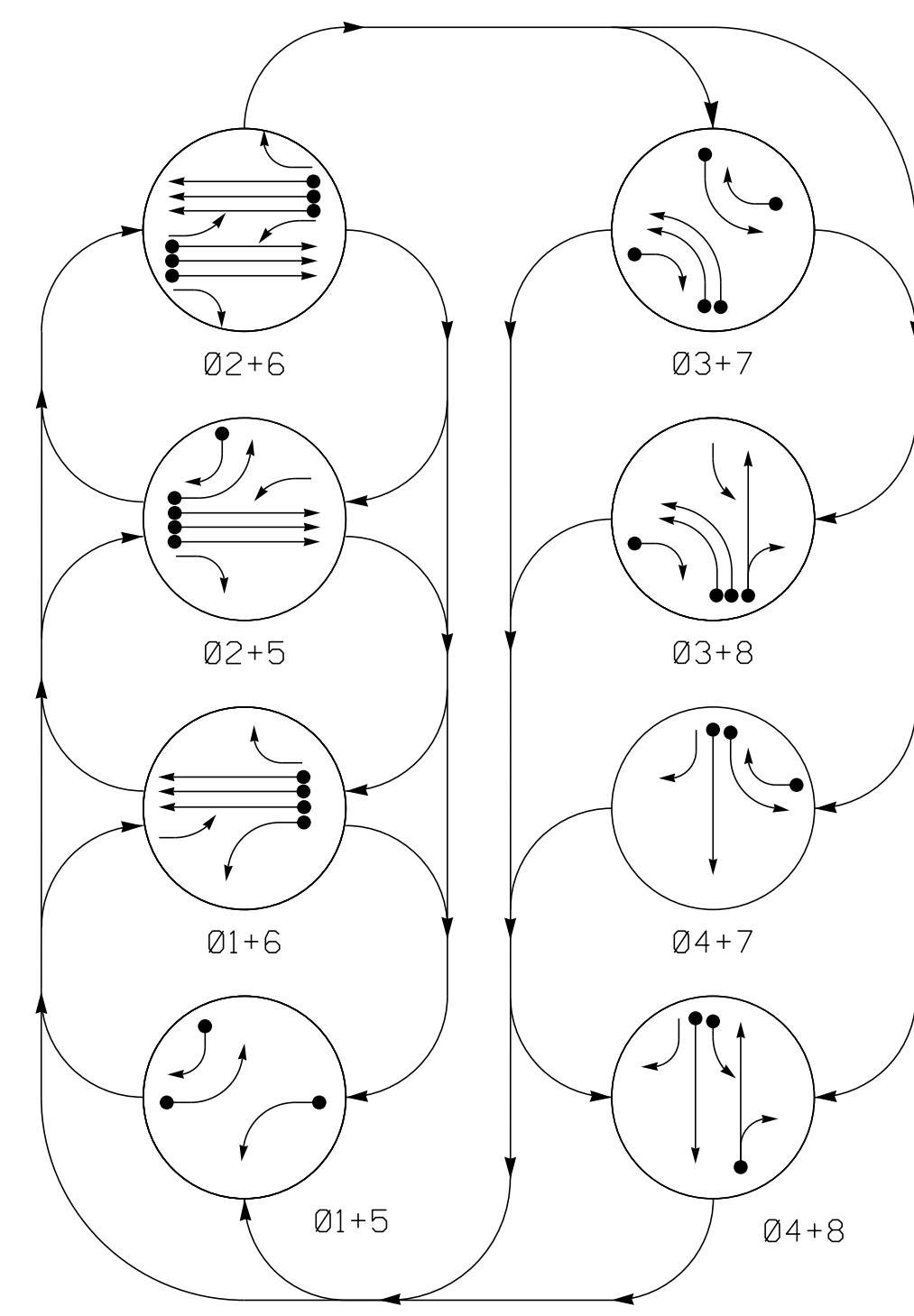


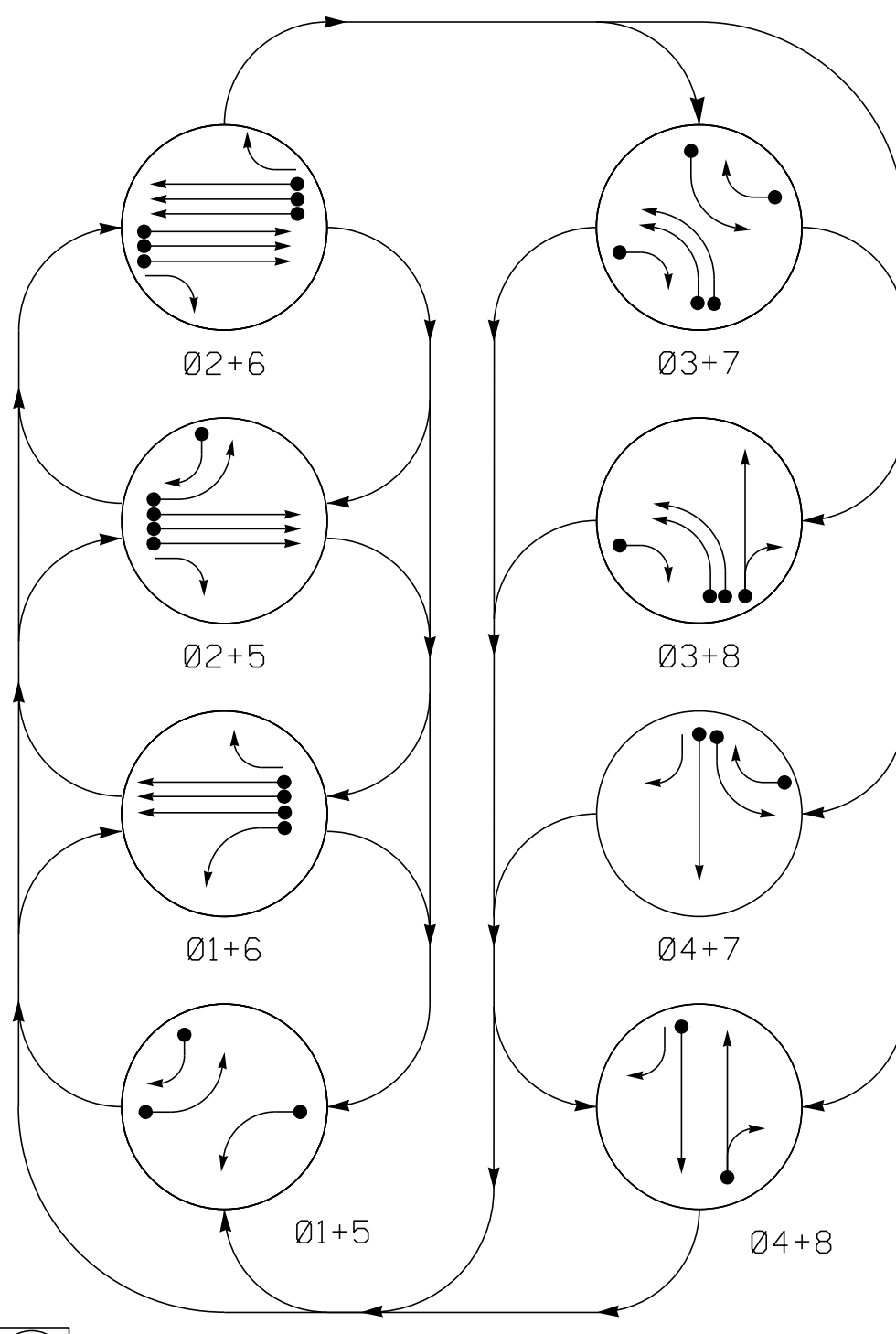
DEFAULT PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE							
	01+5	02+6	03+7	04+8	01+6	02+5	03+8	04+7
11	Y	Y	Y	Y	Y	Y	Y	Y
21,22	R	R	G	G	R	R	R	Y
23	R	R	G	G	R	R	R	Y
31,32	R	R	R	R	Y	Y	Y	Y
41	R	R	R	R	R	R	G	G
42	R	R	R	R	R	R	G	G
51	Y	Y	Y	Y	Y	Y	Y	Y
61,62	R	G	R	G	R	R	R	Y
63	R	G	R	G	R	R	R	Y
71	R	R	R	R	Y	Y	Y	Y
81,82	R	R	R	R	R	G	R	G

