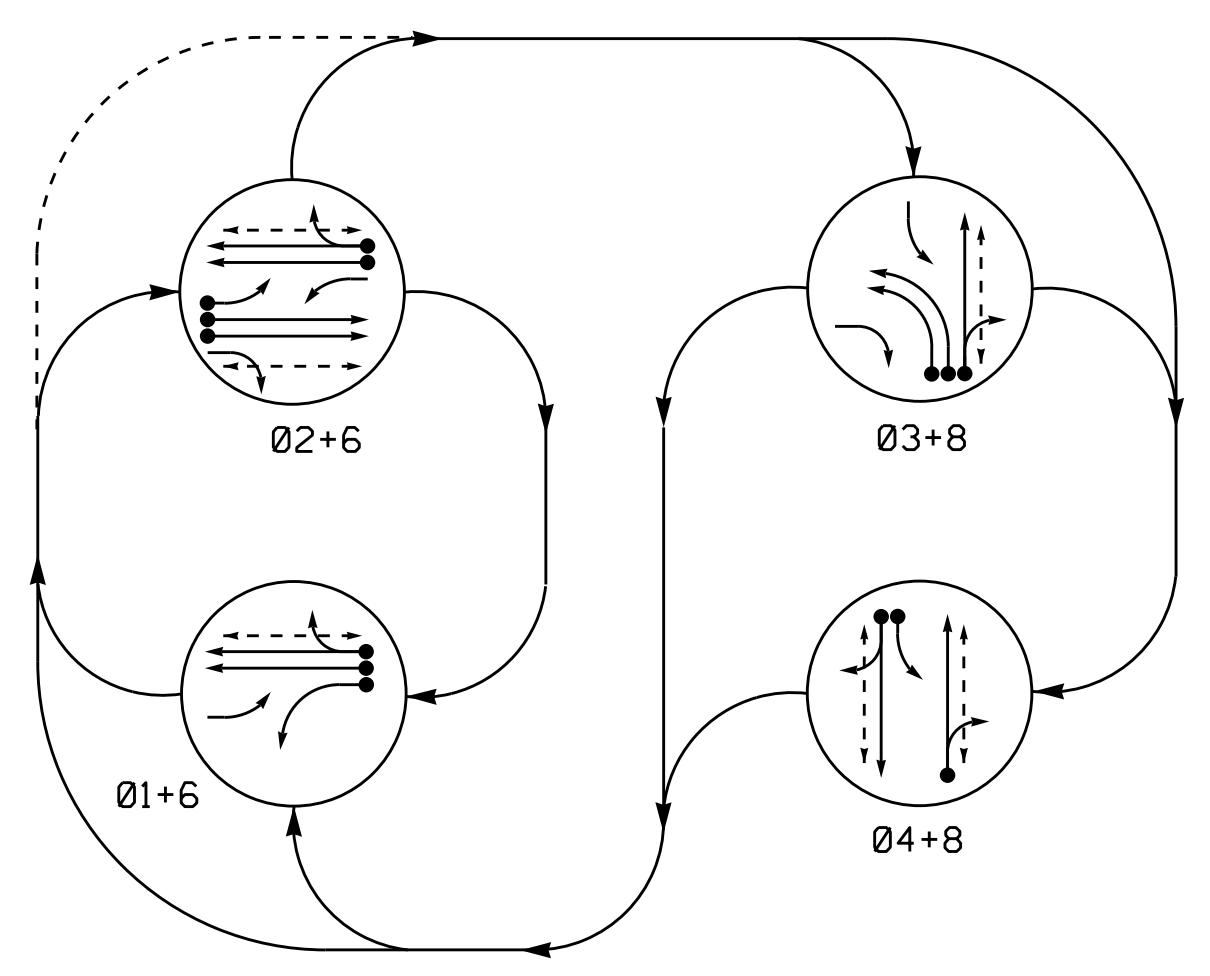


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

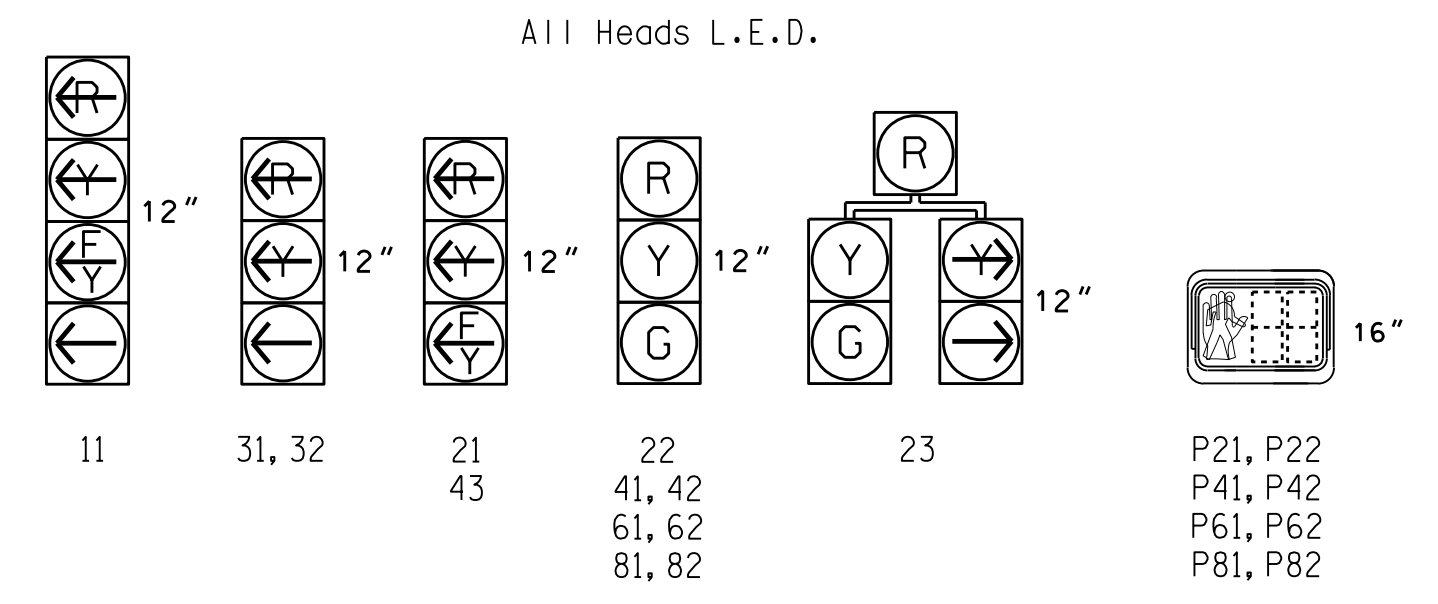
- ←●→ DETECTED MOVEMENT
- ←○→ UNDETECTED MOVEMENT (OVERLAP)
- ←---→ UNSIGNALIZED MOVEMENT
- ←- - -> PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE				
	Ø1+6	Ø2+6	Ø3+8	Ø4+8	F L
11	←	←	←	←	←
21	←	←	←	←	←
22	R	G	R	R	Y
23	R	G	R	R	Y
31, 32	←	←	←	←	←
41, 42	R	R	R	R	G
43	←	←	←	←	←
61, 62	G	G	R	R	Y
81, 82	R	R	G	G	R
P21, P22	DW	W	DW	DW	DRK
P41, P42	DW	DW	DW	W	DRK
P61, P62	W	W	DW	DW	DRK
P81, P82	DW	DW	W	W	DRK

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

SIGNAL FACE I.D.



