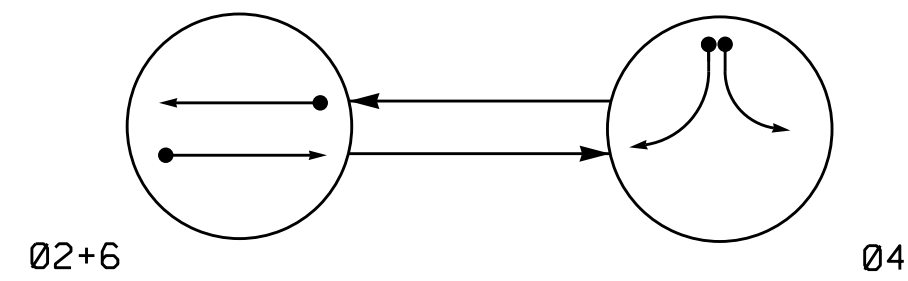


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

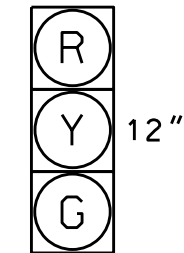
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- - - UNSIGNALIZED MOVEMENT
- - - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02+6	04	F L C
21, 22	G	R	Y
41, 42	R	G	R
61, 62	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



21, 22  
41, 42  
61, 62

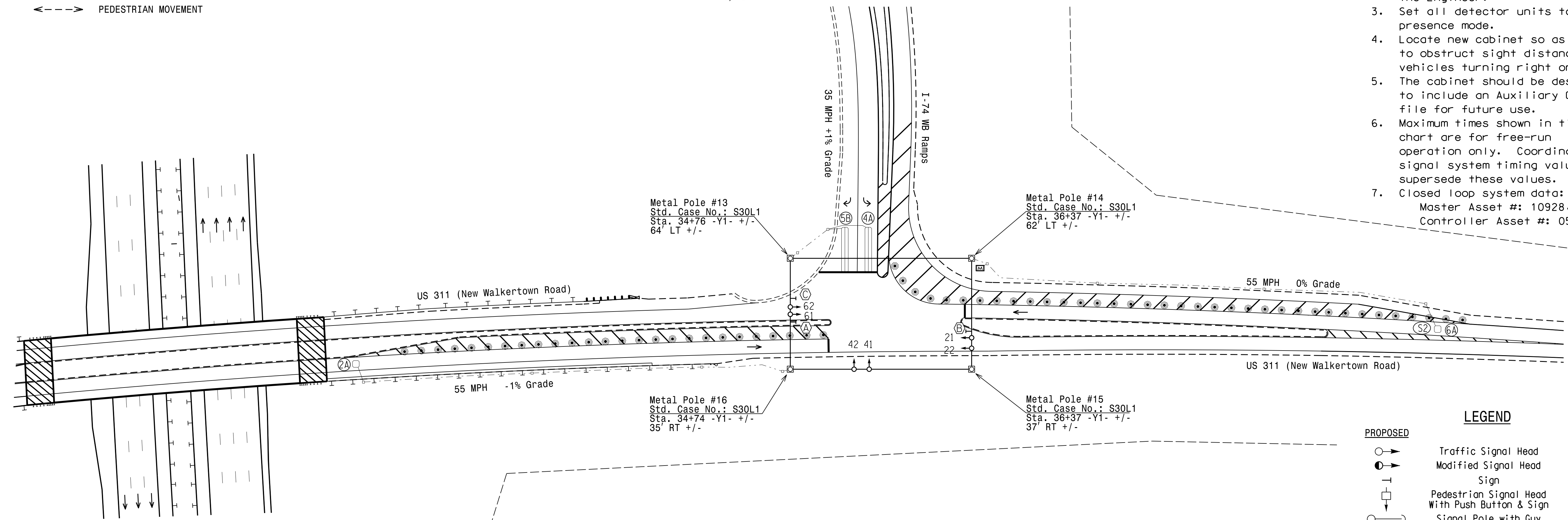
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING					SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME		
2A	6X6	420	5	Y	2	Y	Y	-	-	-	Y
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	-	Y
5B	6X40	0	2-4-2	Y	4	Y	Y	-	-	15	Y
6A/S2	6X6	420	5	Y	6	Y	Y	-	-	-	Y

2 Phase Fully Actuated US 311 (New Walkertown Road) 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.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- The cabinet should be designed to include an Auxiliary Output file for future use.
- 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 #: 10928.  
Controller Asset #: 0522.



OASIS 2070 TIMING CHART

FEATURE	PHASE		
	2	4	6
Min Green 1 *	14	7	14
Extension 1 *	6.0	2.0	6.0
Max Green 1 *	90	25	90
Yellow Clearance	5.3	3.0	5.2
Red Clearance	1.0	2.6	1.5
Red Revert	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	3.4	-	3.4
Recall Mode	MIN RECALL	-	MIN RECALL
Vehicle Call Memory	YELLOW	-	YELLOW
Dual Entry	-	-	-
Simultaneous Gap	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                        |
|--|---------------------------------|
| ○→ Traffic Signal Head                           | ●→ N/A                          |
| ●→ Modified Signal Head                          | — Sign                          |
| — Pedestrian Signal Head With Push Button & Sign | — Signal Pole with Guy          |
| — Signal Pole with Guy                           | — Signal Pole with Sidewalk Guy |
| — Inductive Loop Detector                        | — Controller & Cabinet          |
| — Junction Box                                   | — 2-in Underground Conduit      |
| N/A Right of Way                                 | — Master Controller & Cabinet   |
| — Guardrail                                      | — Metal Strain Pole             |
| N/A Tubular Marker                               | — No U-Turn Sign (R3-4)         |
| — No U-Turn/No Left Turn Sign (R3-18)            | — No Right Turn Sign (R3-1)     |

New Installation

US 311 (New Walkertown Road) at I-74 WB Ramps

Division 9 Forsyth County Walkertown

PLAN DATE: April 2017 REVIEWED BY:

PREPARED BY: I. O. Umozurike REVIEWED BY:

REVISIONS: INIT. DATE

SCALE: 1"=50'

750 N. Greenfield Pkwy, Garner, NC 27529

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER ROBERT J. ZIEMBA 026486

SIG. INVENTORY NO. 09-0522

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