

PHASING DIAGRAM

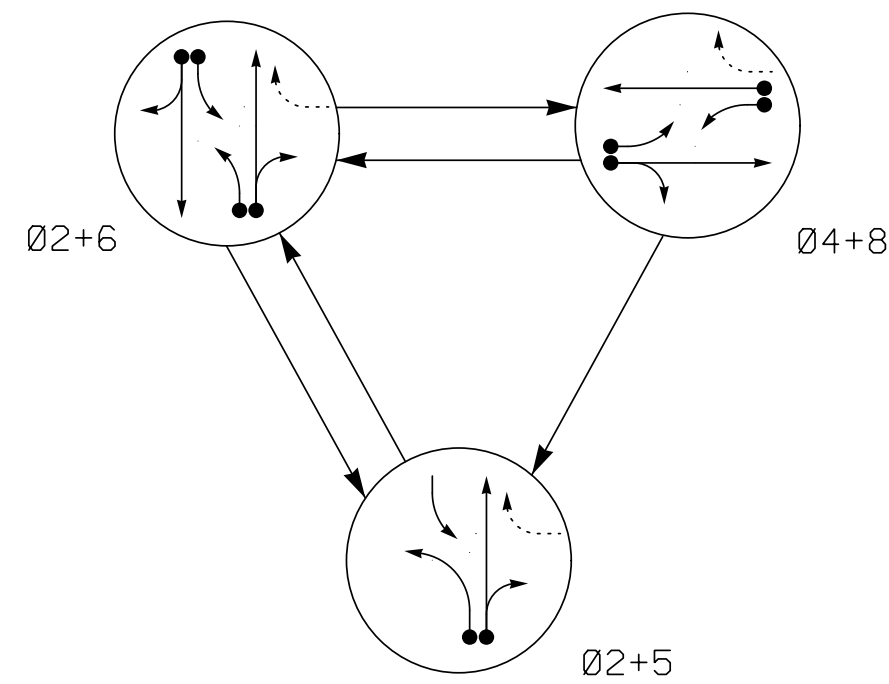
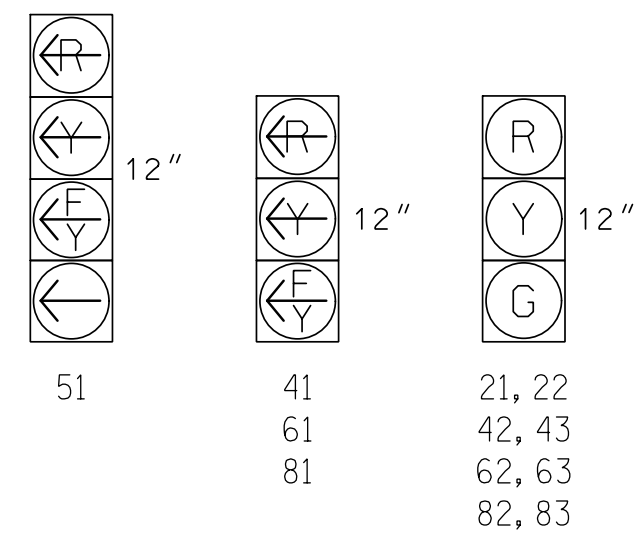


TABLE OF OPERATION

SIGNAL FACE	PHASE			
	Ø 2+5	Ø 2+6	Ø 4+8	FLASH
21,22	G	G	R	Y
41	←	←	←	←
42,43	R	R	G	R
51	←	←	←	←
61	←	←	←	←
62,63	R	G	R	Y
81	←	←	←	←
82,83	R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



