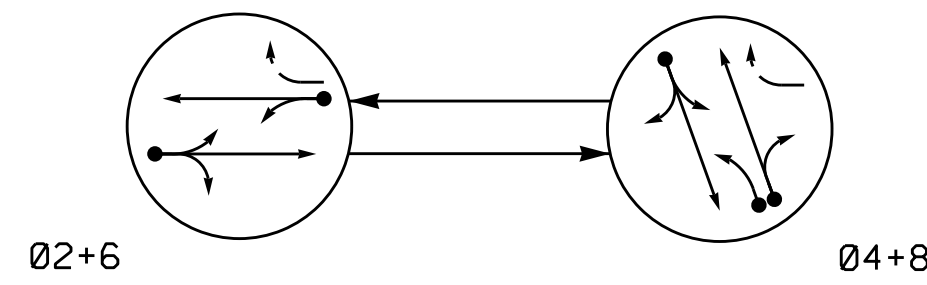


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

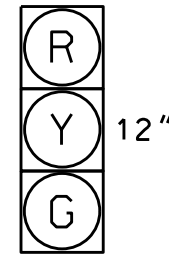
- ←●→ DETECTED MOVEMENT
- ←→ UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ←---→ PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02+6	04+8	FLTS
21, 22	G	R	Y
41, 42, 43	R	G	R
61, 62	G	R	Y
81, 82	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



21, 22
41, 42, 43
61, 62
81, 82

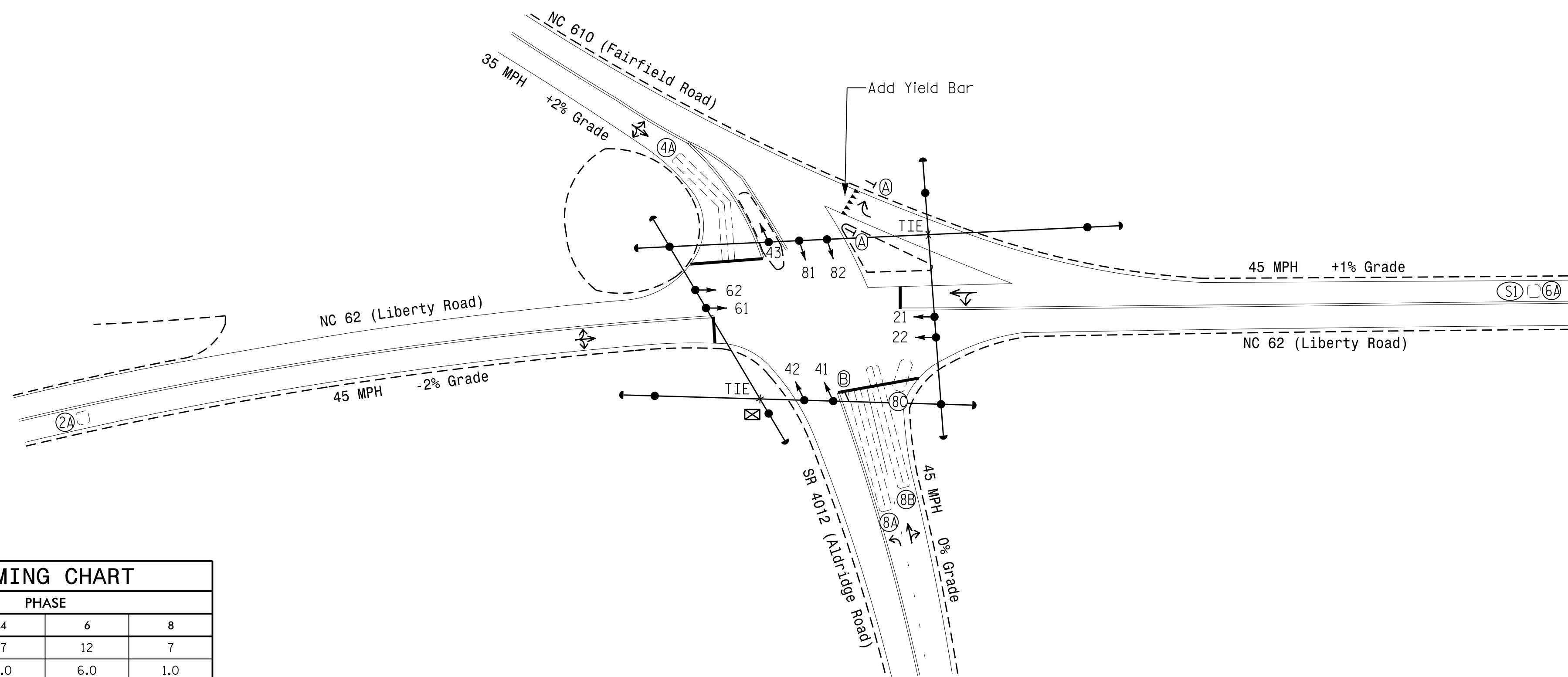
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