ALTERNATIVE PHASING DIAGRAM



ALTERNATIVE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE							
	01+5	02+6	03+7	04+8	01+6	02+5	03+8	04+7
11	Y	Y	Y	Y	Y	Y	Y	Y
21,22	R	R	G	G	R	R	R	Y
23	R	R	G	G	R	R	R	Y
31,32	R	R	R	R	Y	Y	Y	Y
41	R	R	R	R	R	R	G	G
42	R	R	R	R	R	R	G	G
51	Y	Y	Y	Y	Y	Y	Y	Y
61,62	R	G	R	G	R	R	R	Y
63	R	G	R	G	R	R	R	Y
71	R	R	R	R	Y	Y	Y	Y
81,82	R	R	R	R	R	G	R	G

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

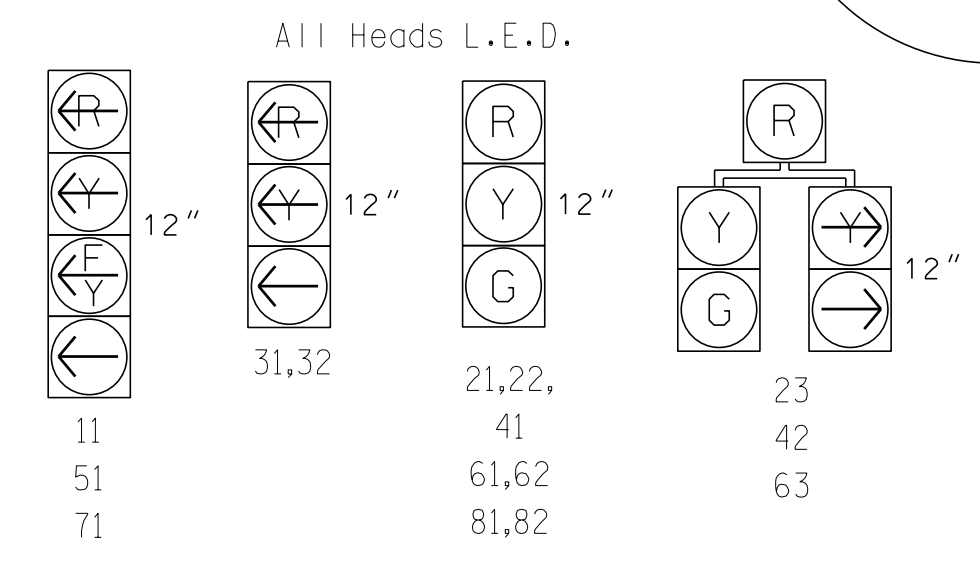
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	STRETCH TIME		
1A	6X40	0	2-4-2	Y	1	Y	Y	-	15*	-
2A	6X6	420	5	Y	2	Y	Y	-	-	-
2B	6X6	420	5	Y	2	Y	Y	-	-	-
2C	6X6	420	5	Y	2	Y	Y	-	-	-
3A	6X40	0	2-4-2	Y	3	Y	Y	-	-	-
3B	6X40	0	2-4-2	Y	3	Y	Y	-	-	-
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	-
5A	6X40	0	2-4-2	Y	5	Y	Y	-	15*	-
5B	6X40	0	2-4-2	Y	5	Y	Y	-	15	-
6A	6X6	420	5	Y	6	Y	Y	-	-	-
6B	6X6	420	5	Y	6	Y	Y	-	-	-
6C	6X6	420	5	Y	6	Y	Y	-	-	-
7A	6X40	0	2-4-2	Y	7	Y	Y	-	15*	-
8A	6X40	0	2-4-2	Y	8	Y	Y	-	5	-

* Disable Delay during Alternative Phasing operation.
 ** Disable phase calling during Alternative Phasing operations.

