#### PHASING DIAGRAM

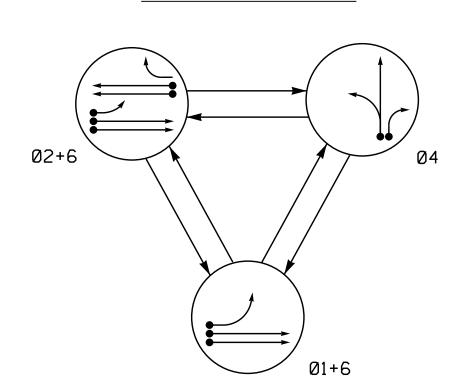


TABLE OF	0PI	ERA <sup>®</sup>	ΤIO	N
	PHASE			
SIGNAL FACE	Ø 1 + 6	Ø2+6	0 4	エヘひエ
II	<b>+</b>	<del>F</del>	#	*
21, 22	R	G	R	Υ
41, 42, 43	R	R	G	R
61, 62	G	G	R	Υ

SIGNAL FA	CE I.D.
All Heads	L.E.D.
41,	R Y 12" G 21, 22 , 42, 43 61, 62

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		
IA CV40 (	IA 6X40 0	6 × 40		0 2-4-2	0 2-4-2			Υ	Υ	-	-	15	-	Υ
IA			2 - 4 - 2				6	Υ	Υ	_	ı	-	-	Υ
2A, 2B	6X6	70	EXISTING	ı	2	Υ	Υ	-	ı	ı	-	Υ		
4A	6X40	+IO	2-4-2	-	4	Υ	Υ	-	-	_	-	Υ		
4B	6X40	+15	2-4-2	-	4	Υ	Υ	-	-	15	_	Υ		
6A,6B	6X6	70	EXISTING	-	6	Υ	Υ	-	_	-	_	Υ		

#### PHASING DIAGRAM DETECTION LEGEND

→ DETECTED MOVEMENT

UNDETECTED MOVEMENT (OVERLAP)

UNSIGNALIZED MOVEMENT

<−−> PEDESTRIAN MOVEMENT

	L. 85 Morthb
· ·	T. 85 Morthbound on Ramo
SR 1009 (S. Main Street)  BRIDGE TTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTT	35 MPH -1% Grade
	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$
35 MPH +1% Grade  Install terminal splice box to extend field wiring to new cabinet location.	
1-85 Northbound Off B	

### 3 Phase Fully Actuated (High Point Signal System)

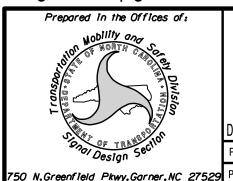
### **NOTES**

- 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 may be lagged.
- 4. Renumber existing signal phases. heads, and loops as shown.
- 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. 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.
- 8. Pavement markings are existing.
- 9. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

# <u>LEGEND</u>

<u>PROPOSED</u>		<u>EXISTING</u>
$\bigcirc$	Traffic Signal Head	<b></b>
<b>O</b>	Modified Signal Head	N/A
$\dashv$	Sign	$\dashv$
$\downarrow$	Pedestrian Signal Head With Push Button & Sign	•
$\bigcirc \hspace{-1em} \longrightarrow \hspace{-1em} )$	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	$\subset = = \supset$
	Controller & Cabinet	K×7
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
$\longrightarrow$	Directional Arrow	$\longrightarrow$
N/A	Guardrail	<del></del>
N/A	Curb Ramp	
S	Terminal Splice Box	S
$\langle A \rangle$	No Left Turn Sign (R3-2)	$\triangle$
$\langle \overline{B} \rangle$	No Right Turn Sign (R3-1)	(B)

## Signal Upgrade



SR 1009 (South Main Street) at I-85 Northbound Ramps

Division 8 Randolph County

PLAN DATE: December 2014 REVIEWED BY: 750 N.Greenfleid Pkwy.Garner.NC 27529 PREPARED BY: C.E. Carter REVIEWED BY: REVISIONS INIT. DATE

Yellow Clearance	3.0	3.9	3.4	3.9			
Red Clearance	2.8	3.0	2.7	3.0			
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 **	-	SOFT RECALL	-	SOFT REC			
Vehicle Call Memory	-	YELLOW	-	YELLO			
Dual Entry	-	-	-	_			
Simultaneous Gap	ON	ON	ON	ON			
* These values may be field adjusted. Do not adjust Min Green and Extension times							

OASIS 2070 TIMING CHART

10 3.0

60

**FEATURE** 

Min Green 1 \*

Extension 1 \* Max Green 1 \* PHASE

2.0

25

3.0

60

phases 2 and 6 lower than what is shown. Min Green for all other phases should not

\*\* May be changed to Min Recall by Time of Day at discretion of City Traffic Engineer.