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
2A	6X6	300	EXIST	-	2	Y	Y	-	-	-	-	Y
4A	6X60	0	2-4-2	-	4	Y	Y	-	-	10	-	Y
6A/S1	6X6	300	EXIST	-	6	Y	Y	-	-	-	Y	Y
8A	6X60	0	2-4-2	-	8	Y	Y	-	-	3	-	Y
8B	6X60	+10	2-4-2	-	8	Y	Y	-	-	10	-	Y
8C	6X15	+10	EXIST	-	8	Y	Y	-	-	15	-	Y

2 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.
- Set all detector units to presence mode.
- In the event of loop replacement, refer to the current ITS and Signals Design Manual and submit a Plan of Record to the Signal Design Section.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Existing "LEFT TURN MUST YIELD" sign may be removed at the direction of the Engineer.
- 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			
	2	4	6	8
Min Green 1 *	12	7	12	7
Extension 1 *	6.0	1.0	6.0	1.0
Max Green 1 *	90	25	90	25
Yellow Clearance	4.7	3.7	4.4	4.5
Red Clearance	1.3	2.5	1.3	1.0
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	2.5	-	2.5	-
Max Variable Initial *	34	-	34	-
Time Before Reduction *	15	-	15	-
Time To Reduce *	30	-	30	-
Minimum Gap	3.0	-	3.0	-
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 | ●→ N/A |
| ●→ Modified Signal Head | ○→ N/A |
| ⊥ Sign | ⊥ N/A |
| ⊥ Pedestrian Signal Head With Push Button & Sign | ⊥ N/A |
| ○ Signal Pole with Guy | ● Signal Pole with Guy |
| ○ Signal Pole with Sidewalk Guy | ● Signal Pole with Sidewalk Guy |
| ⊔ Inductive Loop Detector | ⊔ Inductive Loop Detector |
| ⊠ Controller & Cabinet | ⊠ Controller & Cabinet |
| □ 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 |
| (A) "YIELD" Sign (R1-2) | (A) "YIELD" Sign (R1-2) |
| (B) "LEFT TURN MUST YIELD" Sign | (B) "LEFT TURN MUST YIELD" Sign |

Signal Upgrade

	<p>NC 62 (Liberty Rd.) at NC 610 (Fairfield Rd.) and SR 4012 (Aldridge Rd.)</p>		<p>SEAL NORTH CAROLINA PROFESSIONAL ENGINEER ROBERT J. ZIEMBA 026486</p>
	<p>Division 7 Guilford County High Point</p>		
<p>750 N. Greenfield Pkwy, Garner, NC 27529</p>	<p>PLAN DATE: March 2014</p>	<p>PREPARED BY: R.N. Zinser</p>	<p>DATE: 4/1/2015</p>
<p>SCALE: 1"=40'</p>	<p>REVISIONS</p>	<p>INIT. DATE</p>	<p>SIG. INVENTORY NO. 07-1524</p>