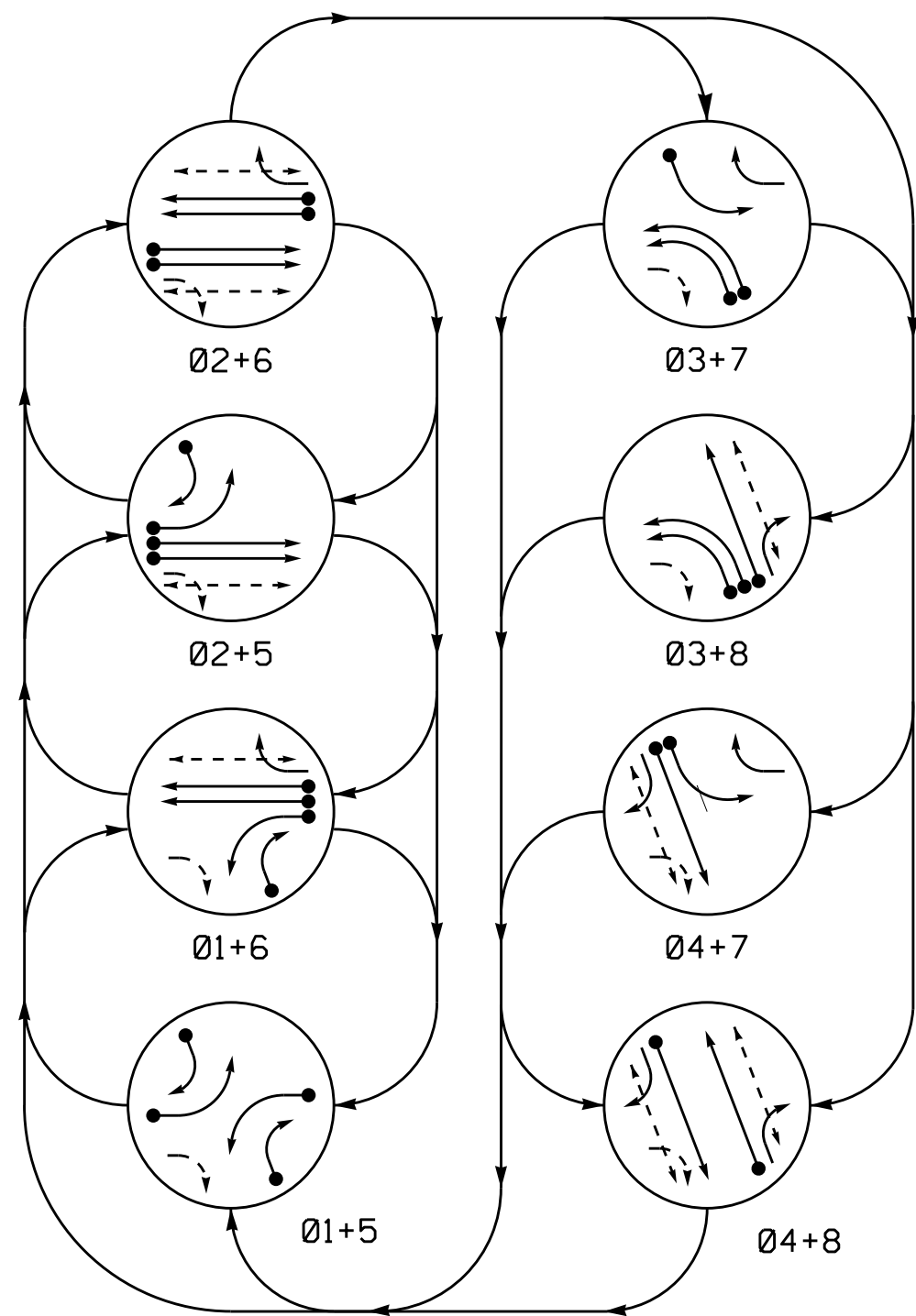


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

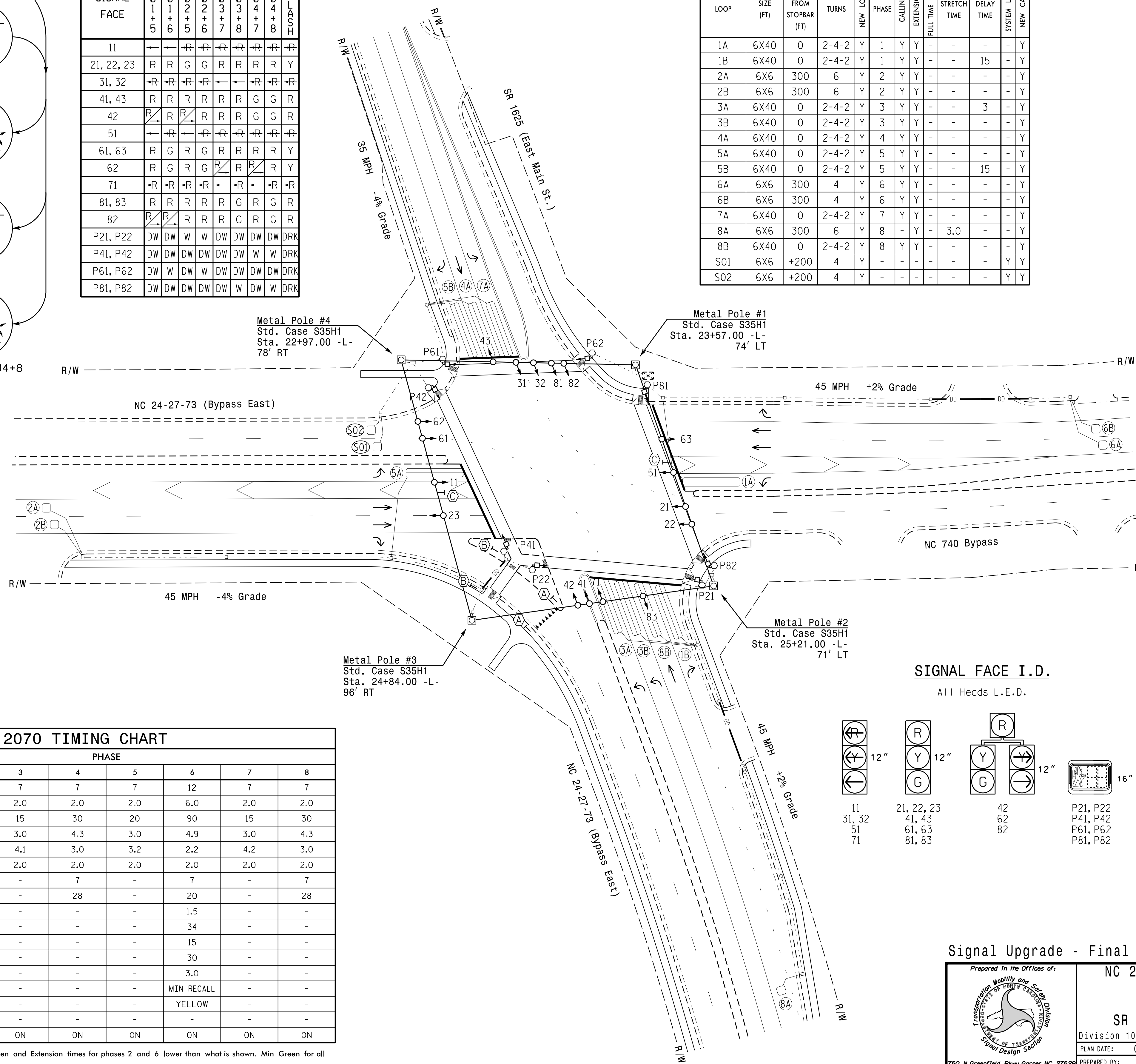
| SIGNAL FACE | PHASE | | | | | | | | L-ROAD |
|-------------|-------|------|------|------|------|------|------|------|--------|
| | 01+5 | 02+6 | 03+7 | 04+8 | 01+6 | 02+5 | 03+8 | 04+7 | |
| 11 | — | — | — | — | — | — | — | — | — |
| 21, 22, 23 | R | R | G | G | R | R | R | R | Y |
| 31, 32 | R | R | R | R | — | — | — | — | — |
| 41, 43 | R | R | R | R | R | G | G | R | — |
| 42 | R | R | R | R | R | G | G | R | — |
| 51 | — | — | — | — | — | — | — | — | — |
| 61, 63 | R | G | R | G | R | R | R | R | Y |
| 62 | R | G | R | G | R | R | R | R | Y |
| 71 | R | R | R | R | — | — | — | — | — |
| 81, 83 | R | R | R | R | R | G | G | R | — |
| 82 | R | R | R | R | R | G | G | R | — |
| P21, P22 | DW | DW | W | DW | DW | DW | DW | DRK | — |
| P41, P42 | DW | DW | DW | DW | DW | W | W | DRK | — |
| P61, P62 | DW | W | DW | DW | DW | DW | DW | DRK | — |
| P81, P82 | DW | DW | DW | DW | W | DW | W | DRK | — |

