

PHASING DIAGRAM

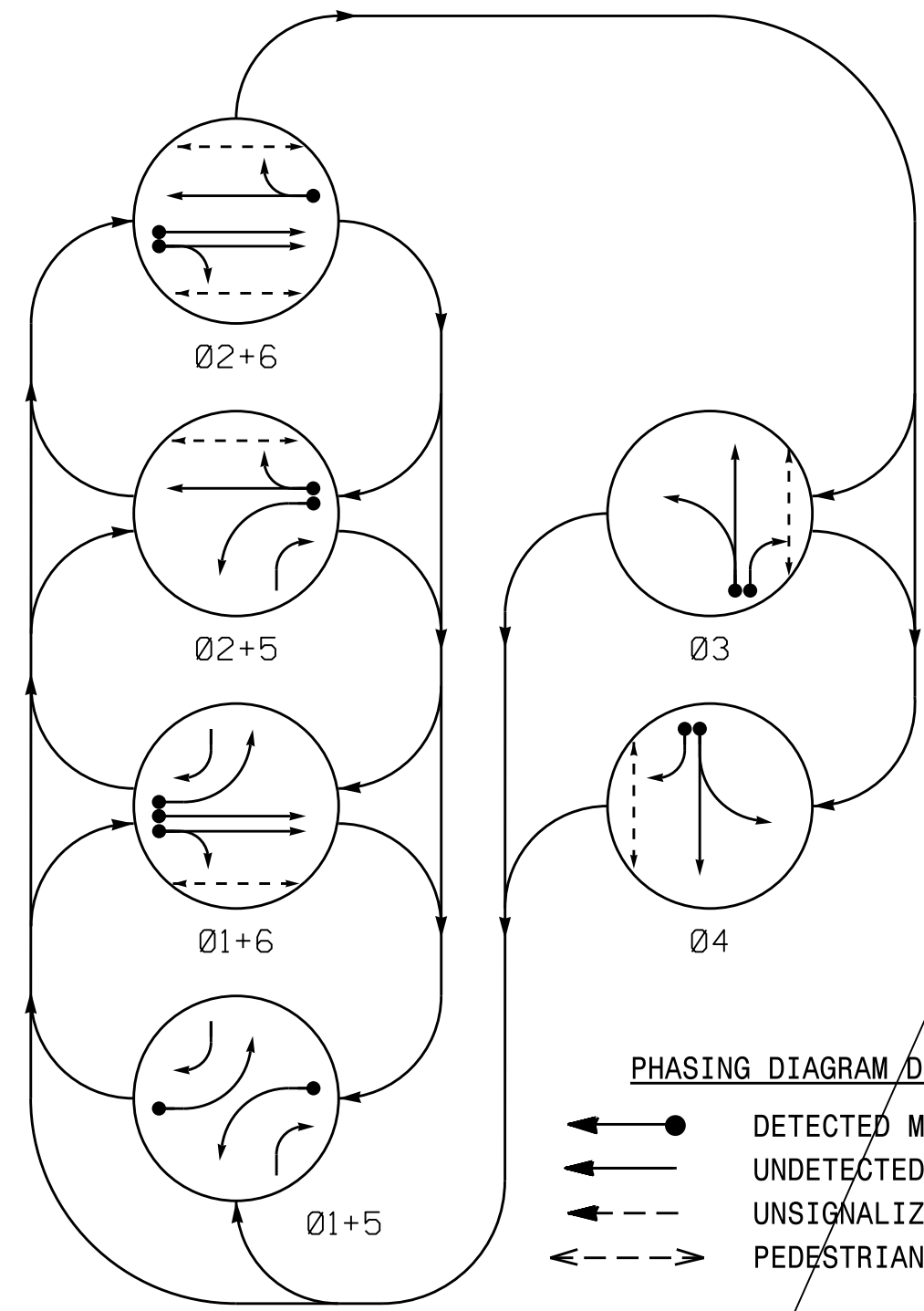
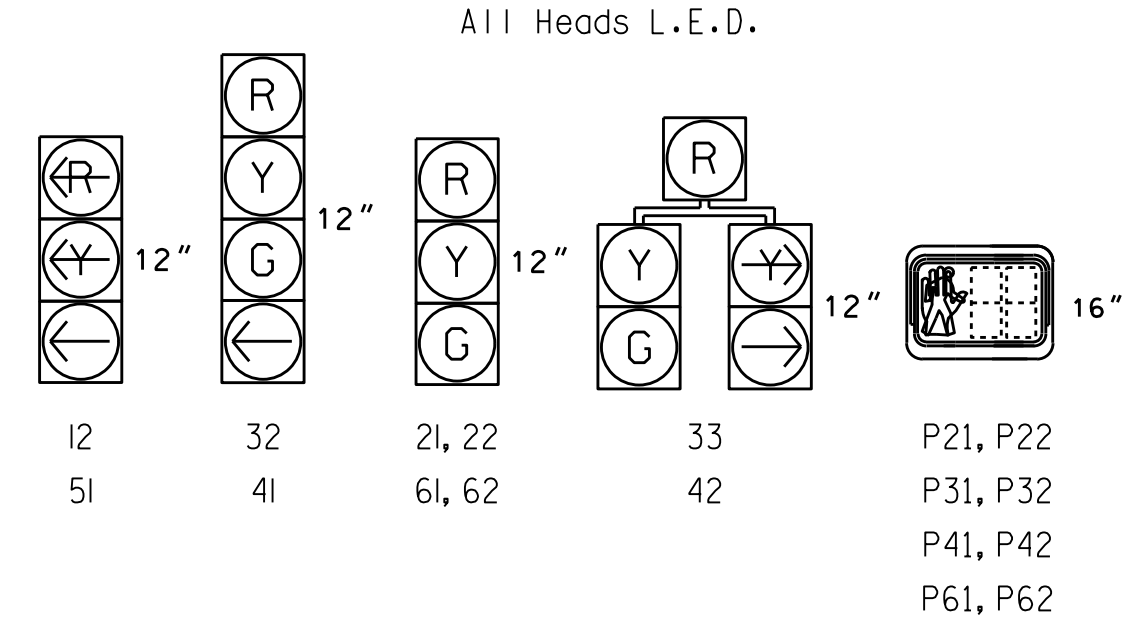


