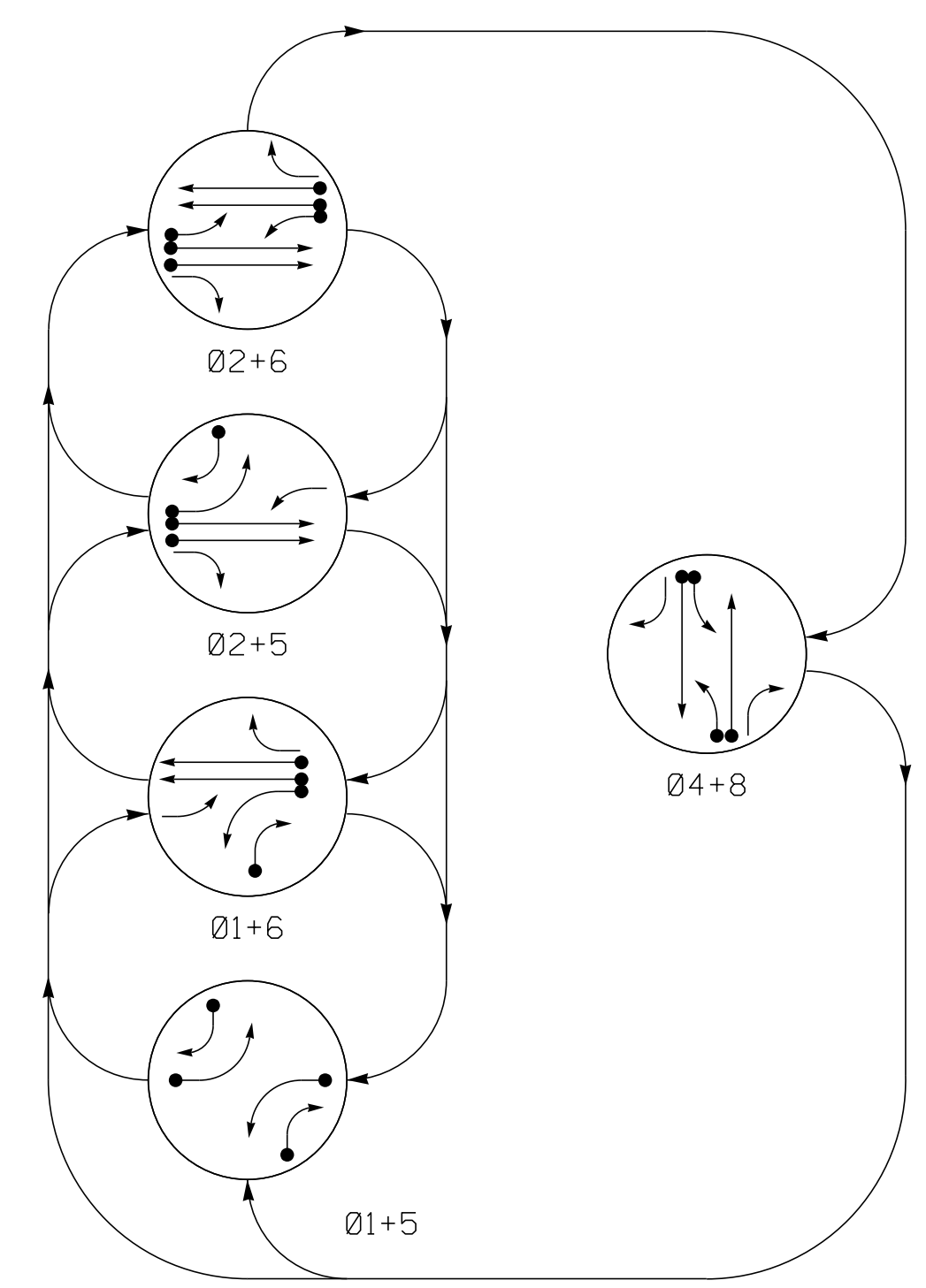


**PHASING DIAGRAM**



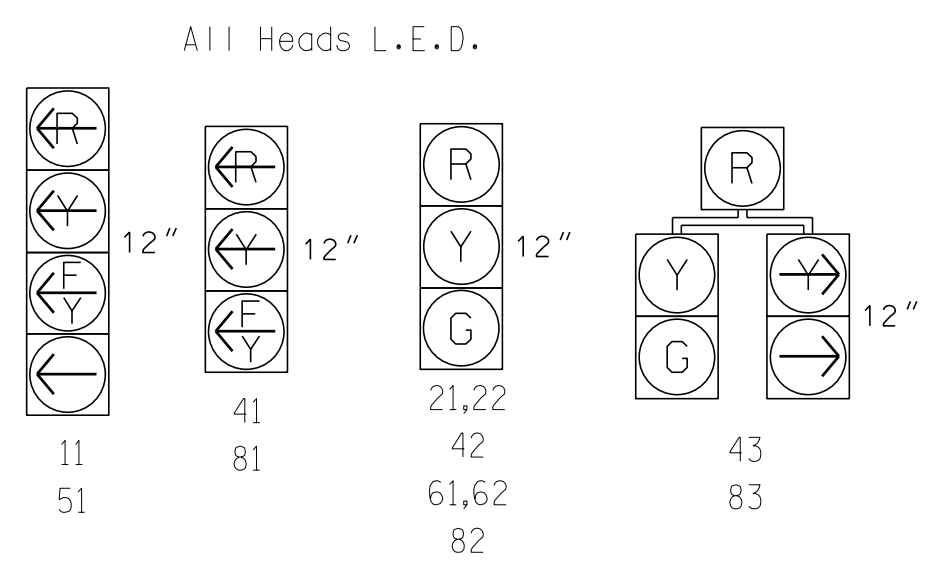
**PHASING DIAGRAM DETECTION LEGEND**

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

**TABLE OF OPERATION**

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	04+8	HEADS
