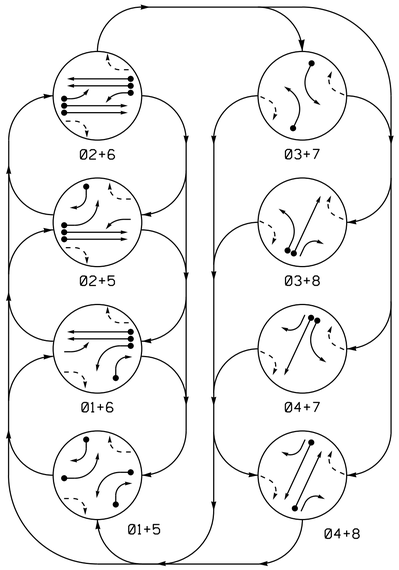
PROJECT REFERENCE NO.	SHEET NO.
R-3830	SIG-3.0

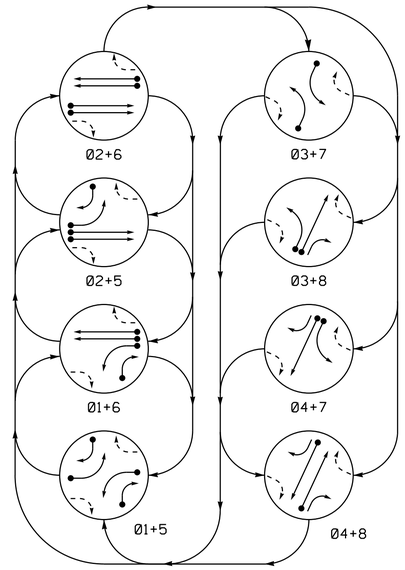
DEFAULT PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8	FLASH
11	←	←	F/Y	F/Y	~~R~~	~~R~~	~~R~~	~~R~~	~~Y~~
21, 22	R	R	G	G	R	R	R	R	Y
31	~~R~~	~~R~~	~~R~~	~~R~~	←	←	~~R~~	~~R~~	~~R~~
41	R	R	R	R	R	R	G	G	R
42	R/→	R	R/→	R	R	R	G	G	R
51	←	F/Y	←	F/Y	~~R~~	~~R~~	~~R~~	~~R~~	~~Y~~
61, 62	R	G	R	G	R	R	R	R	Y
71	~~R~~	~~R~~	~~R~~	~~R~~	←	~~R~~	←	~~R~~	~~R~~
81	R	R	R	R	R	G	R	G	R
82	R/→	R/→	R	R	R	G	R	G	R

ALTERNATE PHASING DIAGRAM



ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8	FLASH
11	←	←	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~Y~~
21, 22	R	R	G	G	R	R	R	R	Y
31	~~R~~	~~R~~	~~R~~	~~R~~	←	←	~~R~~	~~R~~	~~R~~
41	R	R	R	R	R	R	G	G	R
42	R/→	R	R/→	R	R	R	G	G	R
51	←	~~R~~	←	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~Y~~
61, 62	R	G	R	G	R	R	R	R	Y
71	~~R~~	~~R~~	~~R~~	~~R~~	←	~~R~~	←	~~R~~	~~R~~
81	R	R	R	R	R	G	R	G	R
82	R/→	R/→	R	R	R	G	R	G	R

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	0	✳	✳	1	Y	Y	-	-	★15	-	✳
					6#	Y	Y	Y	-	3	-	✳
1B	6X40	0	✳	✳	1	Y	Y	-	-	15	-	✳
2A	6X6	300	✳	✳	2	Y	Y	-	-	-	-	✳
2B	6X6	300	✳	✳	2	Y	Y	-	-	-	-	✳
2C	6X40	0	✳	✳	2	Y	Y	Y	2.0	5	-	✳
2D	6X40	0	✳	✳	2	Y	Y	Y	2.0	5	-	✳
3A	6X40	0	✳	✳	3	Y	Y	-	-	-	-	✳
4A	6X40	0	✳	✳	4	Y	Y	-	-	-	-	✳
5A	6X40	0	✳	✳	5	Y	Y	-	-	★15	-	✳
					2#	Y	Y	Y	-	3	-	✳
5B	6X40	0	✳	✳	5	Y	Y	-	-	15	-	✳
6A	6X6	300	✳	✳	6	Y	Y	-	-	-	-	✳
6B	6X6	300	✳	✳	6	Y	Y	-	-	-	-	✳
6C	6X40	0	✳	✳	6	Y	Y	Y	2.0	5	-	✳
6D	6X40	0	✳	✳	6	Y	Y	Y	2.0	5	-	✳
7A	6X40	0	✳	✳	7	Y	Y	-	-	-	-	✳
8A	6X40	0	✳	✳	8	Y	Y	-	-	-	-	✳

✳ Video Detection Zone
Disable Phase(s) call during Alternate Phasing Operation.
★ Reduce Delay to 3 sec during Alternate Phasing Operation.

