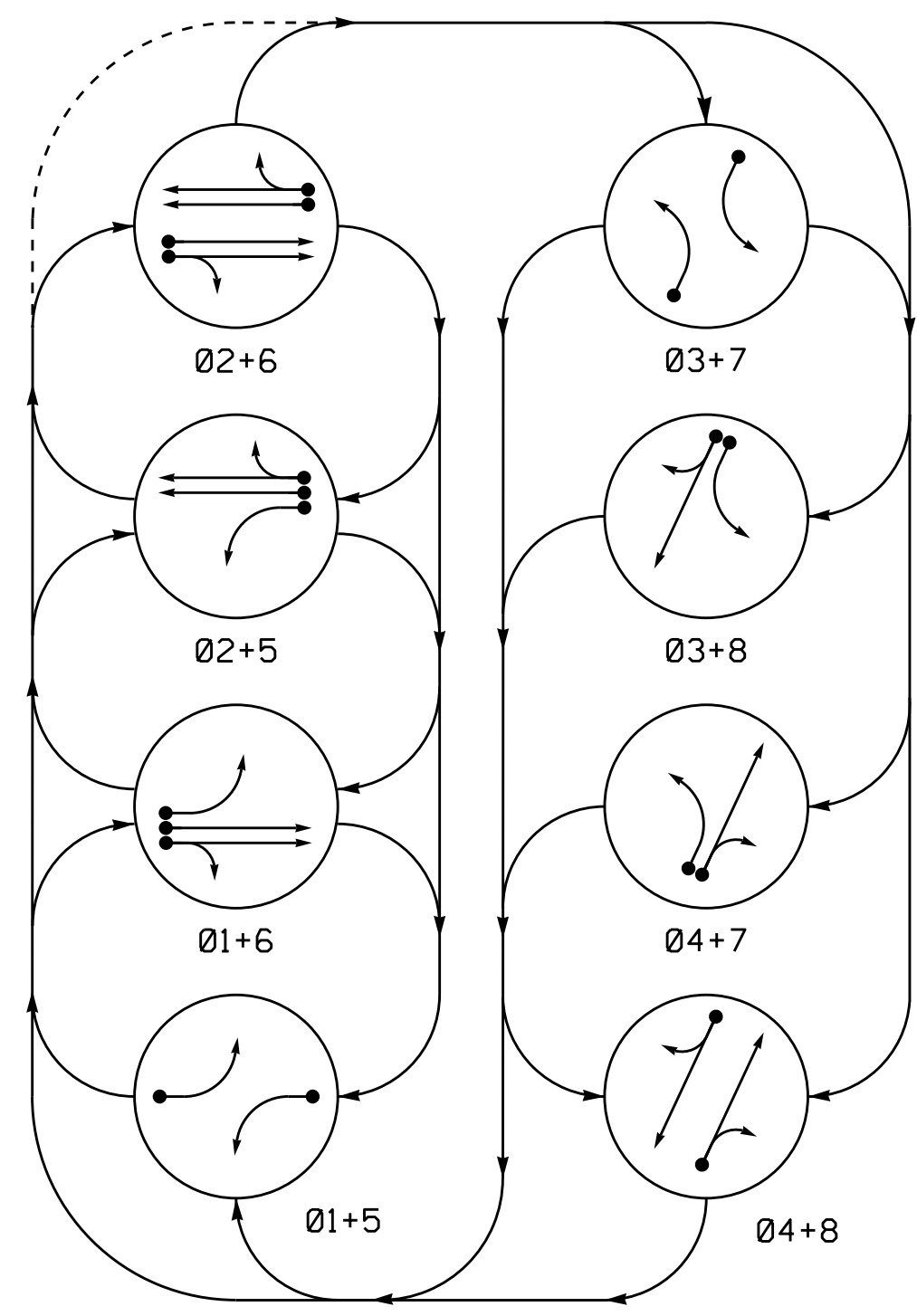


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

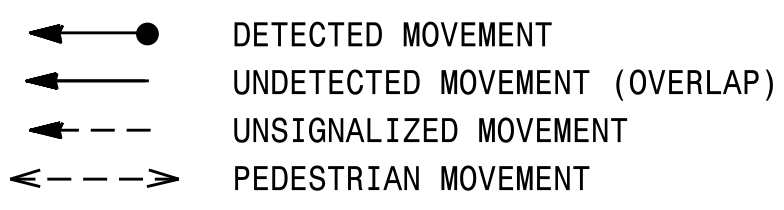
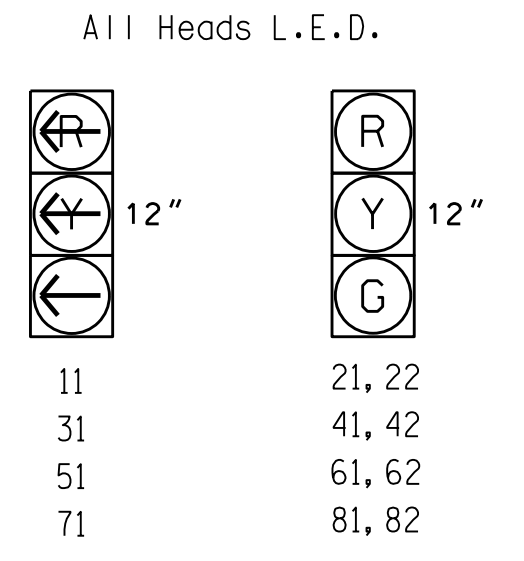


