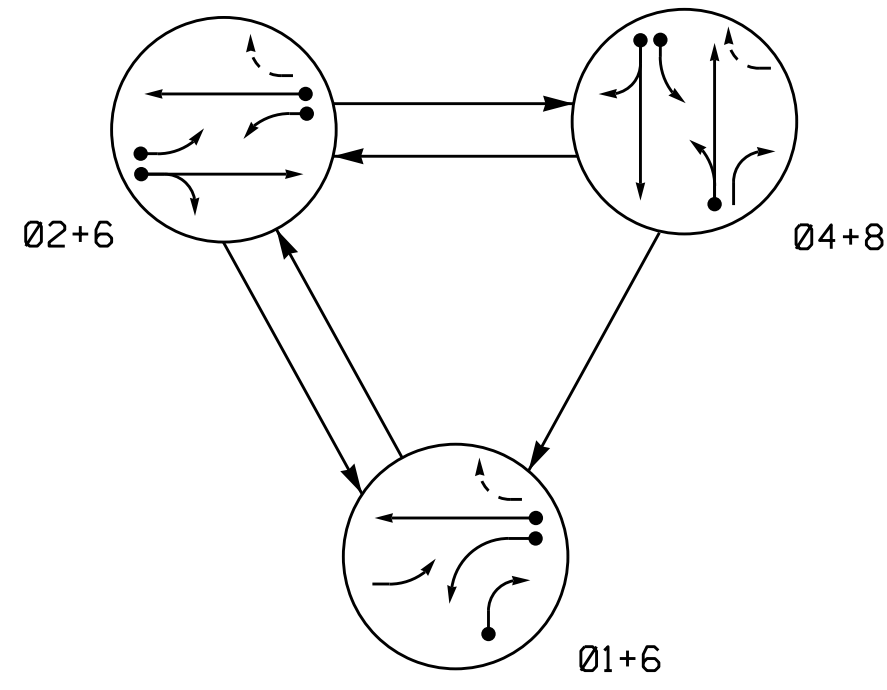


PHASING DIAGRAM



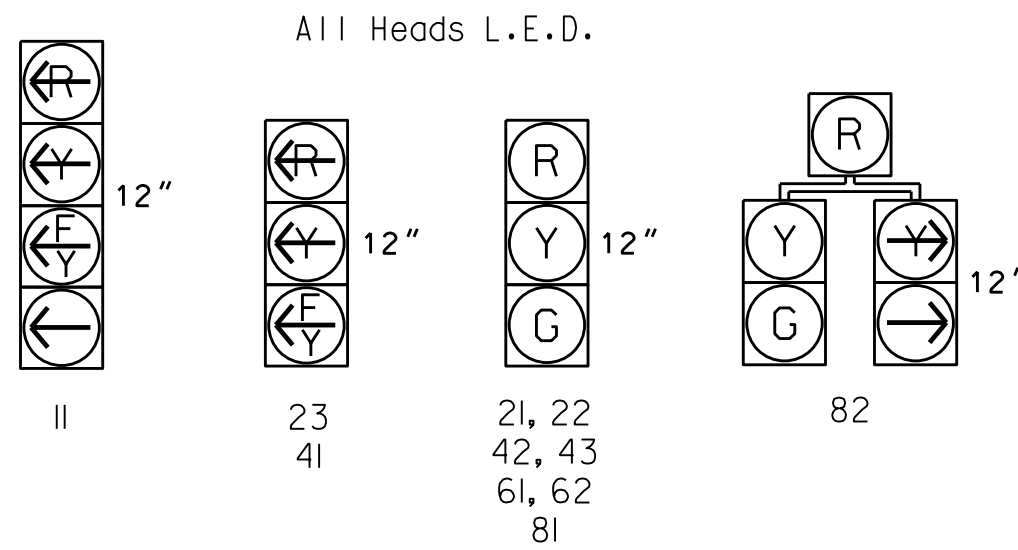
PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 4 + 8	F L
II	←	←	←	←
21, 22	R	G	R	Y
23	←	←	←	←
41	←	←	←	←
42, 43	R	R	G	R
61, 62	G	G	R	Y
81	R	R	G	R
82	←	R	G	R

SIGNAL FACE I.D.