| OASIS 2070 LOOP & DETECTOR INSTALLATION CHART | | | | | | | | | | | | |
|---|-----------|----------------------------|-------|----------------------|-------|---------|---------------------------|--------------|------------|-------------|----------|---|
| LOOP | SIZE (FT) | INDUCTIVE LOOPS | | DETECTOR PROGRAMMING | | | | | | | | |
| | | DISTANCE FROM STOPBAR (FT) | TURNS | NEW LOOP | PHASE | CALLING | EXTENSION FULL TIME DELAY | STRETCH TIME | DELAY TIME | SYSTEM LOOP | NEW CARD | |
| 1A | 6X40 | 0 | 2-4-2 | Y | 1 | Y | Y | - | - | - | - | Y |
| 1B | 6X40 | 0 | 2-4-2 | Y | 1 | Y | Y | - | - | 15 | - | Y |
| 2A | 6X6 | 300 | 6 | Y | 2 | Y | Y | - | - | - | - | Y |
| 2B | 6X6 | 300 | 6 | Y | 2 | Y | Y | - | - | - | - | Y |
| 3A | 6X40 | 0 | 2-4-2 | Y | 3 | Y | Y | - | - | 3 | - | Y |
| 3B | 6X40 | 0 | 2-4-2 | Y | 3 | Y | Y | - | - | - | - | Y |
| 4A | 6X40 | 0 | 2-4-2 | Y | 4 | Y | Y | - | - | - | - | Y |
| 5A | 6X40 | 0 | 2-4-2 | Y | 5 | Y | Y | - | - | - | - | Y |
| 5B | 6X40 | 0 | 2-4-2 | Y | 5 | Y | Y | - | - | 15 | - | Y |
| 6A | 6X6 | 300 | 4 | Y | 6 | Y | Y | - | - | - | - | Y |
| 6B | 6X6 | 300 | 4 | Y | 6 | Y | Y | - | - | - | - | Y |
| 7A | 6X40 | 0 | 2-4-2 | Y | 7 | Y | Y | - | - | - | - | Y |
| 8A | 6X6 | 300 | 6 | Y | 8 | - | Y | - | 3.0 | - | - | Y |
| 8B | 6X40 | 0 | 2-4-2 | Y | 8 | Y | Y | - | - | - | - | Y |
| S01 | 6X6 | +200 | 4 | Y | - | - | - | - | - | - | - | Y |
| S02 | 6X6 | +200 | 4 | Y | - | - | - | - | - | - | - | Y |

