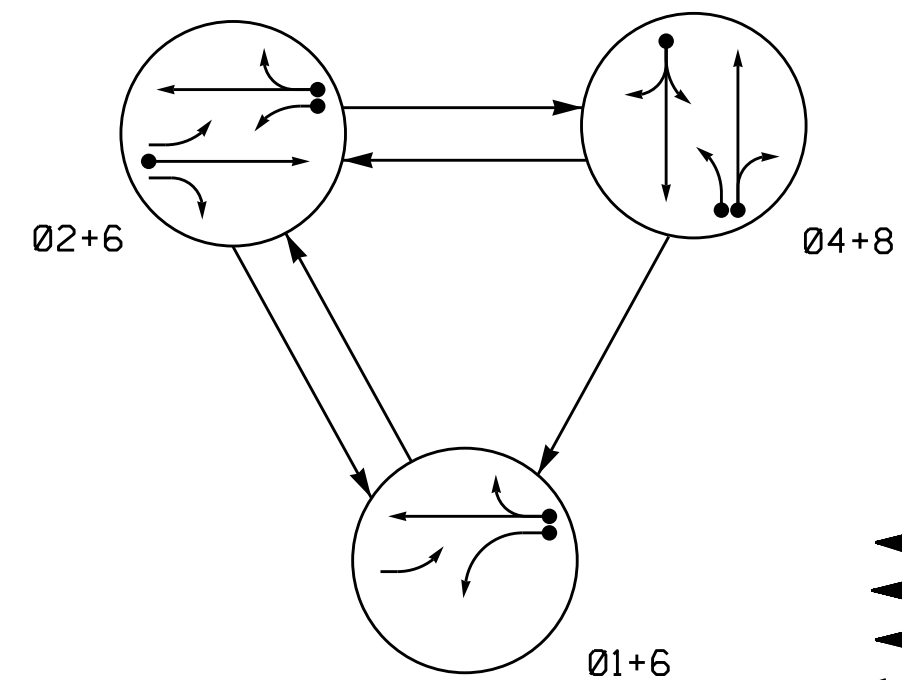
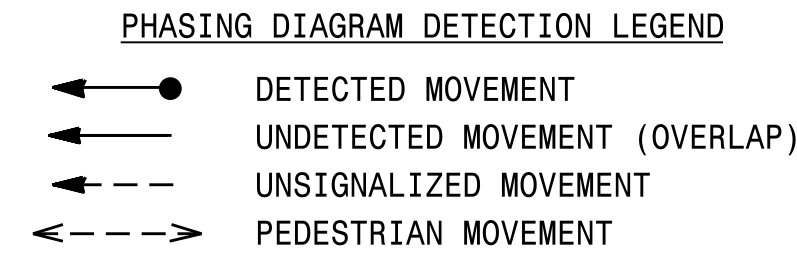
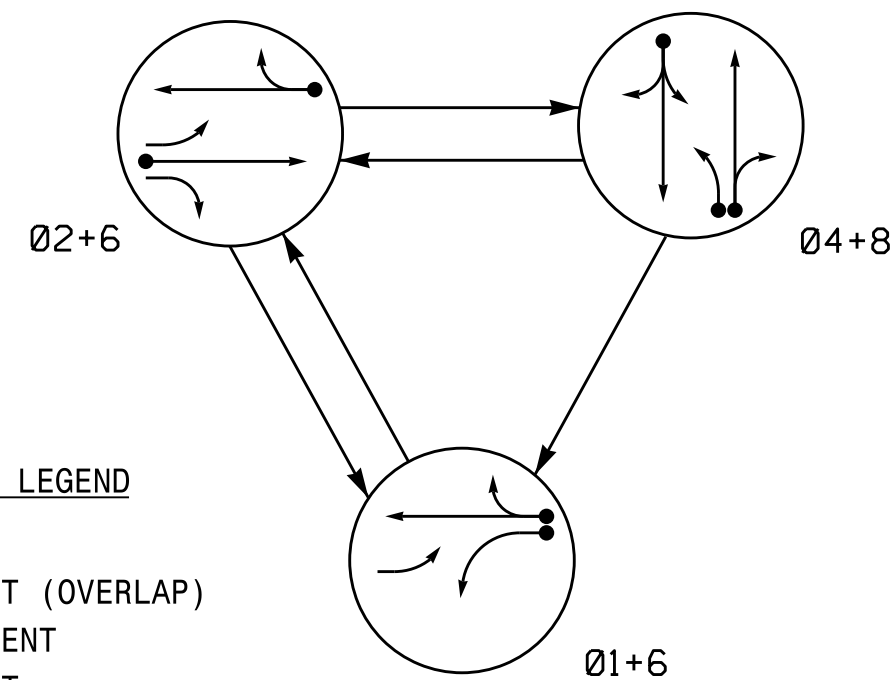