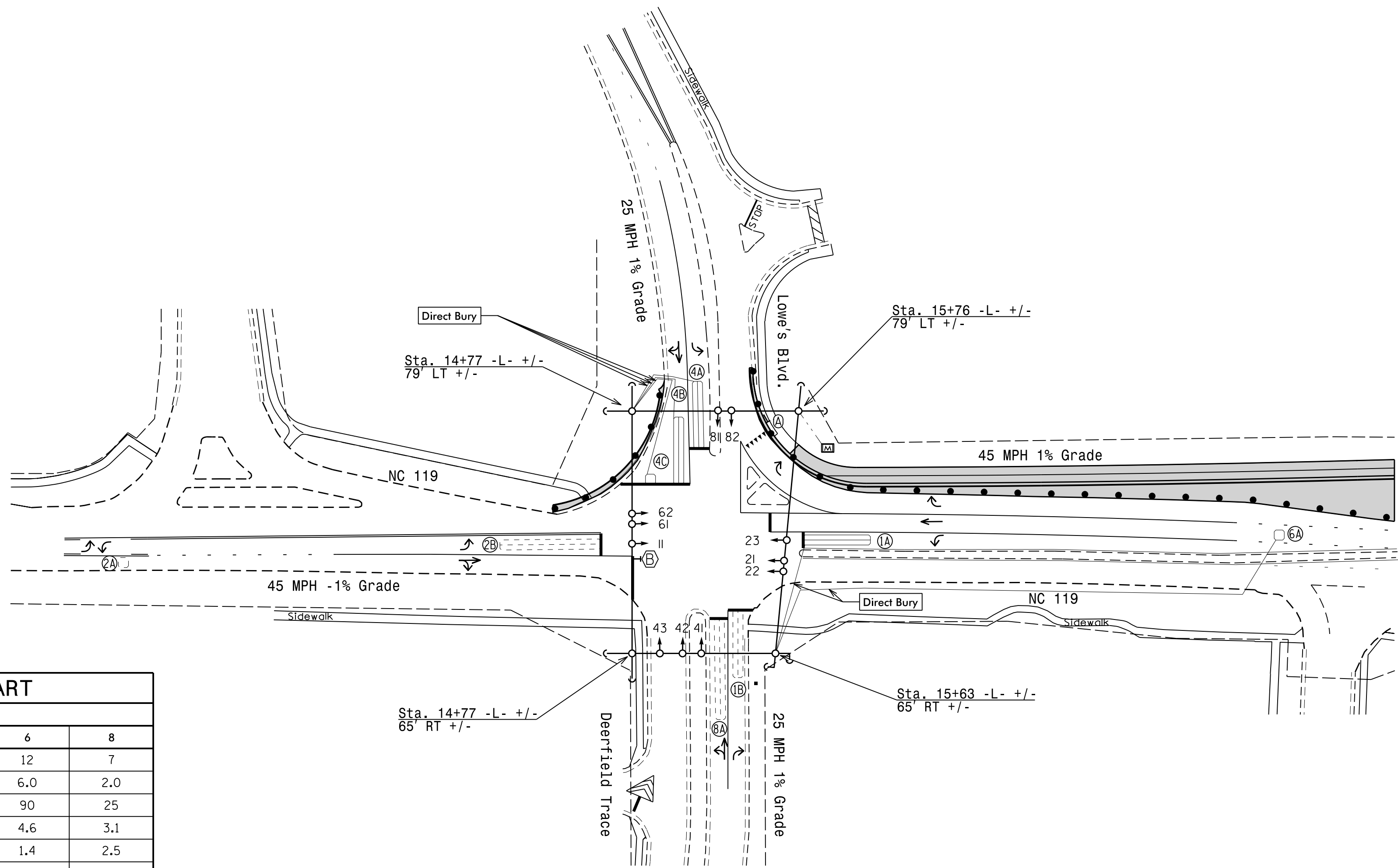
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY			STRETCH TIME
IA	6X40	0	2-4-2	Y	1	Y	Y	-	15	-	Y
IB	6X40	0	2-4-2	-	1	Y	Y	-	15	-	Y
2A	6X6	300	4	-	2	Y	Y	-	-	-	Y
2B	6X60	0	2-4-2	-	2	Y	Y	Y	-	3	Y
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	-	Y
4B	6X40	0	2-4-2	Y	4	Y	Y	-	-	10	Y
4C	6X6	0	4	Y	4	Y	Y	-	-	15	Y
6A	6X6	300	4	Y	6	Y	Y	-	-	-	Y
8A	6X60	0	2-4-2	-	8	Y	Y	-	-	-	Y

3 Phase Fully Actuated (NC 119 CLS)

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 may be lagged.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- 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 #: 10726, Controller Asset #: 2059.



OASIS 2070 TIMING CHART

FEATURE	PHASE				
	1	2	4	6	8
Min Green 1 *	7	12	7	12	7
Extension 1 *	2.0	6.0	2.0	6.0	2.0
Max Green 1 *	15	90	25	90	25
Yellow Clearance	3.0	4.6	3.1	4.6	3.1
Red Clearance	2.8	1.4	2.5	1.4	2.5
Red Revert	2.0	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	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 |
|----------|----------|
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Signal Upgrade Temporary Design 1 (TMP Phase I)

Prepared In the Offices of:

 TRANSPORTATION MOBILITY AND SAFETY SOLUTIONS, INC.
 A DIVISION OF TRANSPORTATION SIGNAL DESIGN SECTION
 750 N. Greenfield Pkwy, Garner, NC 27529

NC 119 at Deerfield Trace and Lowe's Boulevard
 Alameda County Mebane
 Division 7
 PLAN DATE: November 2016
 PREPARED BY: I. O. Umozurike
 REVISIONS: _____ INIT: _____ DATE: _____

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
 ROBERT J. ZIEMBA
 ENGINEER
 1/25/2017
 DATE
 SIG. INVENTORY NO. 07-205971

05-11-2017 1:30:01
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