TABLE OF OPERATION

SIGNAL FACE	PHASE							
	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8
11	—	—	—	—	—	—	—	—
21, 22	R	R	G	G	R	R	R	Y
31	—	—	—	—	—	—	—	—
41, 42	R	R	R	R	R	R	G	R
51	—	—	—	—	—	—	—	—
61, 62	R	G	R	G	R	R	R	Y
71	—	—	—	—	—	—	—	—
81, 82	R	R	R	R	R	G	R	G

SIGNAL FACE I.D.



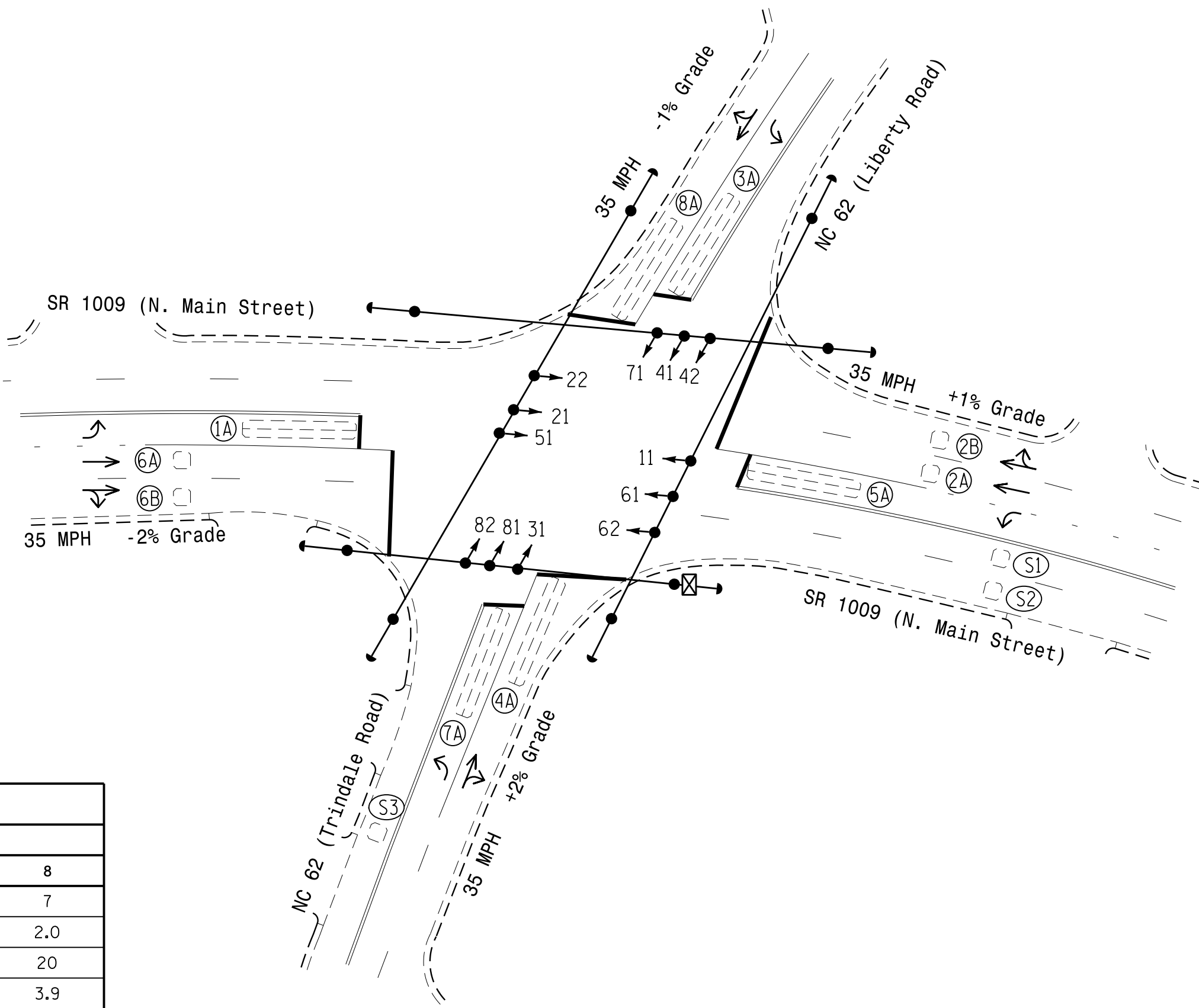
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	INDUCTIVE LOOPS		DETECTOR PROGRAMMING								
		DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Y	Y	-	-	3	-	Y
2A, 2B	6X6	70	EXIST	-	2	Y	Y	-	-	-	-	Y
3A	6X40	0	2-4-2	-	3	Y	Y	-	-	3	-	Y
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	10	-	Y
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	3	-	Y
6A, 6B	6X6	70	EXIST	-	6	Y	Y	-	-	-	-	Y
7A	6X40	0	2-4-2	-	7	Y	Y	-	-	3	-	Y
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	10	-	Y
S1	6X6	+215	EXIST	-	-	-	-	-	-	-	-	Y
S2	6X6	+215	EXIST	-	-	-	-	-	-	-	-	Y
S3	6X6	+200	EXIST	-	-	-	-	-	-	-	-	Y

