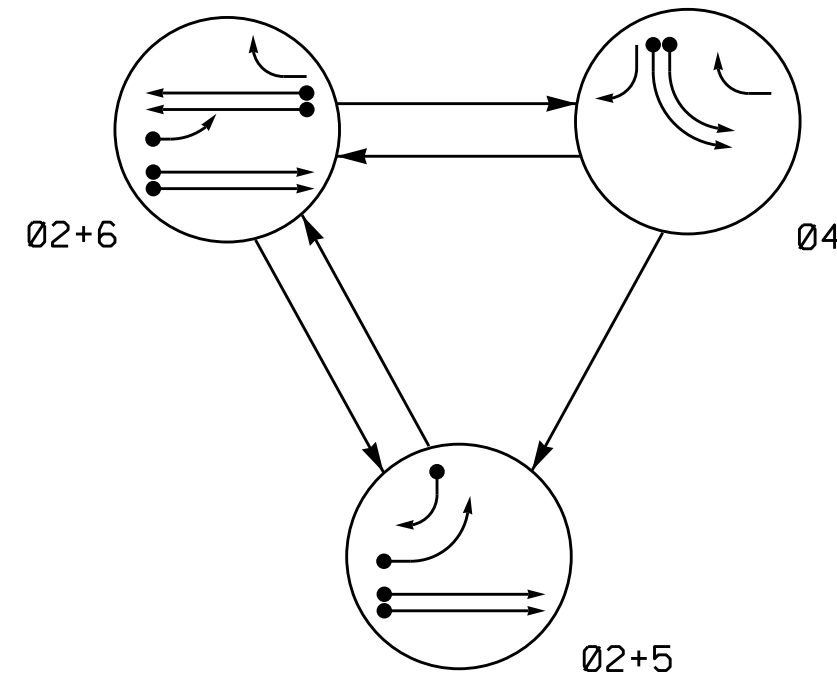
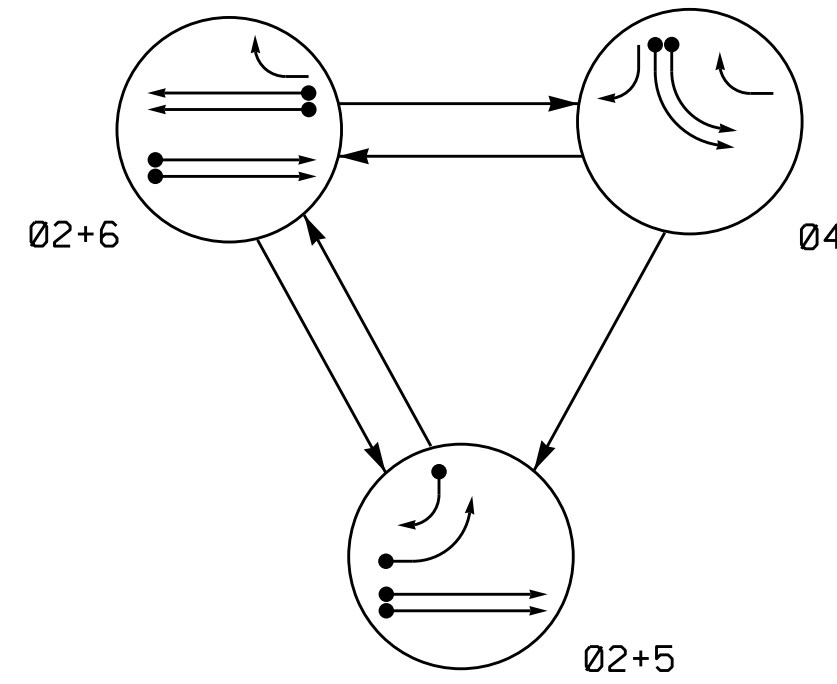


**DEFAULT PHASING DIAGRAM**



**ALTERNATE PHASING DIAGRAM**



**DEFAULT PHASING TABLE OF OPERATION**

SIGNAL FACE	PHASE			
	0 2 + 5	0 2 + 6	0 4	F L S H I
21, 22	G	G	R	Y
41, 42	→ R	→ R	→ R	→ R
51	→ R	→ R	→ R	→ R
52	→ R	→ R	→ R	→ R
61	R	G	R	Y
62	R	G	R	Y

