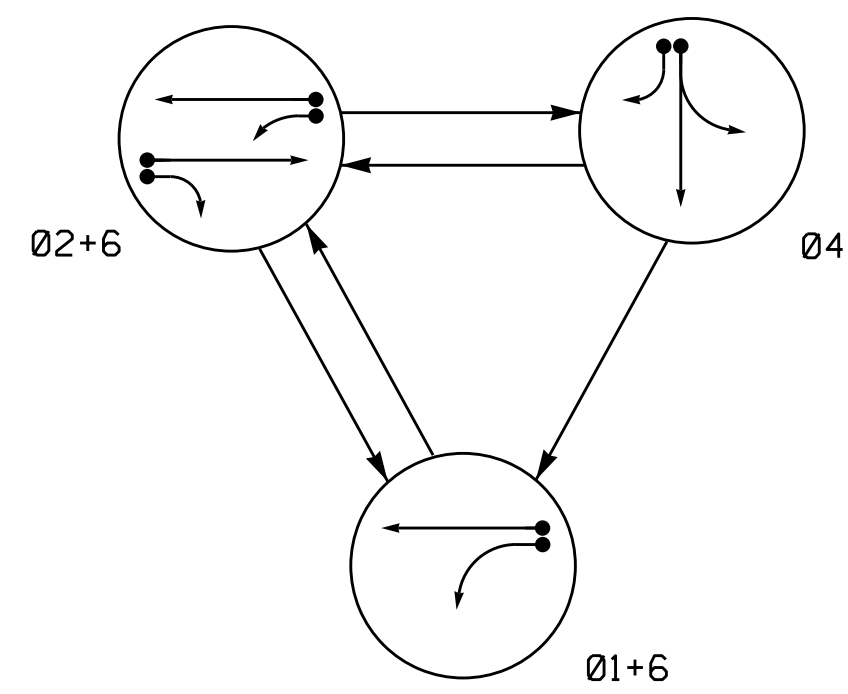


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

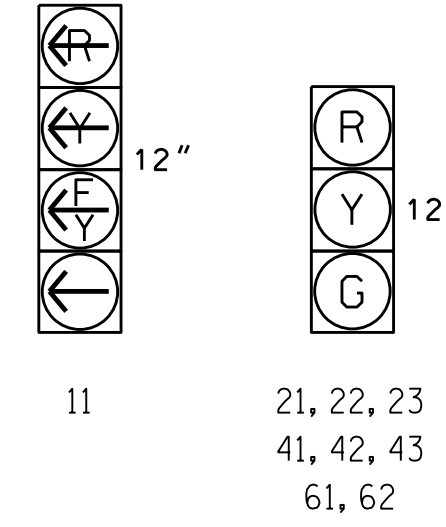
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 4	F L
11	Y	R	R	Y
21, 22, 23	R	G	R	Y
41, 42, 43	R	R	G	R
61, 62	G	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