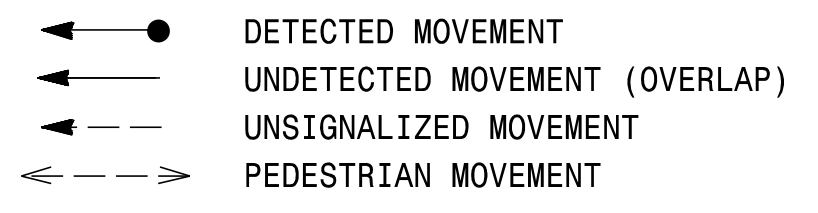
8 PHASE FULLY ACTUATED (HIGH POINT SIGNAL SYSTEM) NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. Phase 3 and/or phase 7 may be lagged.
5. Set all detector units to presence mode.
6. The Division (City) Traffic Engineer will determine the hours of use for each phasing plan.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

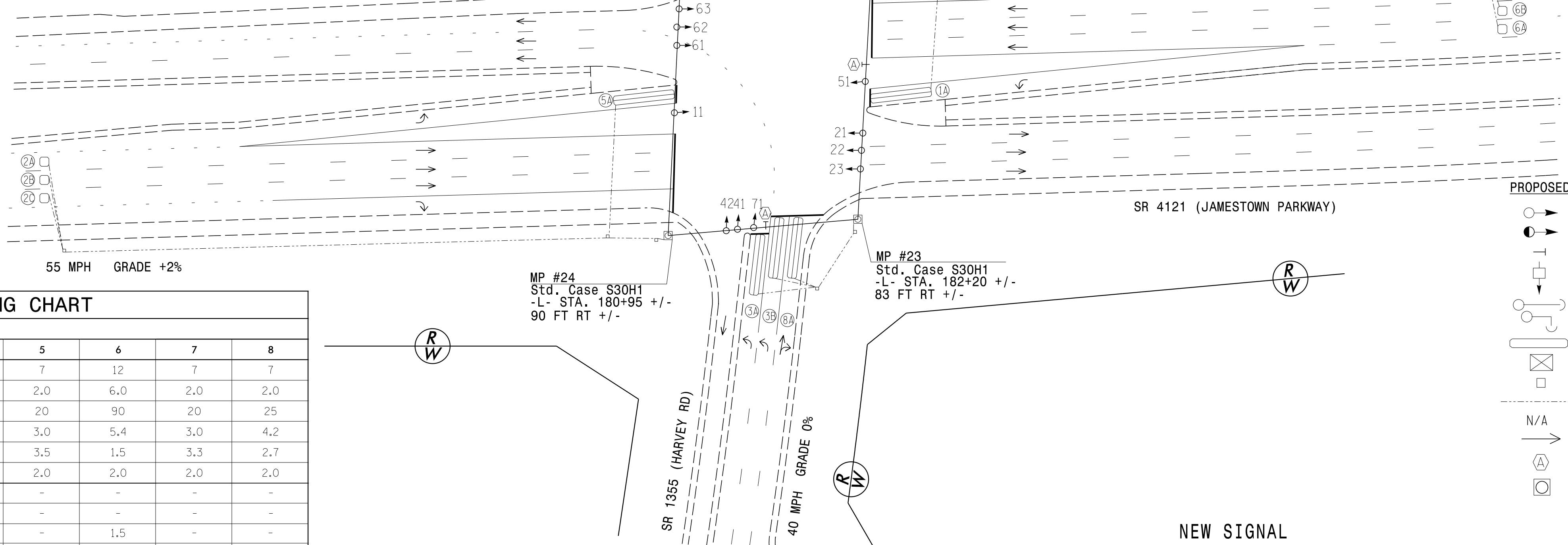
SIGNAL FACE I.D.