8 Phase Fully Actuated NC 24-27-73 (Bypass East) CLS

NOTES

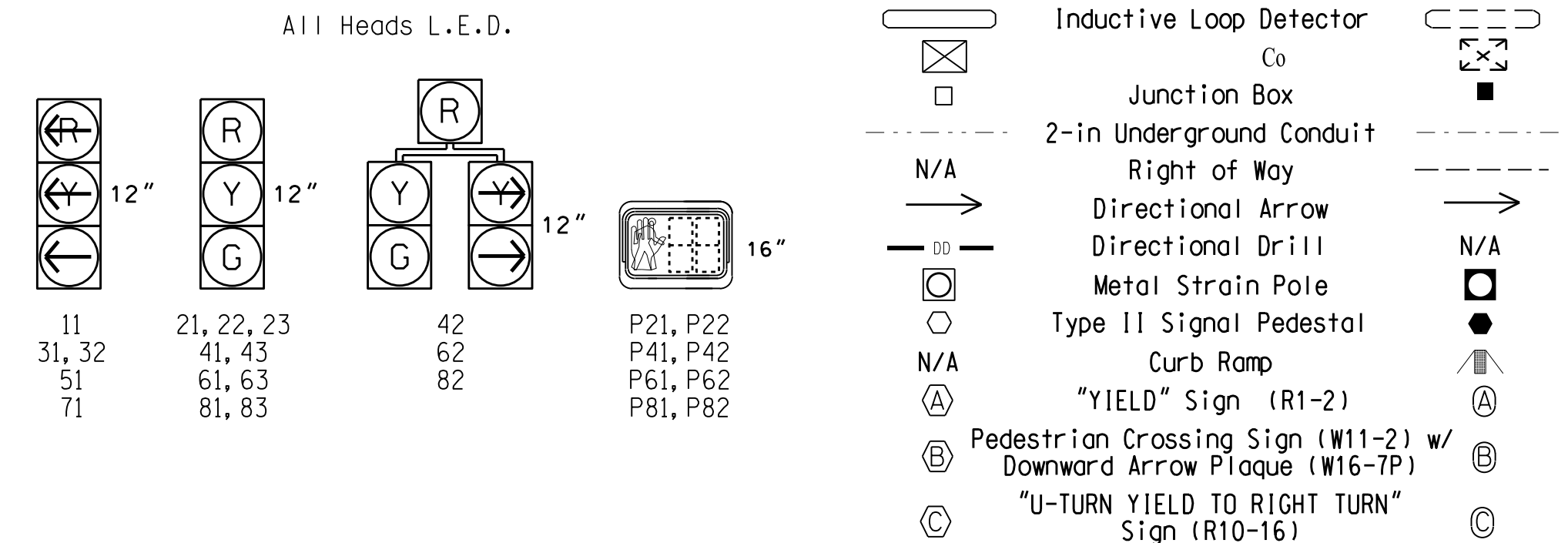
- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Phase 3 and/or phase 7 may be lagged.
- Set all detector units to presence mode.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- See Pavement Marking Plans for proposed stop bar and crosswalk locations.
- 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 #: 0591.



| OASIS 2070 TIMING CHART | | | | | | | | |
|-------------------------|-------|------------|-----|-----|-----|------------|-----|-----|
| FEATURE | PHASE | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Min Green 1 * | 7 | 12 | 7 | 7 | 7 | 12 | 7 | 7 |
| Extension 1 * | 2.0 | 6.0 | 2.0 | 2.0 | 2.0 | 6.0 | 2.0 | 2.0 |
| Max Green 1 * | 20 | 90 | 15 | 30 | 20 | 90 | 15 | 30 |
| Yellow Clearance | 3.0 | 4.9 | 3.0 | 4.3 | 3.0 | 4.9 | 3.0 | 4.3 |
| Red Clearance | 3.3 | 2.2 | 4.1 | 3.0 | 3.2 | 2.2 | 4.2 | 3.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Walk 1 * | - | 7 | - | 7 | - | 7 | - | 7 |
| Don't Walk 1 | - | 24 | - | 28 | - | 20 | - | 28 |
| 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 | 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.



Signal Upgrade - Final Design

| | | | |
|--|---|--|---|
| | NC 24-27-73 (Bypass East) at NC 740 Bypass/ SR 1625 (East Main St.) Division 10 Stanly County Albemarle | | SEAL NORTH CAROLINA PROFESSIONAL ENGINEER R. CHARLES N. ZINSER License No. 043914 |
| | PLAN DATE: October 2018 PREPARED BY: R.N. Zinser | REVIEWED BY: T.J. Williams REVIEWED BY: | |