**ALTERNATE PHASING TABLE OF OPERATION**

SIGNAL FACE	PHASE			
	0 2 + 5	0 2 + 6	0 4	F L S H I
21, 22	G	G	R	Y
41, 42	→ R	→ R	→ R	→ R
51	→ R	→ R	→ R	→ R
52	→ R	→ R	→ R	→ R
61	R	G	R	Y
62	R	G	R	Y

**OASIS 2070 LOOP & DETECTOR INSTALLATION CHART**

LOOP	INDUCTIVE LOOPS				DETECTOR PROGRAMMING							
	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A	6x6	300	5	Y	2	Y	Y	-	-	-	-	Y
2B	6x6	300	5	Y	2	Y	Y	-	-	-	-	Y
4A	6x40	0	2-4-2	Y	4	Y	Y	-	-	3	-	Y
4B	6x40	0	2-4-2	Y	4	Y	Y	-	-	-	-	Y
5A	6x40	0	2-4-2	Y	5	Y	Y	-	-	15 *	-	Y
5B	6x40	0	2-4-2	Y	5	Y	Y	-	-	15	-	Y
5C	6x6	0	4	Y	5	Y	Y	-	-	15	-	Y
6A	6x6	300	5	Y	6	Y	Y	-	-	-	-	Y
6B	6x6	300	5	Y	6	Y	Y	-	-	-	-	Y

\* Disable Delay During Alternate Phasing Operation.  
# Disable Phase Call For Loop(s) During Alternate Phasing Operation.

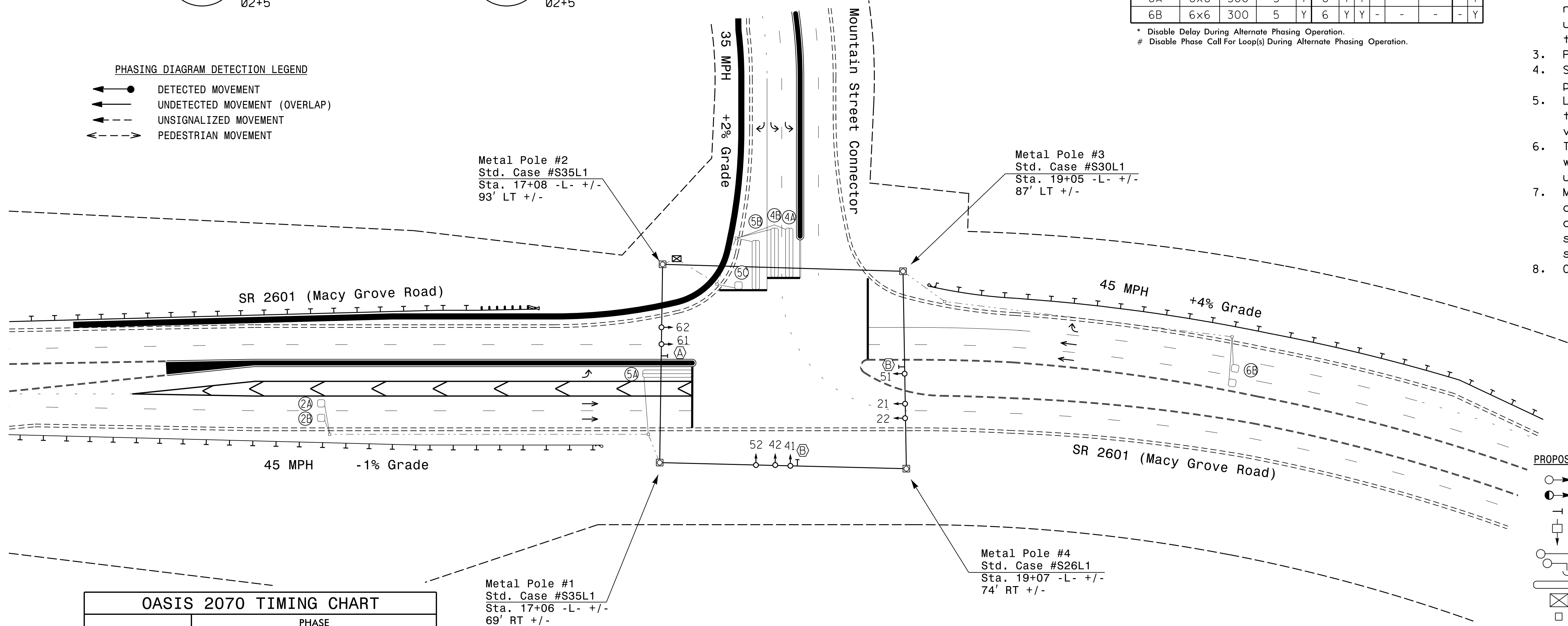
3 Phase  
Fully Actuated  
SR 2601 (Macy Grove Road) CLS

**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 flashing operation unless otherwise directed by the Engineer.
- Phase 5 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.
- The Division Traffic Engineer will determine the hours of use for each phasing plan.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Closed loop system data:  
Controller Asset #: 1127.

