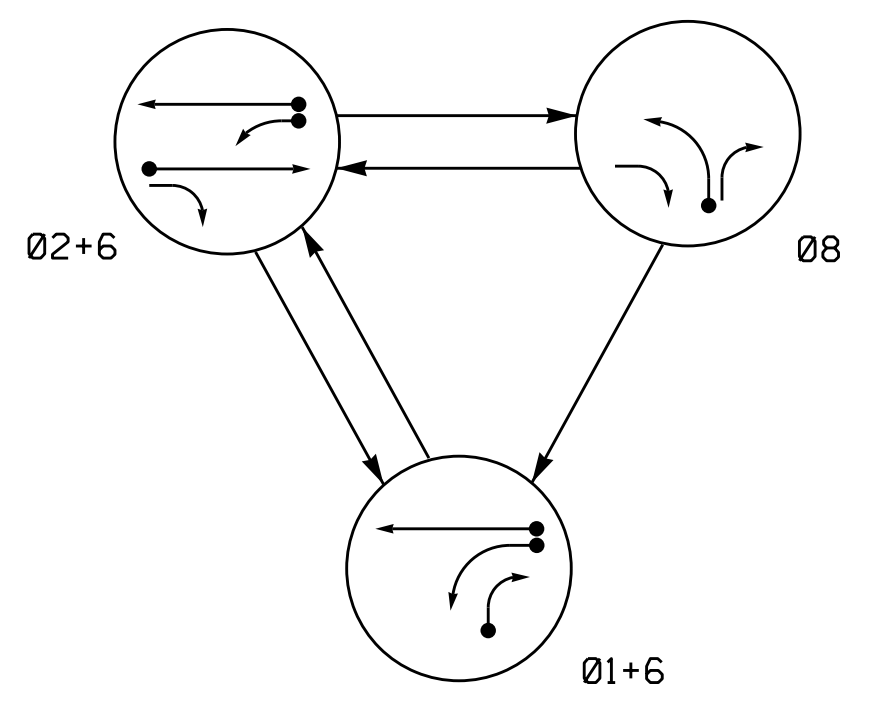
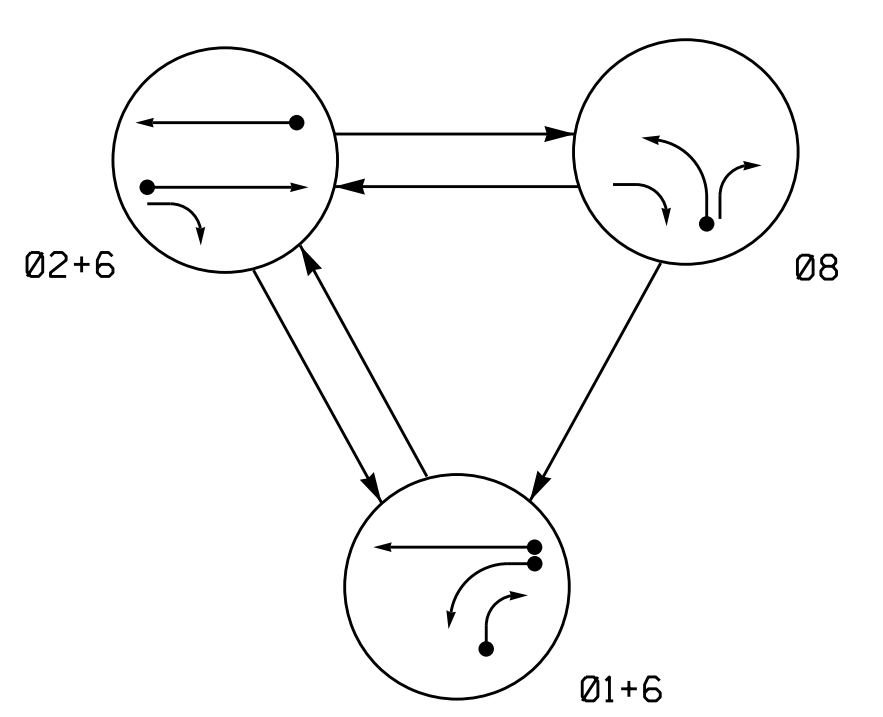


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



SIGNAL FACE	PHASE			
	0 1 + 6	0 2 + 6	0 8	FLASH
11	-	-	-	-
21	R	G	R	Y
22	R	G	R	Y
61, 62	G	G	R	Y
81	R	R	G	R
82	R	R	G	R

SIGNAL FACE	PHASE			
	0 1 + 6	0 2 + 6	0 8	FLASH
11	-	-	-	-
21	R	G	R	Y
22	R	G	R	Y
61, 62	G	G	R	Y
81	R	R	G	R
82	R	R	G	R

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	DELAY TIME
1A	6X40	0	2-4-2	Y	1	Y	Y	-	15*	-	Y	
					6#	Y	Y	Y	-	3	-	Y
1B	6X40	0	2-4-2	Y	1	Y	Y	-	15	-	Y	
1C	6X6	0	3	Y	1	Y	Y	-	15	-	Y	
2A/S3	6X6	300	5	Y	2	Y	Y	-	-	-	Y	Y
6A/S4	6X6	300	6	Y	6	Y	Y	-	-	-	Y	Y
8A	6X40	0	2-4-2	Y	8	Y	Y	-	3	-	Y	

