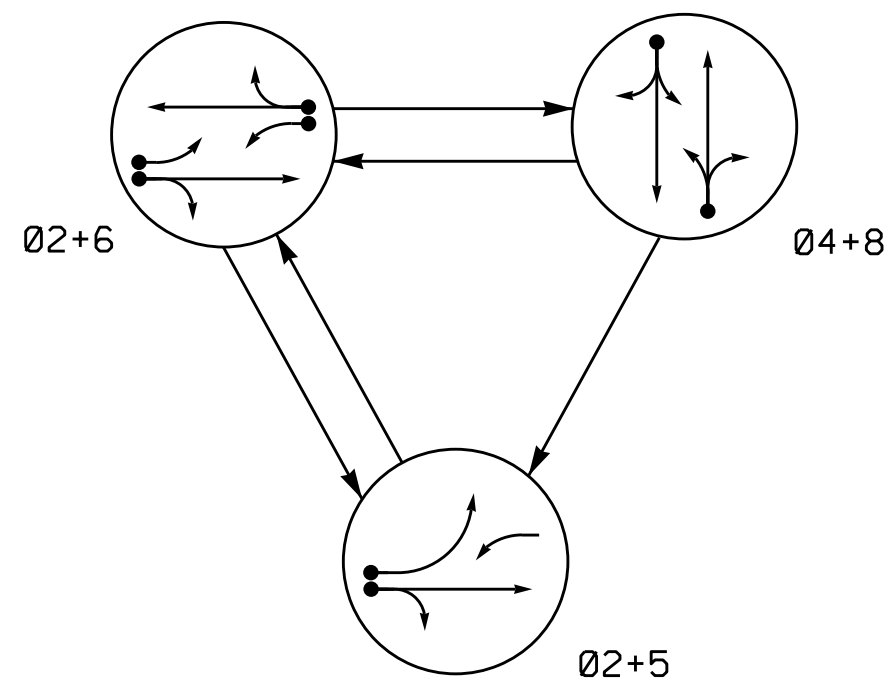


PHASING DIAGRAM



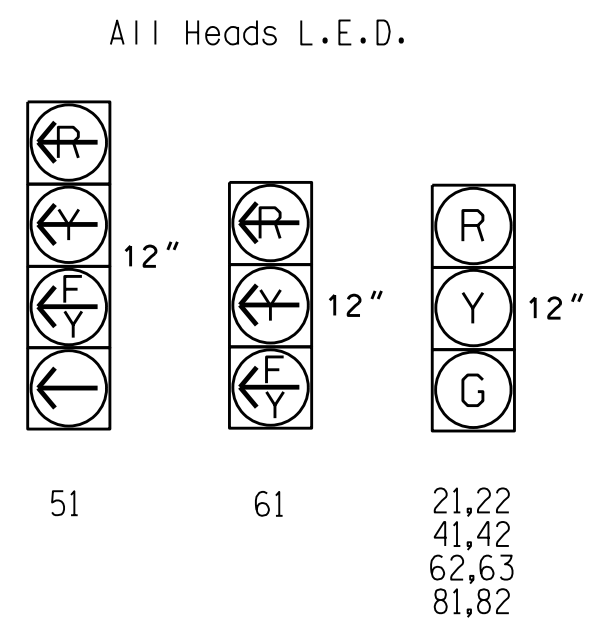
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE				
	Ø 2 + 5	Ø 2 + 6	Ø 4 + 8	F	H
21,22	G	G	R	Y	
41,42	R	R	G	R	
51	-	F	R	Y	
61	F	F	R	Y	
62,63	R	G	R	Y	
81,82	R	R	G	R	