TABLE OF OPERATION

SIGNAL FACE	PHASE						FLASH
	01+5	01+6	02+5	02+6	03	04	
12	-	-	R	R	R	R	R
21, 22	R	R	G	G	R	R	Y
32	R	R	R	R	G	R	R
33	R	R	R	R	G	R	R
41	R	R	R	R	R	G	R
42	R	R	R	R	R	G	R
51	-	-	R	R	R	R	R
61, 62	R	G	R	G	R	R	Y
P21, P22	DW	DW	W	W	DW	DW	DRK
P31, P32	DW	DW	DW	DW	W	DW	DRK
P41, P42	DW	DW	DW	DW	DW	W	DRK
P61, P62	DW	W	DW	W	DW	DW	DRK

SIGNAL FACE I.D.

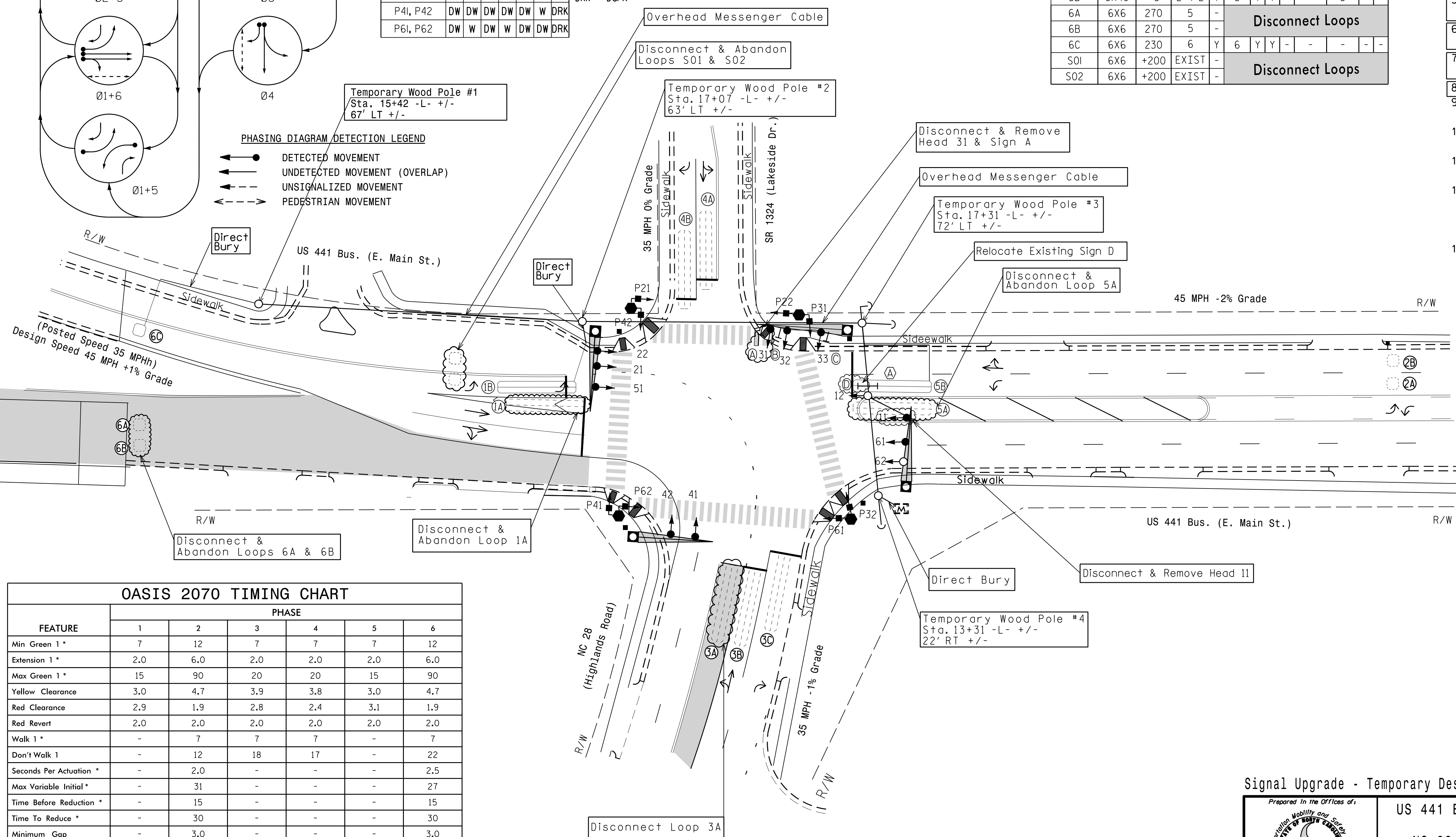


OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING						
					PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
IA	6X40	0	2-4-2	-	Disconnect Loop						
IB	6X40	+5	2-4-2	Y	1	Y	Y	-	3	-	-
2A, 2B	6X6	270	EXIST	-	2	Y	Y	-	-	-	-
3A	6X40	+5	2-4-2	-	Disconnect Loop						
3B	6X40	+5	2-4-2	-	3	Y	Y	-	-	-	-
3C	6X40	+5	2-4-2	-	3	Y	Y	-	15	-	-
4A	6X40	+5	2-4-2	-	4	Y	Y	-	3	-	-
4B	6X40	+5	2-4-2	-	4	Y	Y	-	15	-	-
5A	6X40	+5	2-4-2	-	Disconnect Loop						
5B	6X40	+5	2-4-2	Y	5	Y	Y	-	3	-	-
6A	6X6	270	5	-	Disconnect Loops						
6B	6X6	270	5	-	Disconnect Loops						
6C	6X6	230	6	Y	6	Y	Y	-	-	-	-
S01	6X6	+200	EXIST	-	Disconnect Loops						
S02	6X6	+200	EXIST	-	Disconnect Loops						

6 Phase Fully Actuated US 441 Bus./Main Street (Franklin CBD)

- 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.
 - Phase 1 and/or phase 5 may be lagged.
 - The order of phase 3 and phase 4 may be reversed.
 - Disconnect and maintain existing loop 3A for future use.
 - Disconnect and abandon existing loops 1A, 5A, 6A, 6B, S01 & S02.
 - Disconnect and remove existing signal heads 11 & 31 and sign "A".
