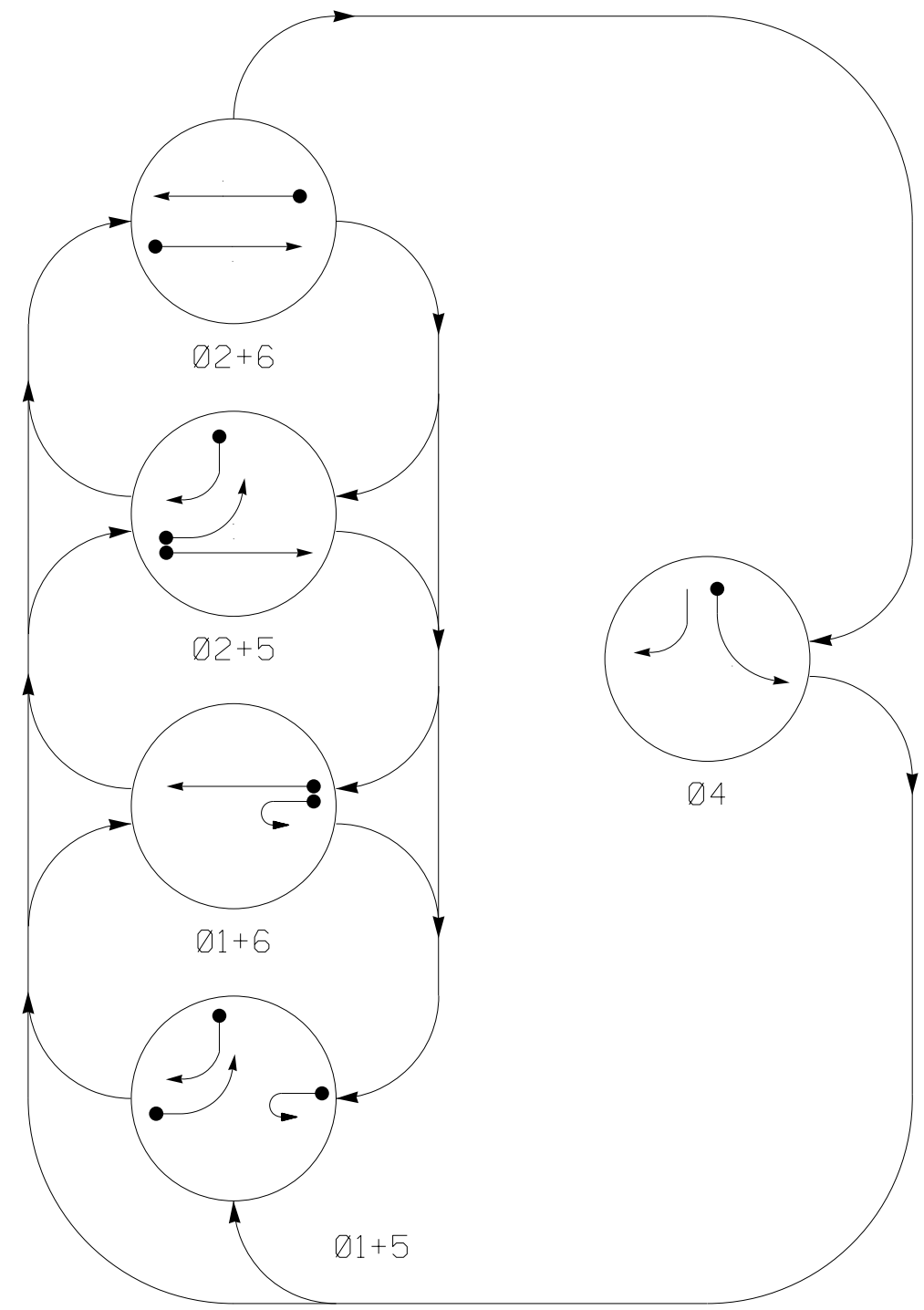


PHASING DIAGRAM



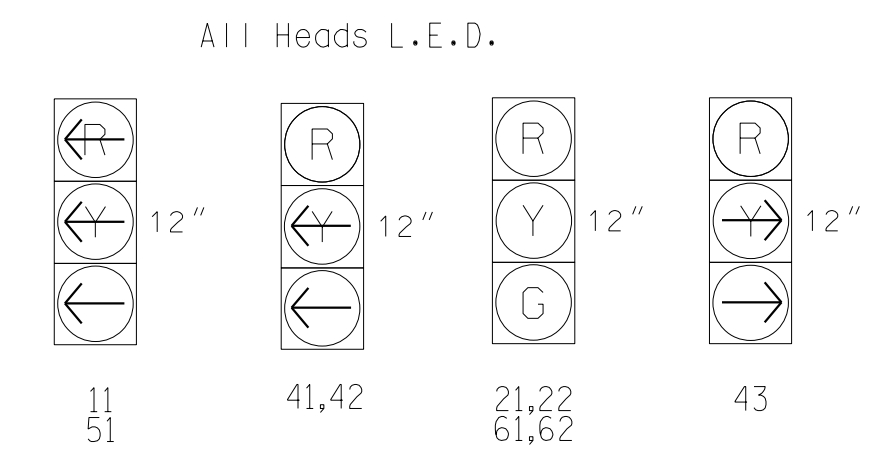
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

| SIGNAL FACE | PHASE | | | | |
|-------------|-------|-------|-------|-------|-----------|
| | Ø 1+5 | Ø 1+6 | Ø 2+5 | Ø 2+6 | Ø 4 FLASH |
| 11 | ← | ← | ← | ← | ← |
| 21, 22 | R | R | G | G | R Y |
| 41, 42 | R | R | R | R | ← R |
| 43 | → | → | → | → | → R |
| 51 | ← | ← | ← | ← | ← |
| 61, 62 | R | G | R | G | R Y |

SIGNAL FACE I.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

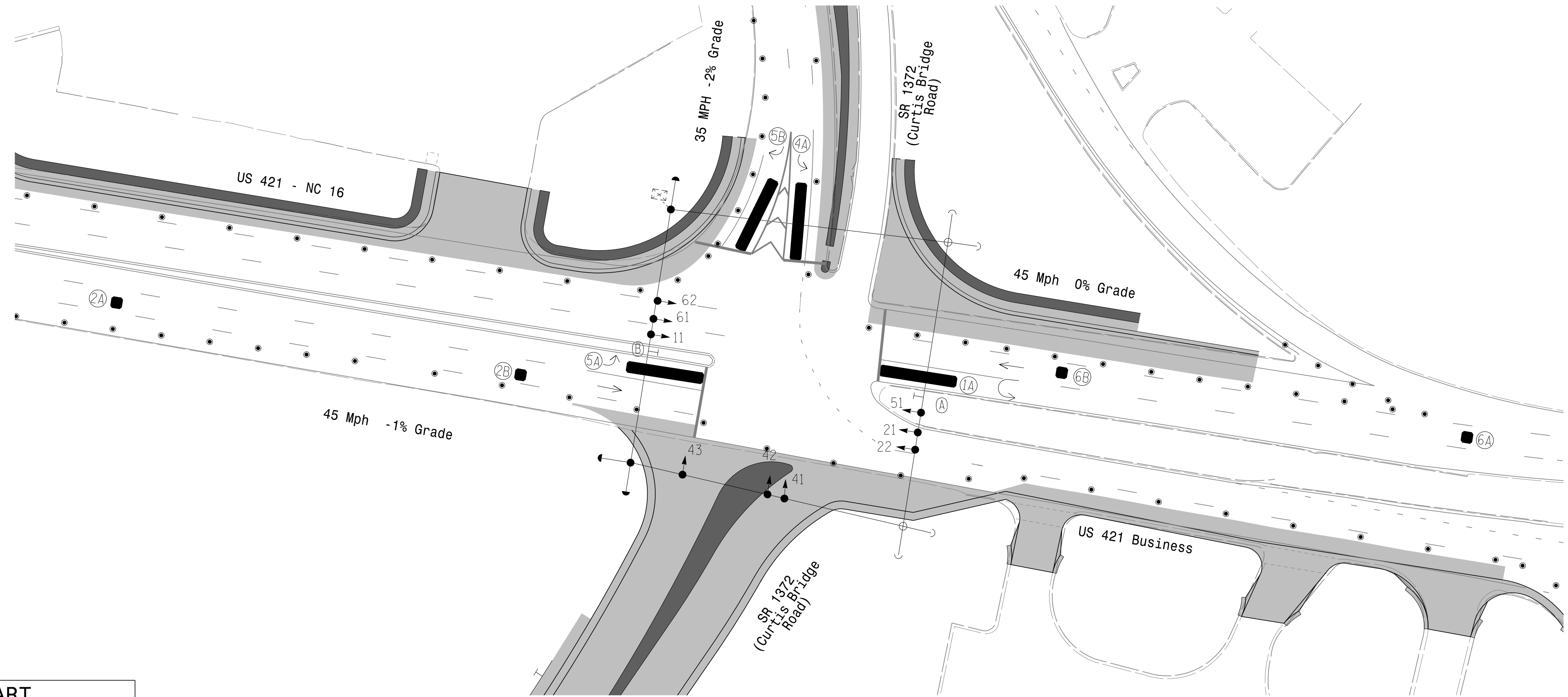
| LOOP | INDUCTIVE LOOPS | | | DETECTOR PROGRAMMING | | | | | SYSTEM LOOP | NEW CARD | |
|------|-----------------|----------------------------|-------|----------------------|---------|-----------|-----------------|--------------|-------------|----------|------------|
| | SIZE (FT) | DISTANCE FROM STOPBAR (FT) | TURNS | PHASE | CALLING | EXTENSION | FULL TIME DELAY | STRETCH TIME | | | DELAY TIME |
| 1A | * | 0 | * | * | 1 | Y | Y | - | - | - | * |
| 2A | * | 300 | * | * | 2 | Y | Y | - | 1.6 | - | * |
| 2B | * | 90 | * | * | 2 | Y | Y | - | - | - | * |
| 4A | * | 0 | * | * | 4 | Y | Y | - | - | - | * |
| 5A | * | 0 | * | * | 5 | Y | Y | - | - | - | * |
| 5B | * | 0 | * | * | 5 | Y | Y | - | 15.0 | - | * |
| 6A | * | 300 | * | * | 6 | Y | Y | - | 1.6 | - | * |
| 6B | * | 90 | * | * | 6 | Y | Y | - | - | - | * |

