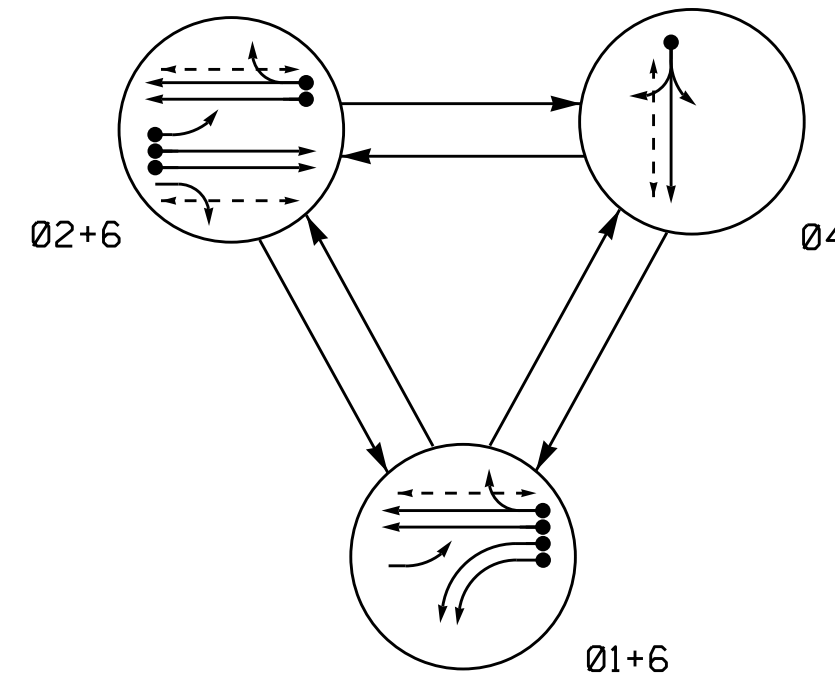


PHASING DIAGRAM



SIGNAL FACE	PHASE			
	01+6	02+6	04	F
11, 12	←	←	←	←
21	←	←	←	←
22, 23	R	G	R	Y
41, 42	R	R	G	R
61, 62	G	G	R	Y
P21, P22	DW	W	DW	DRK
P41, P42	DW	DW	W	DRK
P61, P62	W	W	DW	DRK

SIGNAL FACE	INTERVAL	
	1	2
101	ON	OFF
102	OFF	ON
103	ON	OFF
104	OFF	ON
105	ON	OFF
106	OFF	ON

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART											
INDUCTIVE LOOPS				DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	+5	2-4-2	-	1	Y	Y	-	-	-	Y
1B	6X40	+5	2-4-2	-	1	Y	Y	-	-	-	Y
2A, 2B	6X6	70	EXIST	-	2	Y	Y	-	-	-	Y
2C	6X40	0	2-4-2	-	2	Y	Y	-	-	-	Y
4A	6X40	0	2-4-2	-	4	Y	Y	-	10	-	Y
6A, 6B	6X6	70	EXIST	-	6	Y	Y	-	-	-	Y

3 Phase Fully Actuated (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.
- Phase 1 may be lagged.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- Pavement markings are existing.
- The Division Traffic Engineer will determine the hours of use for the school warning beacons.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

SIGNAL FACE I.D.

All Heads L.E.D.