11	←	←	←	←	←	←
21,22	R	R	G	G	R	Y
41	←	←	←	←	←	←
42	R	R	R	R	G	R
43	←	←	←	←	←	←
51	←	←	←	←	←	←
61,62	R	G	R	G	R	Y
81	←	←	←	←	←	←
82	R	R	R	R	G	R
83	←	←	←	←	←	←

**SIGNAL FACE I.D.**



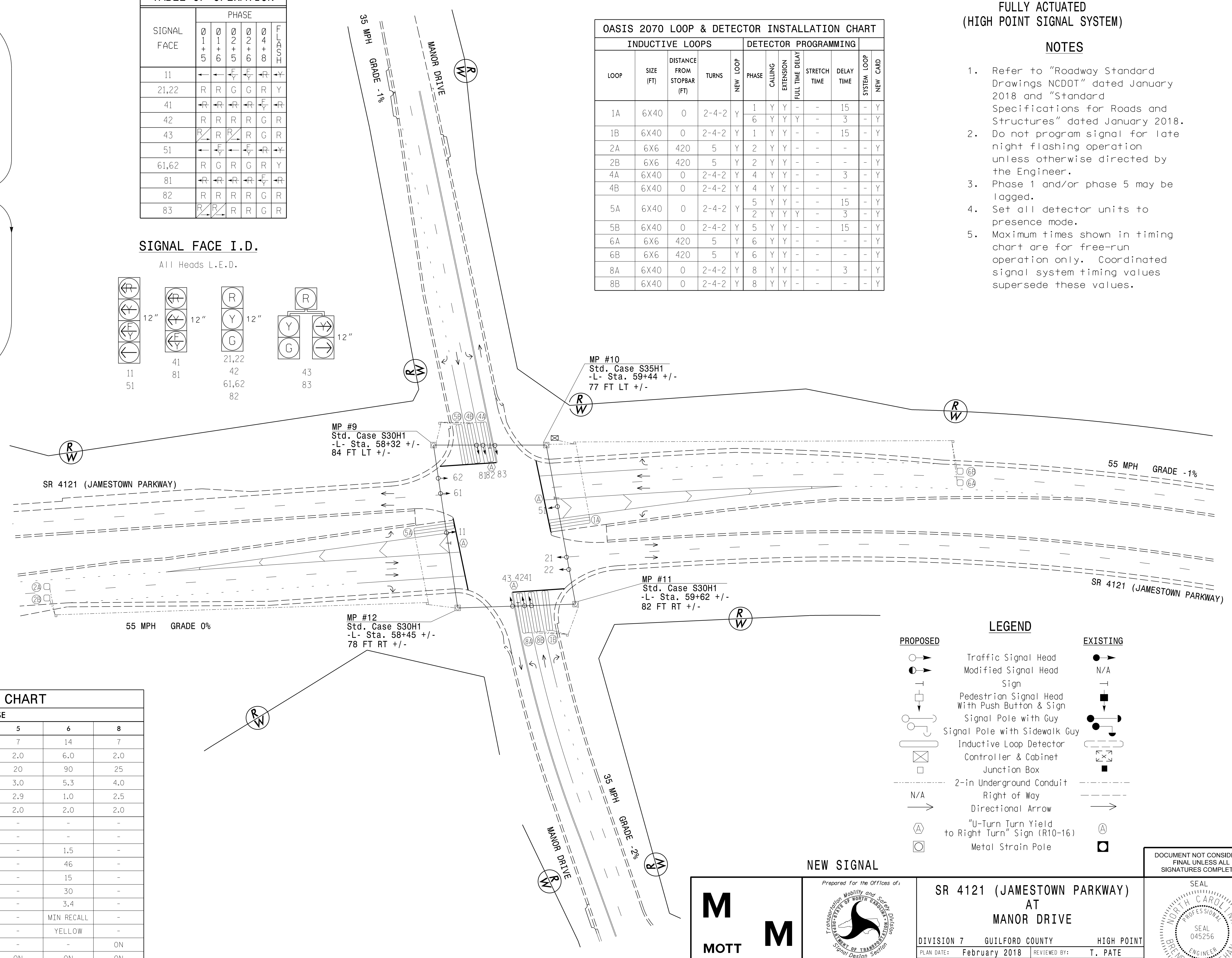
**OASIS 2070 LOOP & DETECTOR INSTALLATION CHART**