**PHASING DIAGRAM DETECTION LEGEND**

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

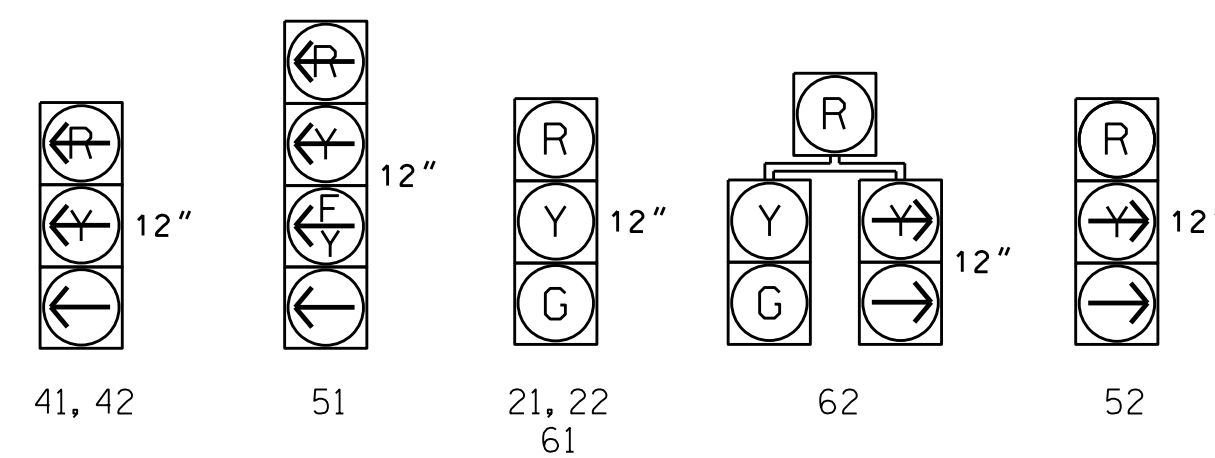


FEATURE	PHASE			
	2	4	5	6
Min Green 1*	12	7	7	12
Extension 1*	6.0	2.0	2.0	6.0
Max Green 1*	90	30	25	90
Yellow Clearance	4.6	3.0	3.0	4.6
Red Clearance	2.2	3.9	3.5	2.2
Red Revert	2.0	2.0	2.0	2.0
Walk 1*	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation*	1.5	-	-	1.5
Max Variable Initial*	34	-	-	34
Time 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	-	-	-	-
Simultaneous Gap	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.

**SIGNAL FACE I.D.**

All Heads L.E.D.



**LEGEND**

- | PROPOSED | EXISTING |
|----------|----------|
|          |          |
|          |          |
|          |          |
|          |          |
|          |          |
|          |          |
|          |          |
|          |          |
|          |          |
|          |          |
|          |          |
|          |          |
|          |          |
|          |          |
|          |          |

**New Installation**

750 N. Greenfield Pkwy, Garner, NC 27529

TRANSPORTATION MOBILITY AND SAFETY DIVISION  
STATE OF NORTH CAROLINA  
SIGNAL DESIGN SECTION

**SR 2601 (Macy Grove Road)  
at  
Mountain St. Connector**

Division 9 Forsyth County Kernersville

PLAN DATE: January 2018 REVIEWED BY: [Signature]  
PREPARED BY: RJ Ziembra REVIEWED BY: [Signature]

REVISIONS	INIT.	DATE

2/28/2018

DOCUMENT NOT CONSIDERED  
FINAL UNLESS ALL  
SIGNATURES COMPLETED

SEAL

**ROBERT J. ZIEMBA**  
PROFESSIONAL ENGINEER  
No. 026486

DATE: 2/28/2018

SIG. INVENTORY NO. 09-1127