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

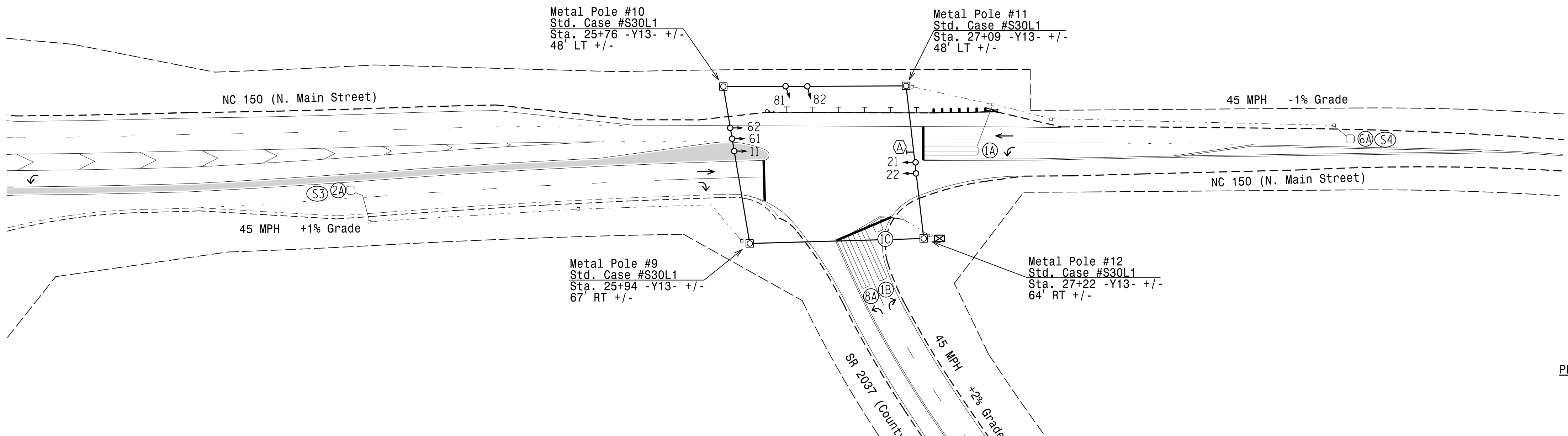
3 Phase Fully Actuated (NC 150 Kernersville CLS)

NOTES

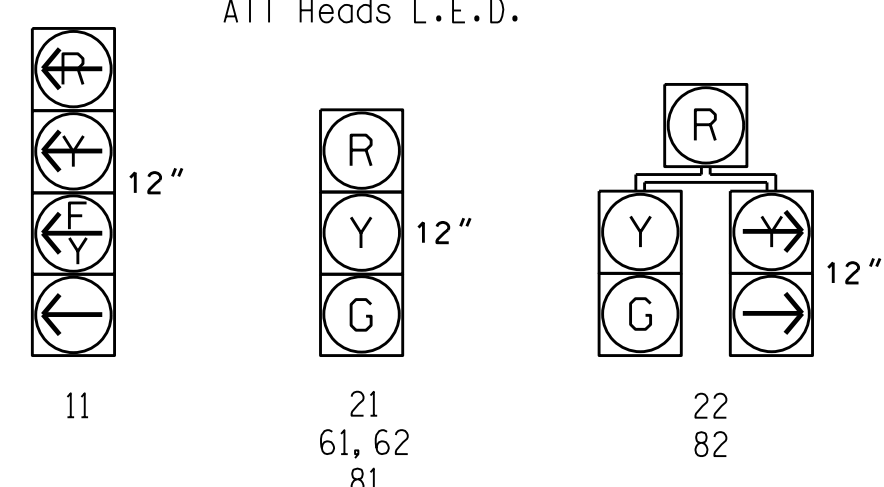
- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 may be lagged.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- 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 #: 1129.

PHASING DIAGRAM DETECTION LEGEND

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



SIGNAL FACE I.D.



FEATURE	PHASE			
	1	2	6	8
Min Green 1 *	7	12	12	7
Extension 1 *	2.0	6.0	6.0	2.0
Max Green 1 *	15	90	90	30
Yellow Clearance	3.0	4.6	4.6	3.0
Red Clearance	3.2	1.8	1.8	2.9
Red Revert	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	-	-	-	-
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.

PROPOSED	LEGEND	EXISTING
	Traffic Signal Head	
	Modified Signal Head	
	Sign	N/A
	Pedestrian Signal Head With Push Button & Sign	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	2-in Underground Conduit	
	Right of Way	
	Directional Arrow	
	Metal Strain Pole	
	Guardrail	
	No U-Turn Sign (R3-4)	

Signal Upgrade

	NC 150 (N. Main Street) at SR 2037 (County Line Road)		SEAL ROBERT J. ZIEMBA ENGINEER 026486
	Division 9 Forsyth County Kernersville PLAN DATE: January 2018 REVIEWED BY: PREPARED BY: R. W. Hough REVIEWED BY:		
750 N. Greenleaf Pkwy, Garner, NC 27529			
	SCALE 0 50 1"=50'	REVISIONS _____	INIT. DATE _____
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED DATE: 2/28/2018 SIG. INVENTORY NO. 09-1129			