PHASING DIAGRAM DETECTION LEGEND

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

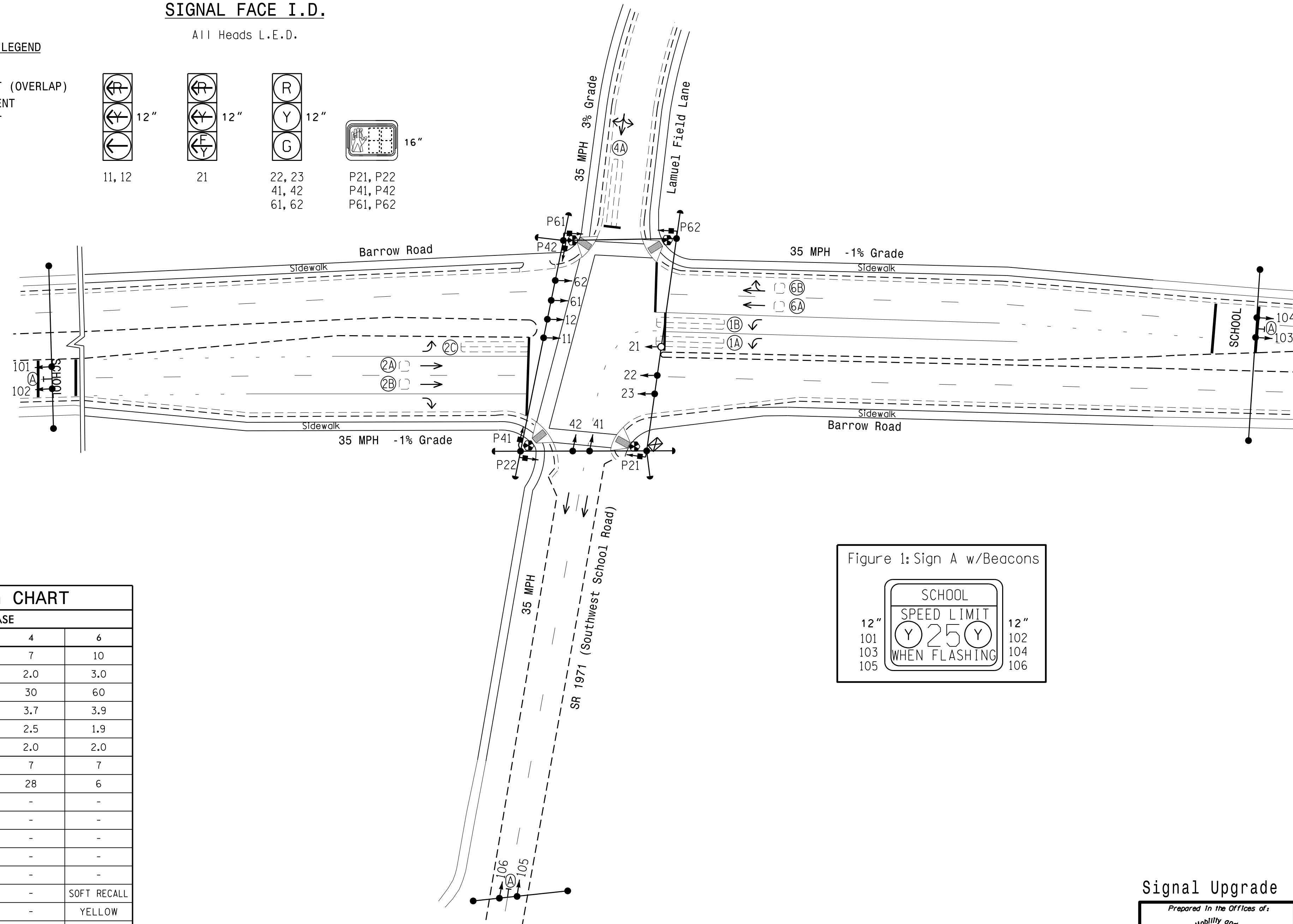
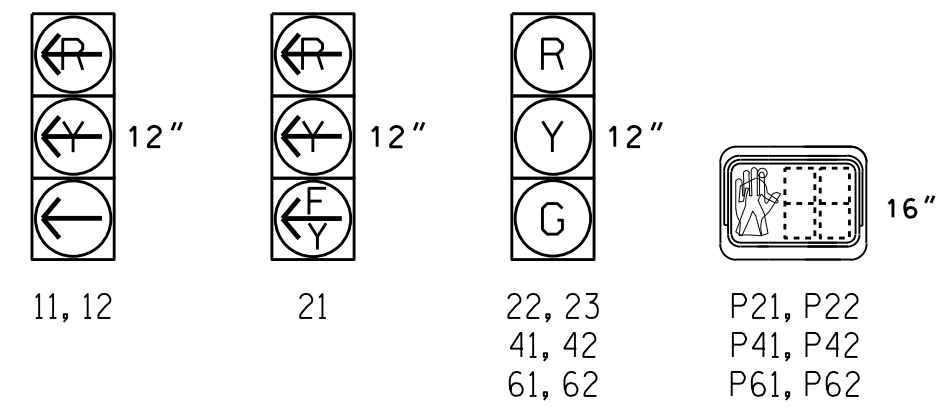
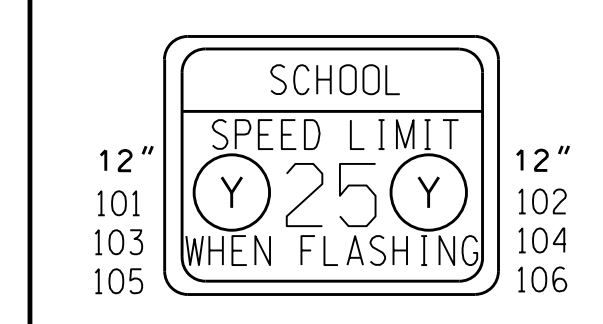


Figure 1: Sign A w/Beacons



FEATURE	PHASE			
	1	2	4	6
Min Green 1 *	7	10	7	10
Extension 1 *	2.0	3.0	2.0	3.0
Max Green 1 *	15	60	30	60
Yellow Clearance	3.0	3.9	3.7	3.9
Red Clearance	2.9	1.9	2.5	1.9
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	7	7	7
Don't Walk 1	-	8	28	6
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Recall Mode **	-	SOFT RECALL	-	SOFT RECALL
Vehicle Call Memory	-	YELLOW	-	YELLOW
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.
 ** May be changed to Min Recall by Time of Day at discretion of City Traffic Engineer.

LEGEND

- | PROPOSED | EXISTING |
|----------|----------|
| | |
| | N/A |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| N/A | |
| | |
| | |
| N/A | |
| | |

Signal Upgrade

	Barrow Road at SR 1971 (Southwest School Rd.) and Lamuel Field Lane High Point, Guilford County, North Carolina	
	Division 7 PLAN DATE: June 2014 PREPARED BY: Jeff Spence REVIEWED BY: T. L. Averette	PREPARED BY: Jeff Spence REVIEWED BY: T. L. Averette
SCALE: 1" = 40' DATE: 4/13/2015	SIG. INVENTORY NO. 07-1879	