* Video Detection Zone

5 Phase Fully Actuated (Isolated)

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night operation unless otherwise directed by the Engineer.
- Phase 1 and/or Phase 5 may be lagged.
- Set all detector units to presence mode.
- This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
- Refer to Pavement Marking Plans for proposed stop bar locations.



LEGEND

| PROPOSED | EXISTING |
|----------|----------|
| ○ → | ● → |
| ○ ↘ | ● ↘ |
| + | + |
| ⊙ | ⊙ |
| ○ | ● |
| ▬ | N/A |
| ⊠ | ⊠ |
| □ | ■ |
| --- | --- |
| N/A | → |
| → | → |
| ▬ | N/A |
| ○ | ● |
| ● | N/A |
| ● | N/A |
| Ⓐ | Ⓐ |
| Ⓑ | Ⓑ |

OASIS 2070 TIMING CHART

| FEATURE | PHASE | | | | |
|-------------------------|-------|------------|-----|-----|------------|
| | 1 | 2 | 4 | 5 | 6 |
| Min Green 1 * | 7 | 12 | 7 | 7 | 12 |
| Extension 1 * | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Max Green 1 * | 15 | 45 | 25 | 20 | 45 |
| Yellow Clearance | 3.0 | 4.6 | 3.0 | 3.0 | 4.5 |
| Red Clearance | 3.4 | 1.3 | 3.3 | 3.2 | 1.4 |
| Walk 1 * | - | - | - | - | - |
| Don't Walk 1 | - | - | - | - | - |
| Seconds Per Actuation * | - | - | - | - | - |
| Max Variable Initial * | - | - | - | - | - |
| Time Before Reduction * | - | - | - | - | - |
| Time To Reduce * | - | - | - | - | - |
| Minimum Gap | - | - | - | - | - |
| Recall Mode | - | MIN RECALL | - | - | MIN RECALL |
| Vehicle Call Memory | - | YELLOW | - | - | YELLOW |
| Dual Entry | - | - | - | - | - |
| 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.

New Installation - Temporary Design 1(Phase 1)

750 N. Greenfield Pkwy, Garner, NC 27529

US 421 Business at Curtis Bridge Road

Division 11 Wilkes County Wilkesboro

PLAN DATE: May 2023 REVIEWED BY: M.L. Stygles

PREPARED BY: S.R. Chiluka REVIEWED BY: J. Ma

SEAL

SCALE: 1" = 40'

REVISIONS: _____

INIT. DATE

I:\17\2011\9:38:53 AM R:\17\17\Fac\Signals\Design\Signals\90% Design Plans\Temporary Signal Design\U5312-II-0944TI-Ph L_Sig -dsn-Curtis Bridge Dr -US 421BUS.dgn schiluka



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

SIG. INVENTORY NO. II-0944TI