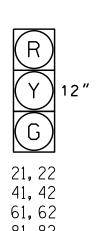## PHASING DIAGRAM

02+6   04+8

PHASING DIAGRAM DETECTION LEGEND

- ● ▬ DETECTED MOVEMENT
- ▬ UNDETECTED MOVEMENT (OVERLAP)
- ▬ ▬ UNSIGNALIZED MOVEMENT
- ◄- - - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2+6	Ø4+8	FLASH
21, 22	G	R	Y
41, 42	R	G	R
61, 62	G	R	Y
81, 82	R	G	R

SCHOOL FLASHER TABLE OF OPERATION

SIGNAL FACE	INTERVAL 1	2
101, 103	ON	OFF
102, 104	OFF	ON

SIGNAL FACE I.D.

All Heads L.E.D.

R
Y   12"
G

21, 22
41, 42
61, 62
81, 82

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

	INDUCTIVE LOOPS				DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A	6X6	80	EXIST	-	2	Y	Y	-	-	-	-	Y
4A	6X40	+5	2-4-2	-	4	Y	Y	-	-	3	-	Y
4B	6X40	+5	2-4-2	-	4	Y	Y	-	-	10	-	Y
6A	6X6	90	EXIST	-	6	Y	Y	-	-	-	-	Y
8A	6X40	+5	2-4-2	-	8	Y	Y	-	-	10	-	Y

2 Phase Fully Actuated (High Point Signal System)

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. Set all detector units to presence mode.
4. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
5. Pavement markings are existing.
6. The Division Traffic Engineer will determine the hours of use for the school warning beacons.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

35 MPH +1% Grade

SR 1193 (Baker Road)

4A
4B

NC 610 (E. Fairfield Road)

81 82

62

61

21

22

42 41

2A

35 MPH -2% Grade

School Flashers 101, 102, 103, and 104 (Connected to System Via This Signal)

35 MPH +2% Grade

6A

NC 610 (E. Fairfield Road)

SR 1193 (Baker Road)

35 MPH +2% Grade

8A

Figure 1: Sign A w/Beacons

SCHOOL
12" SPEED LIMIT 12"
101 Y 25 Y 102
103 WHEN FLASHING 104

OASIS 2070 TIMING CHART

FEATURE	PHASE 2	4	6	8
Min Green 1 *	10	10	7	7
Extension 1 *	4.0	2.0	4.0	2.0
Max Green 1 *	30	20	30	20
Yellow Clearance	4.0	3.8	3.7	3.7
Red Clearance	1.8	1.6	1.9	1.4
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	-	ON	-	ON
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		EXISTING
○►	Traffic Signal Head	●
◑►	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head With Push Button & Sign	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
⊠	Controller & Cabinet	
□	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
	Directional Arrow	→
Ⓐ	"SCHOOL SPEED LIMIT 25 WHEN FLASHING" Sign (S5-1) w/ Beacons (See Figure 1)	Ⓐ

Signal Upgrade