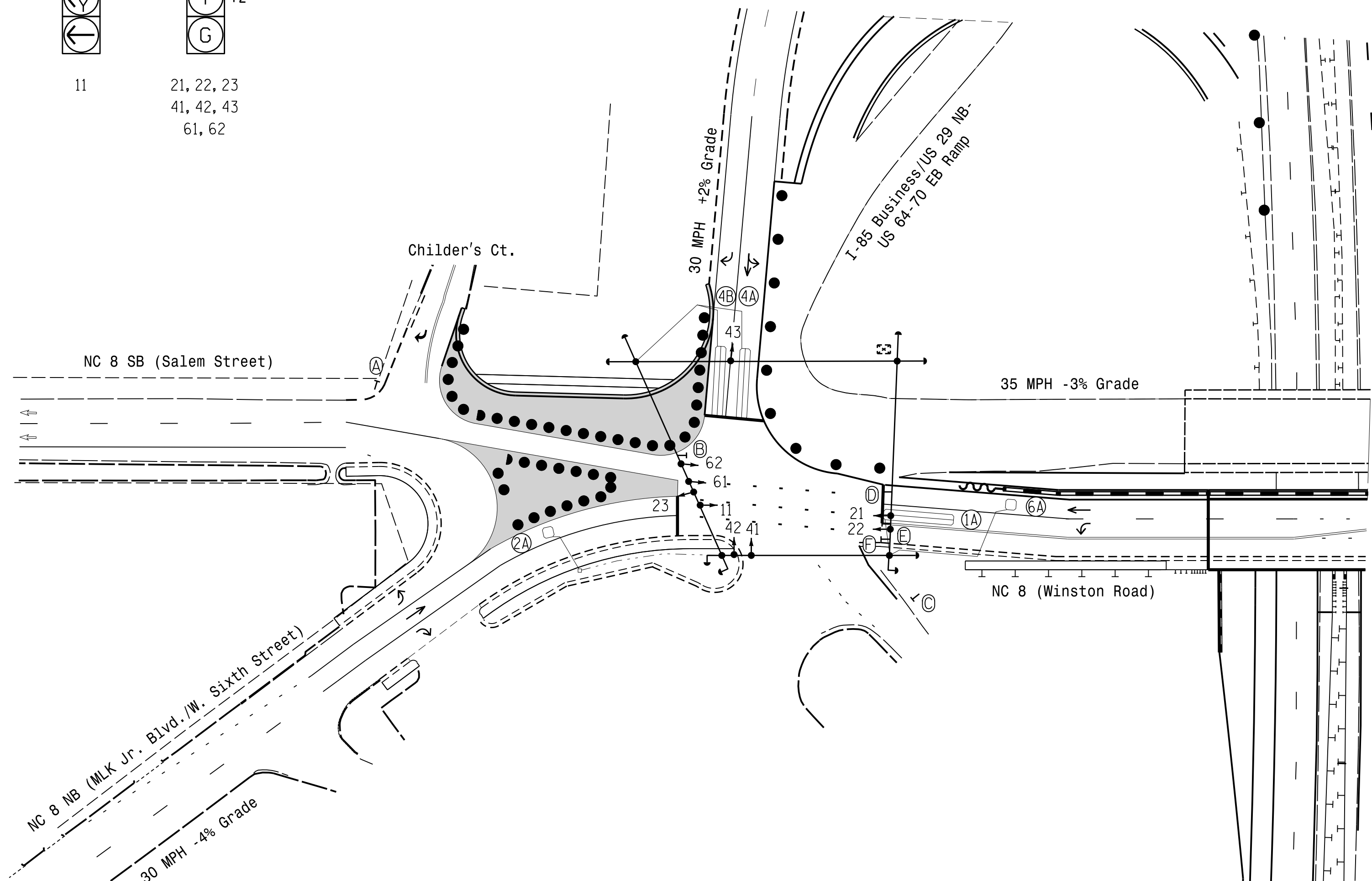
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

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

3 Phase Fully Actuated (Lexington NC 8 CLS)

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 1 may be logged.
4. Reposition all existing signal heads as shown.
5. Set all detector units to presence mode.
6. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
7. Closed loop system data: Controller Asset #: 0734.



OASIS 2070 TIMING CHART

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 *	25	50	25	50
Yellow Clearance	3.0	4.1	3.4	4.1
Red Clearance	1.9	2.2	2.5	2.2
Red Revert	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	-	MIN RECALL	-	MIN 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.

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 | | EXISTING Signal Pole |
| | PROPOSED Inductive Loop Detector | | EXISTING Inductive Loop Detector |
| | PROPOSED Controller & Cabinet | | EXISTING Controller & Cabinet |
| | PROPOSED Junction Box | | EXISTING Junction Box |
| | PROPOSED Right of Way | | EXISTING Right of Way |
| | PROPOSED Directional Arrow | | EXISTING Directional Arrow |
| | PROPOSED Guardrail | | EXISTING Guardrail |
| | PROPOSED Construction Zone Drums | | EXISTING Construction Zone Drums |
| | PROPOSED Construction Zone | | EXISTING Construction Zone |
| | PROPOSED "STOP" Sign (R1-1) | | EXISTING "STOP" Sign (R1-1) |
| | PROPOSED No Right Turn Sign (R3-1) | | EXISTING No Right Turn Sign (R3-1) |
| | PROPOSED Right "ONE WAY" Arrow Sign (R6-1R) | | EXISTING Right "ONE WAY" Arrow Sign (R6-1R) |
| | PROPOSED No U-Turn/No Left Turn Sign (R3-1B) | | EXISTING No U-Turn/No Left Turn Sign (R3-1B) |
| | PROPOSED Right Arrow "ONLY" Sign (R3-5R) | | EXISTING Right Arrow "ONLY" Sign (R3-5R) |
| | PROPOSED "NO TURN ON RED" Sign (R10-11) | | EXISTING "NO TURN ON RED" Sign (R10-11) |

Signal Upgrade - Temporary Design 2 (TMP Phase III & IV)

	Prepared In the Offices of: 	NC 8 (Winston Rd./W. Sixth St.) at I-85 Business/US 29 NB- US 64-70 EB Ramps Lexington	SEAL STATE OF NORTH CAROLINA PROFESSIONAL ENGINEER ROBERT J. ZIEMBA License No. 026486
	750 N. Greenfield Pkwy, Garner, NC 27529	Division 9 PLAN DATE: May 2015 PREPARED BY: I. O. Umozurike REVIEWED BY:	Davidon County REVIEWED BY:

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