red Revert              | 2.0     | 2.0     | 2.0     | 2.0     |
| Walk 1 *                | 4       | 4       | 4       | 4       |
| Don't Walk 1            | 10      | 13      | 8       | 10      |
| Seconds Per Actuation * | -       | -       | -       | -       |
| Max Variable Initial *  | -       | -       | -       | -       |
| Time Before Reduction * | -       | -       | -       | -       |
| Time To Reduce *        | -       | -       | -       | -       |
| Minimum Gap             | -       | -       | -       | -       |
| Recall Mode             | PED/MAX | PED/MAX | PED/MAX | PED/MAX |
| 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           | ● → Traffic Signal Head           |
| ◐ → Modified Signal Head          | N/A                               |
| ⊥ → Sign                          | ⊥ → Sign                          |
| ⊥ → Pedestrian Signal Head        | ⊥ → Pedestrian Signal Head        |
| ○ → Signal Pedestal               | ○ → Signal Pedestal               |
| ⊥ → 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 |
| ⊥ → Inductive Loop Detector       | ⊥ → Inductive Loop Detector       |
| ⊥ → 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             |
| Ⓐ → Street Name Sign              | Ⓐ → Street Name Sign              |

**Signal Upgrade**

|   |  |  |   |
|---|--|--|---|
| <br>NORTH CAROLINA INTERNATIONAL CITY<br>Department of Transportation<br>215 S. Hamilton Street<br>High Point, NC 27601 | <b>S. Elm Street at W. Commerce Avenue</b> |  | SEAL<br><br>ENGINEER<br>MELISSA B. TOTH   |
|   | Division 07 Guilford County High Point     | PLAN DATE: July 2014<br>PREPARED BY: AK Boyd |   |
| SCALE: 1"=20'<br>   | REVISIONS:                                 | INIT.:                                       | DATE:   |
| Prepared for the Offices of:  |  |  | DocuSigned by:<br>Signature: Melissa B. Toth<br>Date: 6/5/2015<br>Sig. Inventory No.: HP 0511 |

**ATKINS** 1616 EAST MILLBROOK ROAD, SUITE 310  
 RALEIGH, NORTH CAROLINA 27609  
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