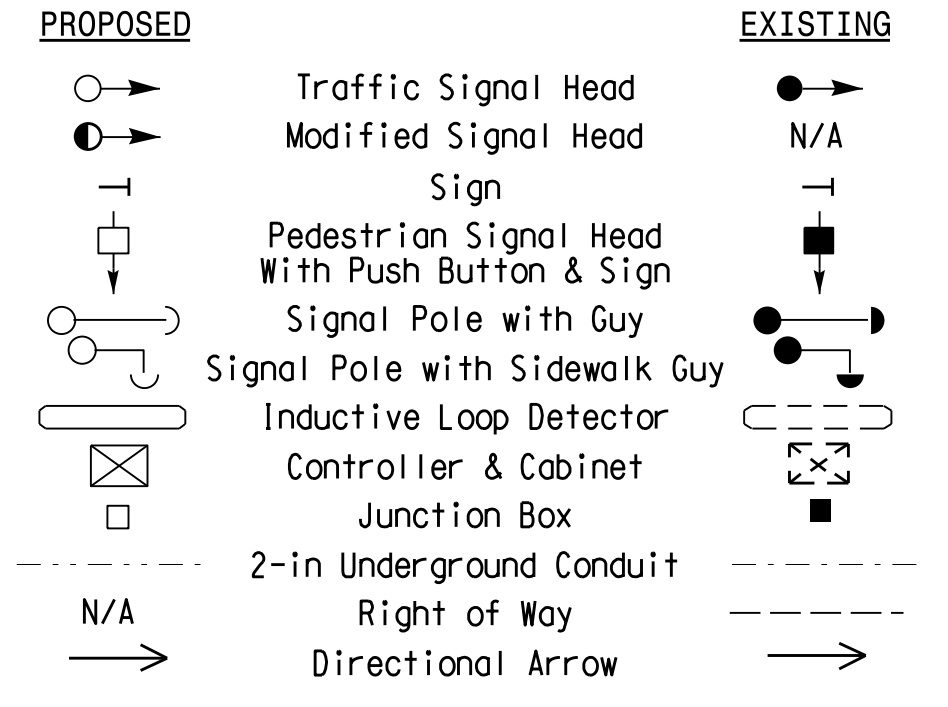
8 Phase Fully Actuated (High Point Signal System)

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. Phase 1 and/or phase 5 may be lagged.
4. Phase 3 and/or phase 7 may be lagged.
5. Set all detector units to presence mode.
6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
7. Pavement markings are existing.
8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



LEGEND



OASIS 2070 TIMING CHART

FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green 1 *	7	10	7	7	7	10	7	7
Extension 1 *	2.0	3.0	2.0	2.0	2.0	3.0	2.0	2.0
Max Green 1 *	15	45	15	20	15	45	15	20
Yellow Clearance	3.0	3.8	3.0	3.7	3.0	4.0	3.0	3.9
Red Clearance	3.3	1.4	2.3	1.7	3.1	1.7	2.3	1.8
Red Revert	2.0	2.0	2.0	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	-	-	-	YELLOW	-	-
Dual Entry	-	-	-	-	-	-	-	-
Simultaneous Gap	ON	ON	ON	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.
 ** May be changed to Min Recall by Time of Day at discretion of City Traffic Engineer.

Signal Upgrade

SR 1009 (N. Main Street)
at
NC 62 (Trindale Rd./Liberty Rd.)

Division 8 Randolph County Archdale

PLAN DATE: April 2014 REVIEWED BY: T. L. Averette

PREPARED BY: T. L. Averette REVIEWED BY:

SEAL

026486

4/23/2015

DATE

SIG. INVENTORY NO. 08-0135

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 40

1"=40'

21-Apr-2015 11:48
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