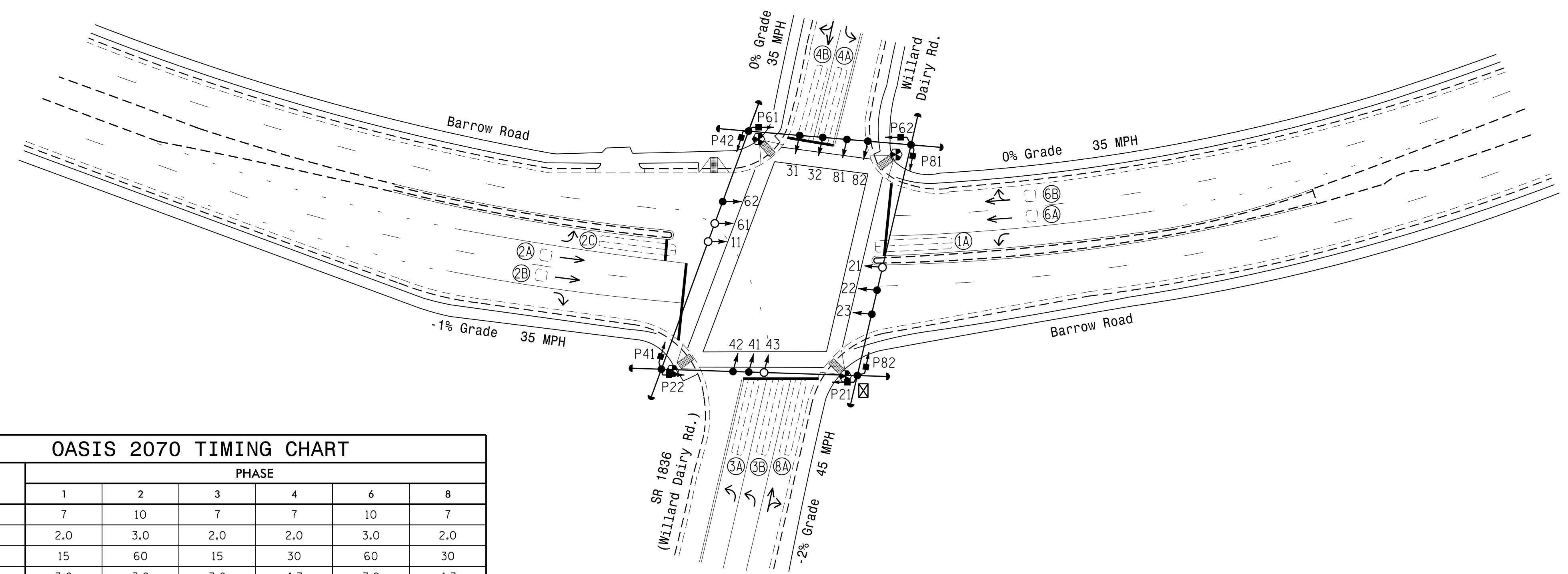
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	STRETCH TIME			DELAY TIME
1A	6X40	+5	2-4-2	-	1	Y	Y	-	15	-	Y
2A, 2B	6X6	70	4	-	2	Y	Y	-	-	-	Y
2C	6X40	+5	2-4-2	-	2	Y	Y	-	-	-	Y
3A	6X40	0	2-4-2	-	3	Y	Y	-	3	-	Y
3B	6X40	0	2-4-2	-	3	Y	Y	-	-	-	Y
4A	6X40	0	2-4-2	-	4	Y	Y	-	3	-	Y
4B	6X40	0	2-4-2	-	4	Y	Y	-	10	-	Y
6A, 6B	6X6	70	4	-	6	Y	Y	-	-	-	Y
8A	6X40	0	2-4-2	-	8	Y	Y	-	10	-	Y

4 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.
- Phase 3 may be lagged.
- Reposition existing signal heads numbered 41, 42, and 62.
- 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.
- 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					
	1	2	3	4	6	8
Min Green 1 *	7	10	7	7	10	7
Extension 1 *	2.0	3.0	2.0	2.0	3.0	2.0
Max Green 1 *	15	60	15	30	60	30
Yellow Clearance	3.0	3.9	3.0	4.7	3.9	4.7
Red Clearance	3.2	2.4	2.9	2.4	2.4	2.4
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	7	-	4	7	4
Don't Walk 1	-	18	-	28	12	26
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	-	-	-	-	-	ON
Simultaneous Gap	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.
 ** May be changed to Min Recall by Time of Day at discretion of City Traffic Engineer.

LEGEND

- | PROPOSED | EXISTING |
|------------------------------|----------------------------------|
| ○→ Traffic Signal Head | ●→ N/A |
| ●→ Modified Signal Head | ○→ N/A |
| □→ Pedestrian Signal Head | □→ N/A |
| ○→ Signal Pole with Guy | ●→ Signal Pole with Sidewalk Guy |
| ○→ Inductive Loop Detector | ○→ Junction Box |
| □→ Controller & Cabinet | □→ Junction Box |
| □→ Junction Box | □→ Junction Box |
| --- 2-in Underground Conduit | --- 2-in Underground Conduit |
| N/A Right of Way | N/A Right of Way |
| → Directional Arrow | → Directional Arrow |
| ⊕ Type I Pushbutton Post | ⊕ Type I Pushbutton Post |
| N/A Curb Ramp | ▤ Curb Ramp |

Signal Upgrade

Barrow Road at SR 1836 (Willard Dairy Road)

Division 7 Guilford County High Point

PLAN DATE: May 2014 PREPARED BY: R.N. Zinser

PREPARED BY: L. Blount REVIEWED BY:

SEAL

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 40

1" = 40'

REVISIONS

NO.	DATE	INIT.	DATE

DocuSigned by: Robert J. Zinser

4/13/2015

SIG. INVENTORY NO. 07-2116

13-APR-2015 11:23 S:\MT\5558\15_Signal\Signal Design\Section\Central_Regional\iv_kac-5558_High Point\Signal Plans\07-2116\072116_slg.dsn_20150413.dgn PZ:terbo