 - Relocate existing "No U-Turn" Sign "D".
 - Set all detector units to presence mode.
 - Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
 - Program pedestrian heads to countdown the flashing "Don't Walk" time only.
 - Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
 - Closed loop system data: Master Asset # 11411, Controller Asset # 0669.



OASIS 2070 TIMING CHART

FEATURE	PHASE					
	1	2	3	4	5	6
Min Green 1 *	7	12	7	7	7	12
Extension 1 *	2.0	6.0	2.0	2.0	2.0	6.0
Max Green 1 *	15	90	20	20	15	90
Yellow Clearance	3.0	4.7	3.9	3.8	3.0	4.7
Red Clearance	2.9	1.9	2.8	2.4	3.1	1.9
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	7	7	7	-	7
Don't Walk 1	-	12	18	17	-	22
Seconds Per Actuation *	-	2.0	-	-	-	2.5
Max Variable Initial *	-	31	-	-	-	27
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	-	-	-	-	-	-
Simultaneous Gap	ON	ON	ON	ON	ON	ON

LEGEND

PROPOSED	EXISTING

* 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.

Signal Upgrade - Temporary Design - TMP Phase I & II

US 441 Bus. (E. Main Street) at NC 28 (Highlands Road) / SR 1324 (Lakeside Drive)

Division 14 Macon County Franklin

PLAN DATE: February 2016 REVIEWED BY: T. Williams

PREPARED BY: M. Mahbooba REVIEWED BY:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 30 1"=30'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL NORTH CAROLINA PROFESSIONAL ENGINEER T. WILLIAMS 024393

3/1/2016

SIG. INVENTORY NO. 14-0669 T

01-MAR-2016 11:28
 P:\Projects\2016\14-0669\Signal\14-0669_Sig.dwg
 mmb0000