SIGNAL FACE I.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

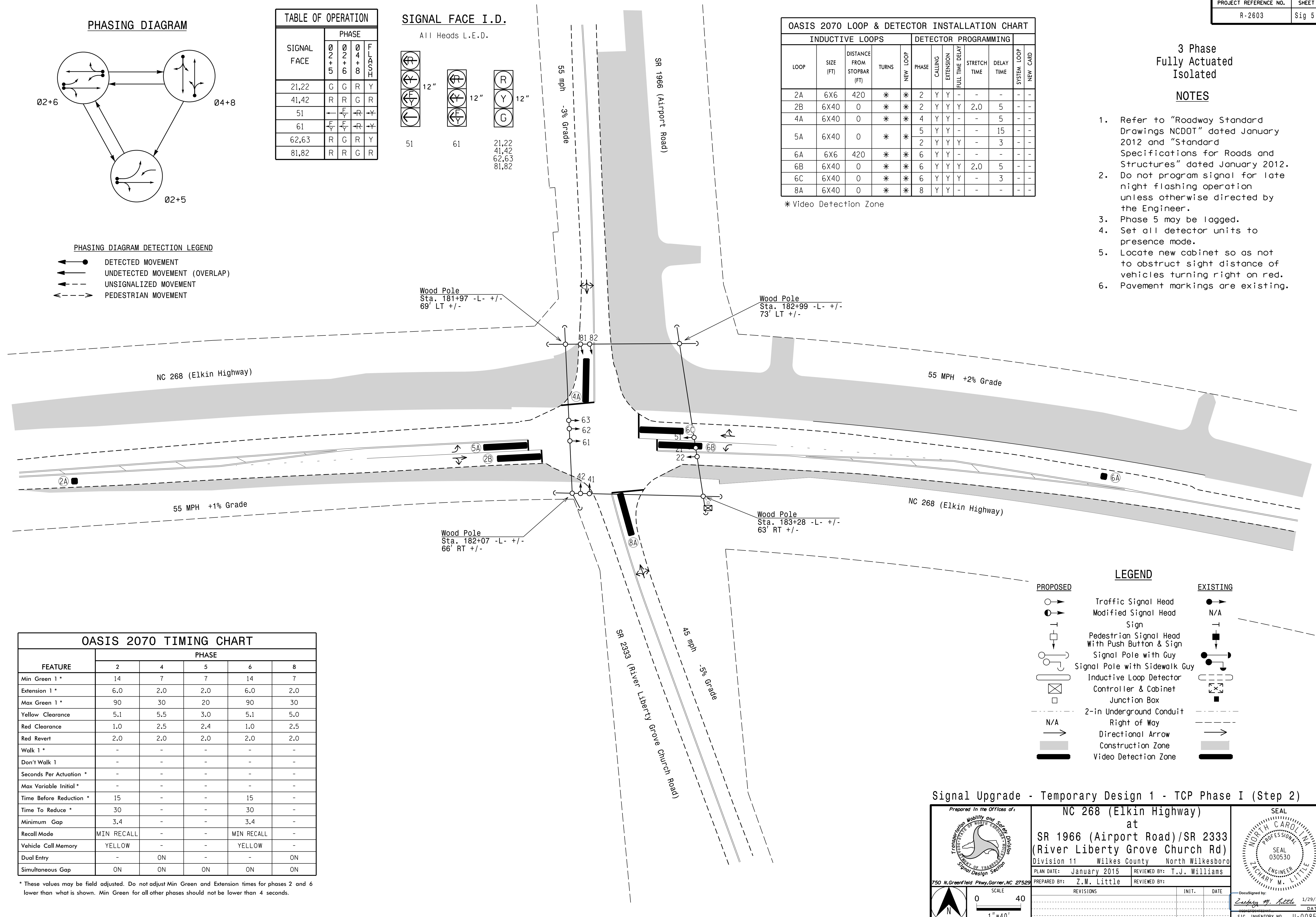
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING					SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME			DELAY TIME
2A	6X6	420	*	*	2	Y	Y	-	-	-	-	-
2B	6X40	0	*	*	2	Y	Y	Y	2.0	5	-	-
4A	6X40	0	*	*	4	Y	Y	-	-	5	-	-
5A	6X40	0	*	*	5	Y	Y	-	-	15	-	-
6A	6X6	420	*	*	6	Y	Y	-	-	-	-	-
6B	6X40	0	*	*	6	Y	Y	Y	2.0	5	-	-
6C	6X40	0	*	*	6	Y	Y	Y	-	3	-	-
8A	6X40	0	*	*	8	Y	Y	-	-	-	-	-

* Video Detection Zone

3 Phase Fully Actuated Isolated

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 5 may be lagged.
4. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. Pavement markings are existing.



OASIS 2070 TIMING CHART

FEATURE	PHASE				
	2	4	5	6	8
Min Green 1 *	14	7	7	14	7
Extension 1 *	6.0	2.0	2.0	6.0	2.0
Max Green 1 *	90	30	20	90	30
Yellow Clearance	5.1	5.5	3.0	5.1	5.0
Red Clearance	1.0	2.5	2.4	1.0	2.5
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 *	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	-	-	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 Traffic Signal Head | | EXISTING Traffic Signal Head |
| | PROPOSED Modified Signal Head | | EXISTING Modified Signal Head |
| | PROPOSED Pedestrian Signal Head | | EXISTING Pedestrian Signal Head |
| | PROPOSED Signal Pole with Guy | | EXISTING Signal Pole with Guy |
| | PROPOSED Signal Pole with Sidewalk Guy | | EXISTING Signal Pole with Sidewalk Guy |
| | PROPOSED Inductive Loop Detector | | EXISTING Inductive Loop Detector |
| | PROPOSED Controller & Cabinet | | EXISTING Controller & Cabinet |
| | PROPOSED Junction Box | | EXISTING Junction Box |
| | PROPOSED 2-in Underground Conduit | | EXISTING 2-in Underground Conduit |
| | PROPOSED Right of Way | | EXISTING Right of Way |
| | PROPOSED Directional Arrow | | EXISTING Directional Arrow |
| | PROPOSED Construction Zone | | EXISTING Construction Zone |
| | PROPOSED Video Detection Zone | | EXISTING Video Detection Zone |

Signal Upgrade - Temporary Design 1 - TCP Phase I (Step 2)

	NC 268 (Elkin Highway) at SR 1966 (Airport Road)/SR 2333 (River Liberty Grove Church Rd)	
	Division 11 Wilkes County North Wilkesboro PLAN DATE: January 2015 REVIEWED BY: T.J. Williams PREPARED BY: Z.M. Little REVIEWED BY:	
750 N. Greenfield Pkwy, Garner, NC 27529 TRANSPORTATION MOBILITY AND SAFETY DIVISION DIVISION OF TRANSPORTATION SIGNAL DESIGN SECTION	SCALE 0 40 1" = 40'	REVISIONS INIT. DATE

2015-01-29 15:53
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