PHASING DIAGRAM DETECTION LEGEND



SR 4121 (JAMESTOWN PARKWAY)

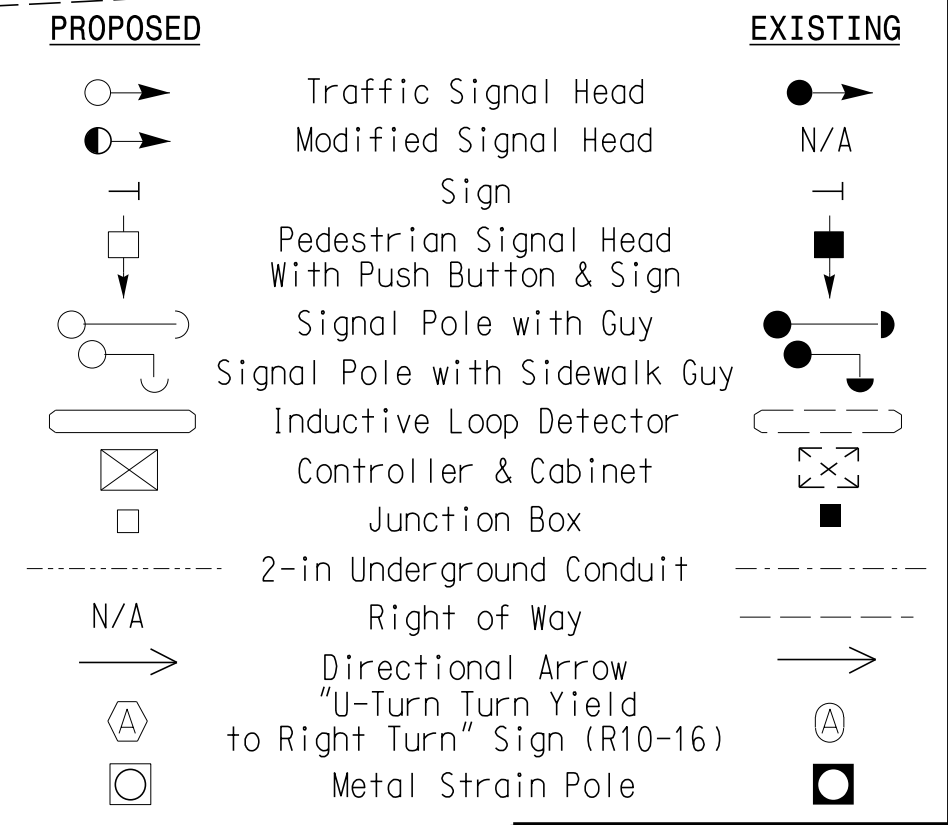


OASIS 2070 TIMING CHART

FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green 1*	7	12	7	7	7	12	7	7
Extension 1*	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max Green 1*	20	90	20	25	20	90	20	25
Yellow Clearance	3.0	5.4	3.0	4.2	3.0	5.4	3.0	4.2
Red Clearance	3.5	1.5	3.4	2.7	3.5	1.5	3.3	2.7
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1*	-	-	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-	-	-
Seconds Per Actuation*	-	1.5	-	-	-	1.5	-	-
Max Variable Initial*	-	46	-	-	-	46	-	-
Time Before Reduction*	-	15	-	-	-	15	-	-
Time To Reduce*	-	30	-	-	-	30	-	-
Minimum Gap	-	3.4	-	-	-	3.4	-	-
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL	-	-
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW	-	-
Dual Entry	-	-	-	-	-	-	-	ON
Simultaneous Gap	ON	ON	ON	ON	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



NEW SIGNAL

MOTT MACDONALD

P.O. Box 700
Fuquay-Varina, NC 27526
www.mottmac.com
License No. F-0669

Prepared for the Offices of:

TRANSPORTATION MOBILITY AND SAFETY DIVISION
STATE OF NORTH CAROLINA
Signal Design Section

**SR 4121 (JAMESTOWN PARKWAY)
AT
SR 1355 (HARVEY ROAD)**

DIVISION 7 GUILFORD COUNTY HIGH POINT

PLAN DATE: February 2018 REVIEWED BY: T. PATE

PREPARED BY: B. LEHAN REVIEWED BY: R. THOMPSON

REVISIONS: _____ INITI: _____ DATE: _____

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Russell W. Thompson
Professional Engineer
032711

DocuSigned by:
Russell W. Thompson
3/20/2018