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE			
	01+6	02+6	04+8	FLASH
11	←	←	←	←
21	←	←	←	←
22, 23	R	G	R	Y
41, 42	R	R	G	R
61, 62	G	G	R	Y
81	←	←	←	←
82, 83, 84	R	R	G	R

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE			
	01+6	02+6	04+8	FLASH
11	←	←	←	←
21	←	←	←	←
22, 23	R	G	R	Y
41, 42	R	R	G	R
61, 62	G	G	R	Y
81	←	←	←	←
82, 83, 84	R	R	G	R

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

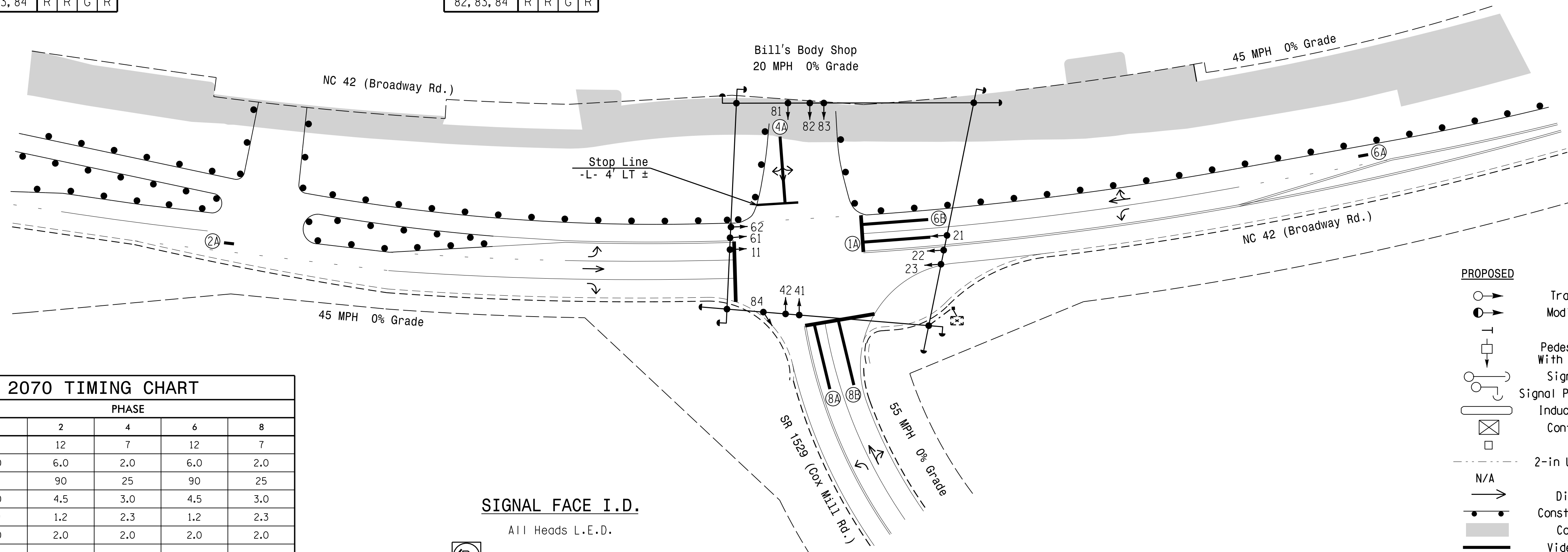
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING									
				NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD	
1A	6X40	0	*	*	1	Y	Y	-	-	-	★15	-	*
2A	6X6	300	*	*	#6	Y	Y	Y	-	-	3	-	*
4A	6X15	0	*	*	4	Y	Y	-	-	-	10	-	*
6A	6X6	300	*	*	6	Y	Y	-	-	-	-	-	*
8A	6X40	0	*	*	8	Y	Y	-	-	-	3	-	*
8B	6X40	0	*	*	8	Y	Y	-	-	-	10	-	*