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				STRETCH TIME	DELAY TIME	LOOP SYSTEM	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY				
1A	6X40	0	2-4-2	Y	1	Y	Y	-	15	-	Y	-
1B	6X40	0	2-4-2	Y	6	Y	Y	-	15	-	Y	-
2A	6X6	420	5	Y	2	Y	Y	-	-	-	Y	-
2B	6X6	420	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	2	Y	Y	-	3	-	Y	-
6A	6X6	420	5	Y	5	Y	Y	-	15	-	Y	-
6B	6X6	420	5	Y	6	Y	Y	-	-	-	Y	-
8A	6X40	0	2-4-2	Y	8	Y	Y	-	3	-	Y	-
8B	6X40	0	2-4-2	Y	8	Y	Y	-	-	-	Y	-

**5 PHASE FULLY ACTUATED (HIGH POINT SIGNAL SYSTEM)**

**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 and/or phase 5 may be lagged.
- Set all detector units to presence mode.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



**OASIS 2070 TIMING CHART**

FEATURE	PHASE					
	1	2	4	5	6	8
Min Green 1 *	7	14	7	7	14	7
Extension 1 *	2.0	6.0	2.0	2.0	6.0	2.0
Max Green 1 *	20	90	25	20	90	25
Yellow Clearance	3.0	5.3	4.0	3.0	5.3	4.0
Red Clearance	2.8	1.0	2.5	2.9	1.0	2.5
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-
Seconds Per Actuation *	-	1.5	-	-	1.5	-
Max Variable Initial *	-	46	-	-	46	-
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	-	-	ON	-	-	ON
Simultaneous Gap	ON	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
○→ Traffic Signal Head	●→ N/A
●→ Modified Signal Head	○→ N/A
○→ Sign	○→ N/A
○→ Pedestrian Signal Head With Push Button & Sign	○→ N/A
○→ Signal Pole with Guy	○→ N/A
○→ Signal Pole with Sidewalk Guy	○→ N/A
□→ Inductive Loop Detector	□→ N/A
□→ Controller & Cabinet	□→ N/A
□→ Junction Box	□→ N/A
--- 2-in Underground Conduit	--- N/A
N/A → Right of Way	N/A → N/A
→ Directional Arrow	→ N/A
⊙ "U-Turn Turn Yield to Right Turn" Sign (R10-16)	⊙ N/A
⊙ Metal Strain Pole	⊙ N/A

**NEW SIGNAL**

**MOTT MACDONALD**

Prepared for the Offices of:  
  
 750 N. Greenfield Pkwy, Garner, NC 27529

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**SR 4121 (JAMESTOWN PARKWAY) AT MANOR DRIVE**

DIVISION 7 GUILFORD COUNTY HIGH POINT

PLAN DATE: February 2018 REVIEWED BY: T. PATE

PREPARED BY: B. LEHAN REVIEWED BY: R. THOMPSON

REVISIONS: \_\_\_\_\_ INIT: \_\_\_\_\_ DATE: \_\_\_\_\_

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL  
  
 BRENDAN A. LEHAN  
 ENGINEER

DocuSigned by:  
  
 3/20/2018

SIG. INVENTORY NO. 07-1791