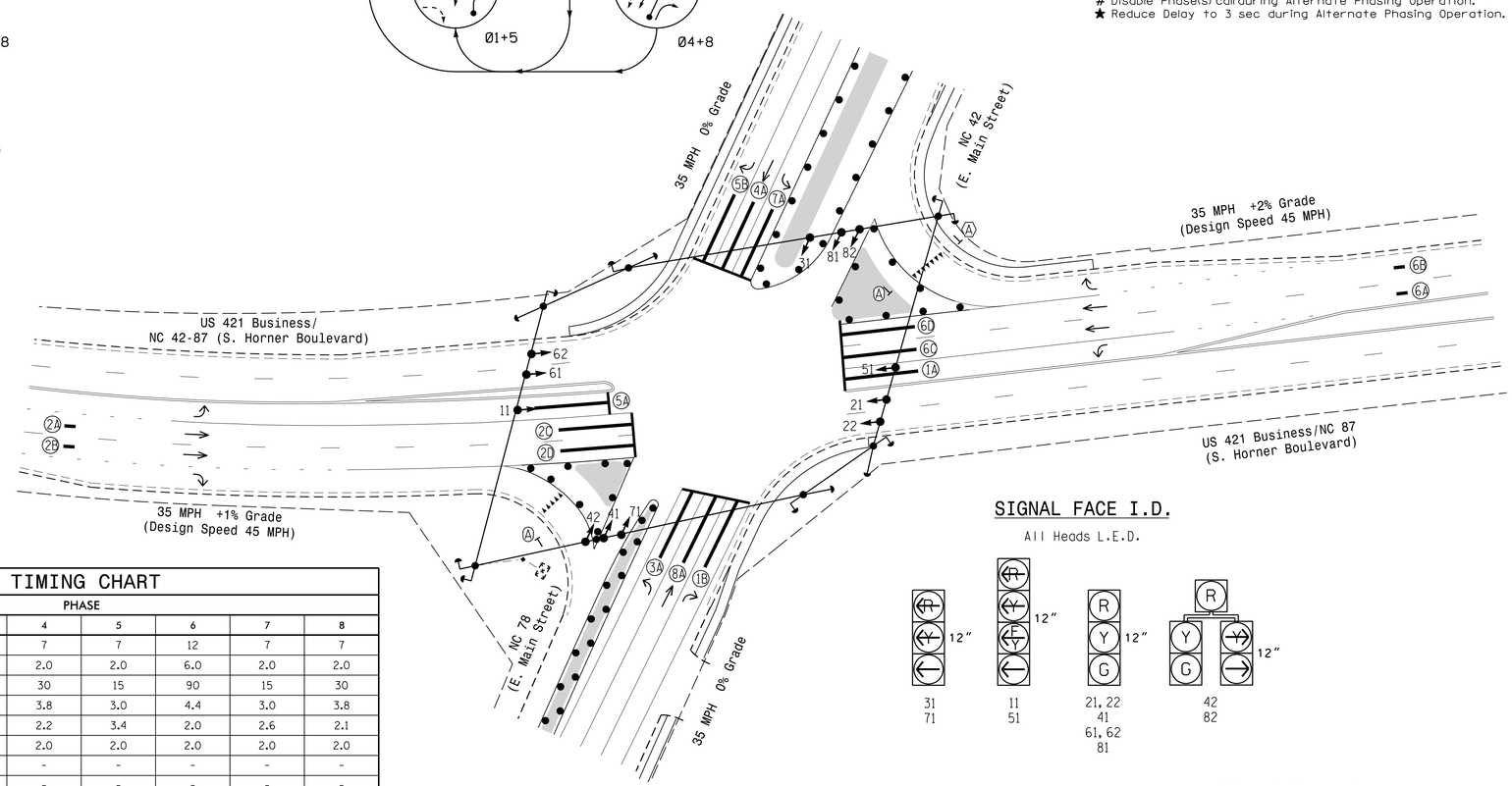
8 Phase
Fully Actuated
(US 421 Bus./NC 87-42
(Horner Blvd.) - System 2 CLS)
Signal System #: D08-02_Sanford

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. Phase 3 and/or phase 7 may be lagged.
5. Reposition existing signal heads numbered 31, 41, 42, 71, 81, and 82.
6. Set all detector units to presence mode.
7. The Division Traffic Engineer will determine the hours of use for each phasing plan.
8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
9. This location utilizes a video detection system. Camera locations should be confirmed in the field by the contractor in order to provide detection of the areas indicated.
10. Closed Loop System Data:
    Controller Asset #: 0047.

PHASING DIAGRAM DETECTION LEGEND

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



SIGNAL FACE I.D.

All Heads L.E.D.

LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head	
	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	
	Directional Arrow	
	Video Detection Zone	
	Construction Zone	
	Construction Zone Drums	
Ⓐ	"YIELD" Sign (R1-2)	Ⓐ

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 *	15	90	15	30	15	90	15	30
Yellow Clearance	3.0	4.4	3.0	3.8	3.0	4.4	3.0	3.8
Red Clearance	3.3	2.0	2.6	2.2	3.4	2.0	2.6	2.1
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-	-	-
Seconds Per Actuation *	-	-	-	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-	-	-	-
Time Before Reduction *	-	15	-	-	-	15	-	-
Time To Reduce *	-	45	-	-	-	45	-	-
Minimum Gap	-	3.0	-	-	-	3.0	-	-
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL	-	-
Vehicle Call Memory	-	-	-	-	-	-	-	-
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 Upgrade -
Temporary Design 2 (TMP Phase III)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared in the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

US 421 Business/
NC 87 (S. Horner Boulevard)
at
NC 78-42 (E. Main Street)

Division 8 Lee County Sanford

PLAN DATE: February 2022 REVIEWED BY:
PREPARED BY: J.A. Lohr REVIEWED BY:

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 026486 ENGINEER ROBERT J. ZILEMBA

DocuSigned by: 04/19/2022
DATE

SIG. INVENTORY NO. 08-0047T2

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jalohr