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

3 Phase Fully Actuated (Isolated)

NOTES

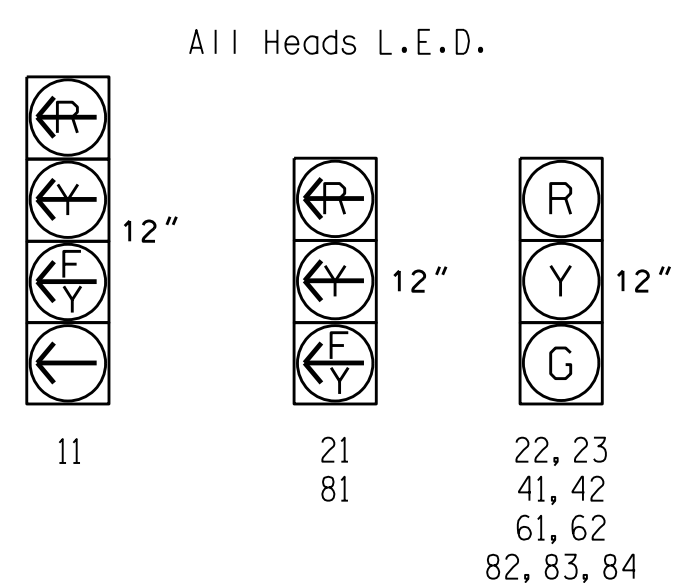
- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 may be lagged.
- Reposition existing signal heads numbered 11, 21, 22, 23, 61, and 62.
- Set all detector units to presence mode.
- The Division Traffic Engineer will determine the hours of use for each phasing plan.
- This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.



OASIS 2070 TIMING CHART

FEATURE	PHASE				
	1	2	4	6	8
Min Green 1 *	7	12	7	12	7
Extension 1 *	2.0	6.0	2.0	6.0	2.0
Max Green 1 *	20	90	25	90	25
Yellow Clearance	3.0	4.5	3.0	4.5	3.0
Red Clearance	1.9	1.2	2.3	1.2	2.3
Red Revert	2.0	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	-	3.2	-	3.2	-
Recall Mode	-	MIN RECALL	-	MIN RECALL	-
Vehicle Call Memory	-	YELLOW	-	YELLOW	-
Dual Entry	-	-	ON	-	ON
Simultaneous Gap	ON	ON	ON	ON	ON

SIGNAL FACE I.D.



LEGEND

PROPOSED	EXISTING
○ → Traffic Signal Head	● → Traffic Signal Head
○ → Modified Signal Head	N/A
□ → Pedestrian Signal Head With Push Button & Sign	□ → Pedestrian Signal Head
○ → Signal Pole with Guy	○ → Signal Pole with Guy
○ → Signal Pole with Sidewalk Guy	○ → Signal Pole with Sidewalk Guy
⊠ → Inductive Loop Detector	⊠ → Inductive Loop Detector
□ → Controller & Cabinet	□ → Controller & Cabinet
□ → Junction Box	□ → Junction Box
- - - → 2-in Underground Conduit	- - - → 2-in Underground Conduit
N/A	→ Right of Way
→ → Directional Arrow	→ → Directional Arrow
● → Construction Zone Drums	● → Construction Zone Drums
■ → Construction Zone	■ → Construction Zone
■ → Video Detection Zone	■ → Video Detection Zone

Signal Upgrade - Temporary Design 3 (TMP Phase II)

Prepared in the Offices of:

TRANSPORTATION MOBILITY AND SAFETY DIVISION
 STATE OF NORTH CAROLINA
 SIGNAL DESIGN SECTION

750 N. Greenfield Pkwy, Garner, NC 27526

Scale: 1" = 40'

Signal Upgrade at SR 1529 (Cox Mill Road) and Bill's Body Shop

Division 8 Lee County Sanford

PLAN DATE: January 2022 REVIEWED BY: J.A. Lohr

REVISIONS: [Table with columns for REVISIONS, INIT., DATE]

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER ROBERT J. ZITENBERG 026486

DATE: 04/20/2022

SIG. INVENTORY NO. 08-0649T3

* 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.