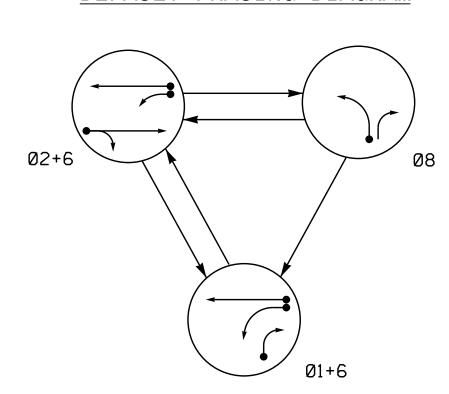
DEFAULT PHASING DIAGRAM



<u> </u>	<u>:KA</u>	TIO	N
	PHA	SE	
01+6	9+V®	8 Ø	FLGOI
\	₽	₩	∢ Υ
R	G	R	Υ
G	G	R	Y
R	R	G	R
R/	R	G	R
	1 + 6	Ø 2 + 6 6 R G G R R	1 2 8 6 6 R R G R R R G

DEFAULT PHASING TABLE OF OPERATION					
		PHA	SE		
SIGNAL FACE	Ø 1 + 6	0 2+6	Ø 8	FLGOI	
11	—	F	- R	- ¥	
21, 22	R	G	R	Υ	
61,62	G	G	R	Υ	
81	R	R	G	R	
82	R/	R	G	R	

02+6

ALTERNATE PHASING DIAGRAM

ALTERNAT TABLE OF				
		PHA	4SE	
SIGNAL FACE	Ø 1 + 6	Ø 2 + 6	Ø 8	FLASI
11	-	-R	≺R	≺
21, 22	R	G	R	Υ
61, 62	G	G	R	Υ
81	R	R	G	R
82	R/	R	G	R

* Video	Detection	Zone	:

★ Reduce Delay to 3 seconds during Alternate Phasing Operation. #Disable Phase(s) callduring Alternate Phasing Operation.

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
INDUCTIVE LOOPS					DETE	ECT	OR	PI	ROGRAN	MMING		
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1 A	6X40	0	*	*	1	Υ	Υ	-	ı	★ 15	ı	*
IA	0240		不	不	# 6	Υ	Υ	Υ	ı	3	ı	*
1B	6X40	0	*	*	1	Υ	Υ	ı	ı	15	ı	*
2A	6X6	200	*	*	2	Υ	Υ	-	1	ı	1	*
64	6X6	300	*	*	6	Υ	Υ	-	-	-	ı	*
8A	6X40	0	*	*	8	Υ	Υ	-	1	3	ı	*

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.

NOTES

3 Phase

Fully Actuated (Isolated)

- 2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- 3. Phase 1 may be lagged.

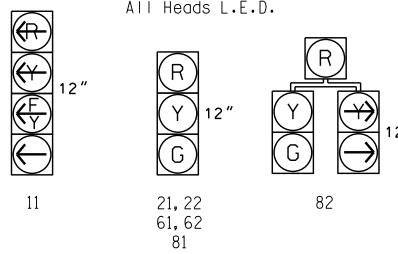
PROPOSED

- 4. Set all detector units to presence mode.
- 5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- 6. The Division Traffic Engineer will determine the hours of use for each phasing plan.
- 7. 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.
- 8. Remove existing pavement markings pertaining to railroad crossing.

PHASING DIAGRAM DETECTION LEGEND

DETECTED MOVEMENT UNDETECTED MOVEMENT (OVERLAP) UNSIGNALIZED MOVEMENT <−−> PEDESTRIAN MOVEMENT

SIGNAL FACE I.D. All Heads L.E.D.



01+6

	81	Wood Pole -L- Sta. 42+22 ± 58' LT ±	
	<u>Wood Pole</u> -L- Sta. 40+64 ± 71' LT ±	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	
NC 42 (Main St.)		31 82	35 MPH -1% Grade (Design Speed 45 MPH)
	62 61 11	21 () 22 ()	- 6A
35 MPH +1% Grade			NC 42 (Main St.)
TIMING CHART	Wood Pole -L- Sta. 40+79 ± 63' RT ±	Wood Pole -L- Sta. 41+66 ± 64' RT ±	

OASIS	2070	TIMINO	CHAR1				
	PHASE						
FEATURE	1	2	6	8			
Min Green 1 *	7	10	12	7			
Extension 1 *	2.0	5.0	6.0	2.0			
Max Green 1 *	15	90	90	25			
Yellow Clearance	3.0	4.6	4.6	3.0			
Red Clearance	1.9	1.4	1.4	2.4			
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 *	-	24	34	-			
Time Before Reduction *	-	15	15	-			
Time To Reduce *	-	34	34	-			
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			

phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

Modified Signal Head Sign 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 Video Detection Zone Construction Zone Construction Zone Drums

<u>LEGEND</u>

Traffic Signal Head

EXISTING

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL

SIGNATURES COMPLETED

SEAL

WH CARN

026486

SIG. INVENTORY NO. 08-1018T1

Signal Upgrade -Temporary Design 1 (TMP Phase I)

NC 42 (Main Street) Division 8

SR 1520 (Rosser Road) Lee County Sanford

January 2022 REVIEWED BY: 750 N.Greenfield Pkwy.Garner.NC 27529 PREPARED BY: J.A. Lohr REVISIONS INIT. DATE