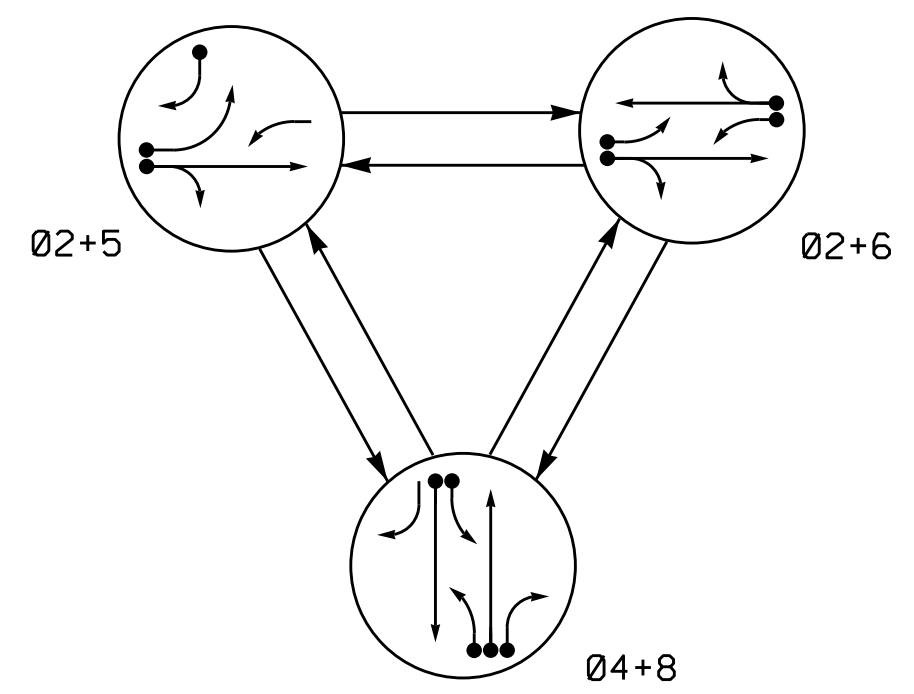


PHASING DIAGRAM

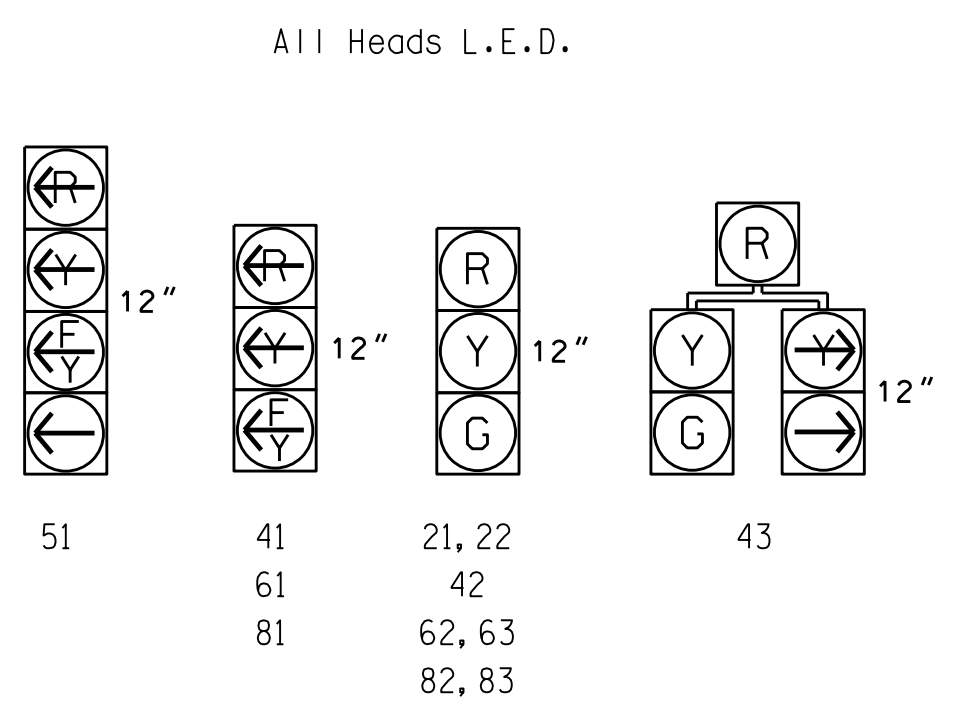


**PHASING DIAGRAM DETECTION LEGEND**  
 ● → DETECTED MOVEMENT  
 ○ → UNDETECTED MOVEMENT (OVERLAP)  
 - - - → UNSIGNALIZED MOVEMENT  
 - - - → PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE			
	02+5	02+6	04+8	F
21, 22	G	G	R	Y
41	R	R	F	R
42	R	R	G	R
43	R	R	G	R
51	F	F	R	Y
61	F	F	R	Y
62, 63	R	G	R	Y
81	R	R	F	R
82, 83	R	R	G	R

SIGNAL FACE I.D.



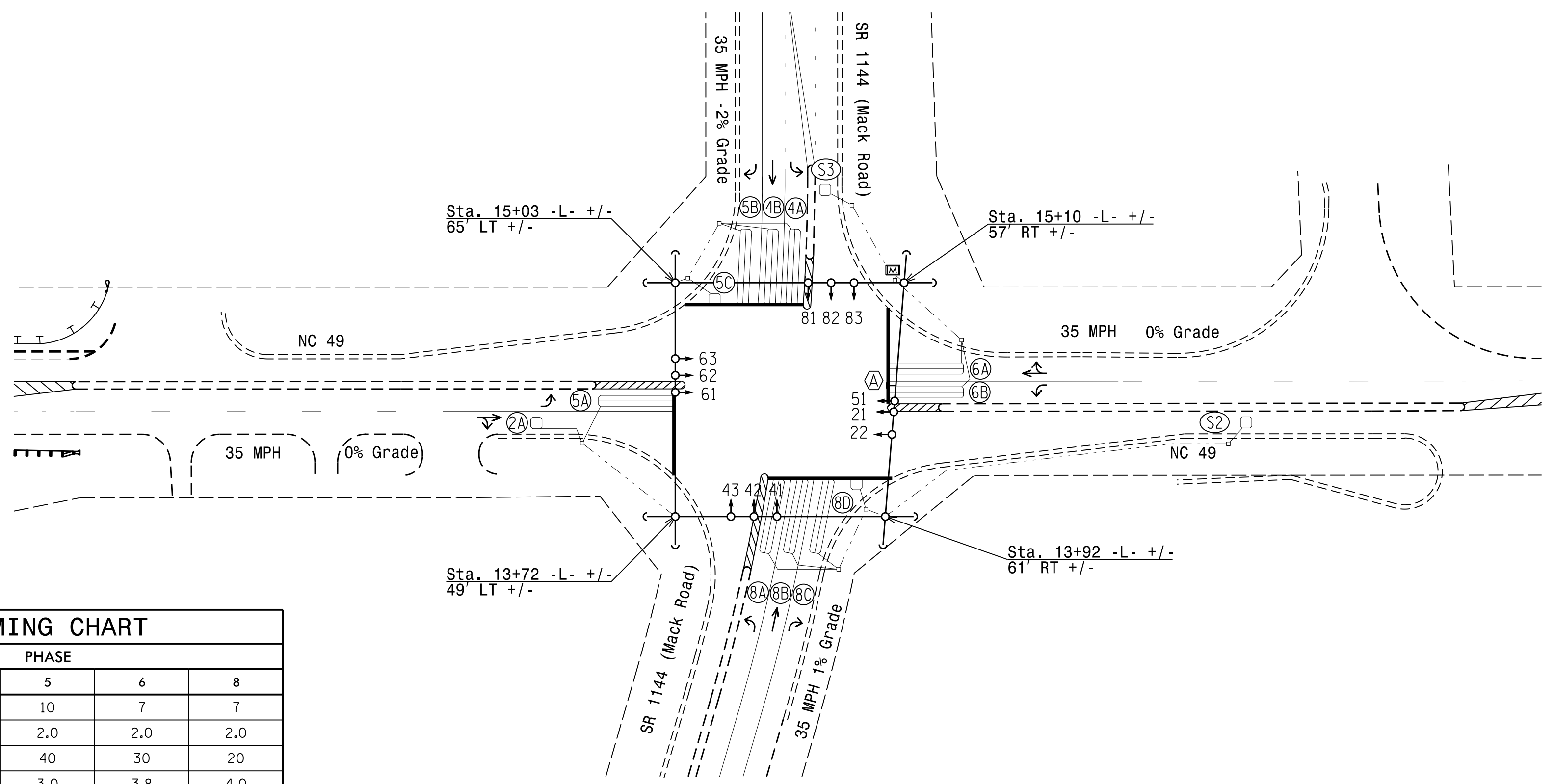
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING								
				PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD		
2A	6X6	70	4	Y	2	Y	Y	-	-	-	-	Y
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	3	-	Y
4B	6X40	0	2-4-2	Y	4	Y	Y	-	-	-	-	Y
5A	6X40	0	2-4-2	Y	5	Y	Y	-	-	15	-	Y
5B	6X40	0	2-4-2	Y	5	Y	Y	-	-	10	-	Y
5C	6X6	0	4	Y	5	Y	Y	-	-	15	-	Y
6A	6X40	0	2-4-2	Y	6	Y	Y	-	-	5	-	Y
6B	6X40	0	2-4-2	Y	6	Y	Y	-	-	3	-	Y
8A	6X40	0	2-4-2	Y	8	Y	Y	-	-	3	-	Y
8B	6X40	0	2-4-2	Y	8	Y	Y	-	-	-	-	Y
8C	6X40	0	2-4-2	Y	8	Y	Y	-	-	10	-	Y
8D	6X6	0	4	Y	8	Y	Y	-	-	15	-	Y
S2	6X6	+300	4	Y	-	-	-	-	-	-	-	Y
S3	6X6	+150	4	Y	-	-	-	-	-	-	-	Y

3 Phase Fully Actuated (US 64/NC 49 Closed Loop 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 5 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.
- Program controller to start up in phase 2+6 green.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Closed loop system data:  
Master Asset #: 10823.  
Controller Asset #: 0506.



OASIS 2070 TIMING CHART

FEATURE	PHASE				
	2	4	5	6	8
Min Green 1 *	10	7	10	7	7
Extension 1 *	3.0	2.0	2.0	2.0	2.0
Max Green 1 *	50	20	40	30	20
Yellow Clearance	3.8	4.0	3.0	3.8	4.0
Red Clearance	2.0	1.5	2.8	2.0	1.5
Red Revert	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
Seconds Per Actuation *	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-
Time To Reduce *	-	-	-	-	-
Minimum Gap	-	-	-	-	-
Recall Mode	SOFT RECALL	-	SOFT RECALL	-	-
Vehicle Call Memory	YELLOW	-	-	-	-
Dual Entry	-	ON	-	-	ON
Simultaneous Gap	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

PROPOSED	EXISTING
○ → Traffic Signal Head	● → N/A
○ → Modified Signal Head	- → N/A
○ → Pedestrian Signal Head	○ → N/A
○ → Signal Pole with Guy	○ → N/A
○ → Signal Pole with Sidewalk Guy	○ → N/A
□ → Inductive Loop Detector	□ → N/A
□ → Master Controller & Cabinet	□ → N/A
□ → Junction Box	□ → N/A
- - - → 2-in Underground Conduit	- - - → N/A
- - - → Right of Way	- - - → N/A
→ → Directional Arrow	→ → N/A
Ⓐ → "U-TURN YIELD TO RIGHT TURN" Sign (R10-16)	Ⓐ → N/A

New Installation

Prepared in the Offices of:  
 TRANSPORTATION MOBILITY AND SAFETY DIVISION  
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
 Signal Design Section  
 750 N. Greenfield Pkwy, Garner, NC 27529

NC 49 at SR 1144 (Mack Road)

Division 8 Randolph County Asheboro

PLAN DATE: March 2014 REVIEWED BY:  
 PREPARED BY: I. O. Umozurike REVIEWED BY:

REVISIONS: INIT. DATE

SCALE: 0 50  
 1"=50'

SEAL  
 NORTH CAROLINA PROFESSIONAL ENGINEER  
 ROBERT J. ZIEGLER  
 SEAL 026486

4/1/2015  
 DATE

SIG. INVENTORY NO. 08-0506

01-APR-2015 14:29  
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