PHASING DIAGRAM DETECTION LEGEND

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

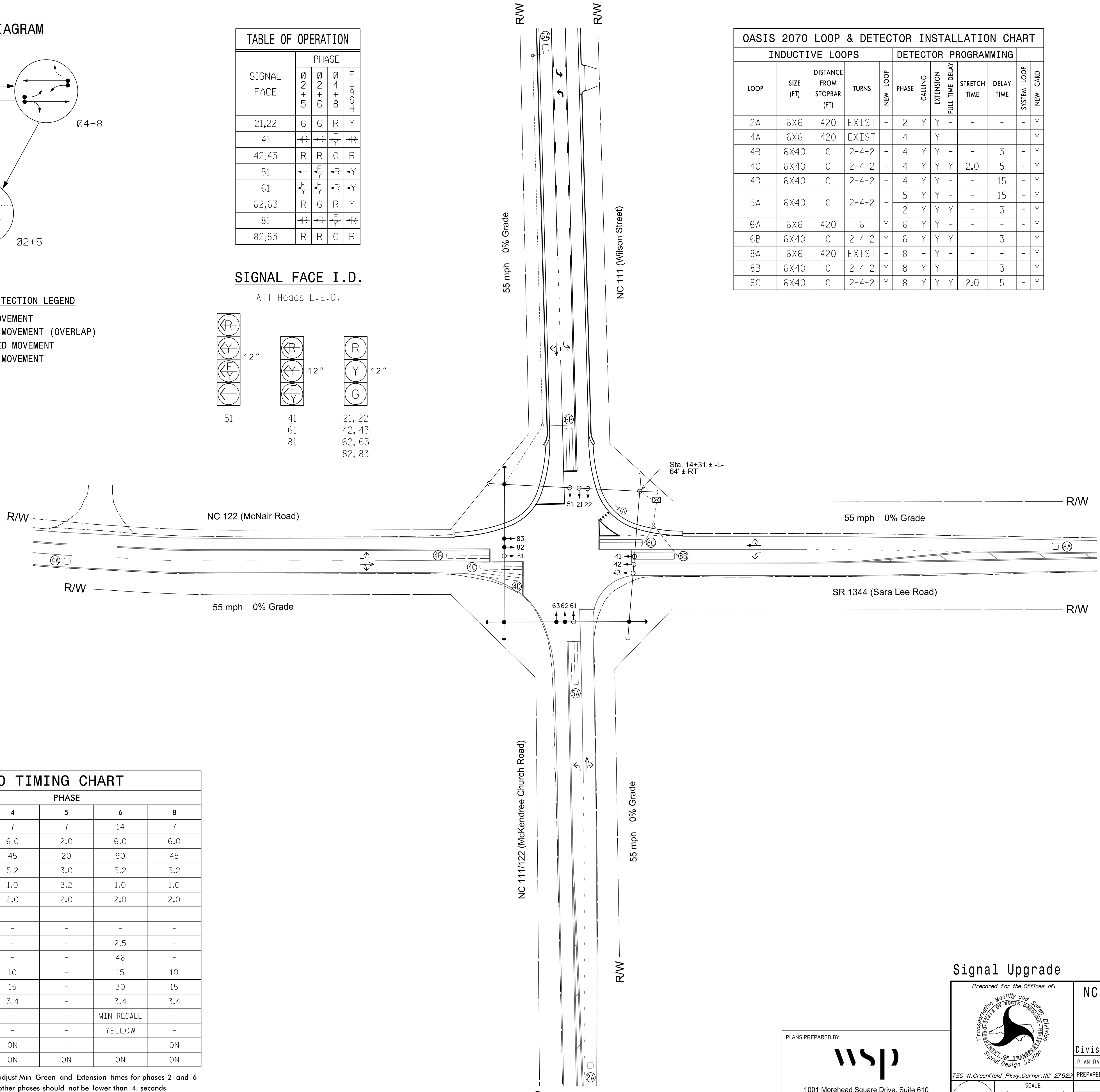
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A	6X6	420	EXIST	-	2	Y	Y	-	-	-	-	Y
4A	6X6	420	EXIST	-	4	-	Y	-	-	-	-	Y
4B	6X40	0	2-4-2	-	4	Y	Y	-	-	-	3	Y
4C	6X40	0	2-4-2	-	4	Y	Y	Y	2.0	5	-	Y
4D	6X40	0	2-4-2	-	4	Y	Y	-	-	15	-	Y
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	Y
6A	6X6	420	6	Y	6	Y	Y	-	-	-	-	Y
6B	6X40	0	2-4-2	Y	6	Y	Y	Y	-	3	-	Y
8A	6X6	420	EXIST	-	8	-	Y	-	-	-	-	Y
8B	6X40	0	2-4-2	Y	8	Y	Y	-	-	3	-	Y
8C	6X40	0	2-4-2	Y	8	Y	Y	Y	2.0	5	-	Y

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 5 may be lagged.
- Renumber existing signal heads as shown.
- Reposition existing signal heads numbered 62, 63, 82 and 83.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Refer to the Pavement Marking and Signing Plans for details on striping, stop bars and any other proposed pavement markings.
- Sign A is to be installed by the signing contractor and is shown for representative purposes only.



FEATURE	PHASE				
	2	4	5	6	8
Min Green 1 *	14	7	7	14	7
Extension 1 *	6.0	6.0	2.0	6.0	6.0
Max Green 1 *	90	45	20	90	45
Yellow Clearance	5.2	5.2	3.0	5.2	5.2
Red Clearance	1.0	1.0	3.2	1.0	1.0
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 *	46	-	-	46	-
Time Before Reduction *	15	10	-	15	10
Time To Reduce *	30	15	-	30	15
Minimum Gap	3.4	3.4	-	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

* 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 |
| Signal Pole with Guy | N/A |
| Pedestrian Signal Head With Push Button & Sign | 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 |
| Right of Way | N/A |
| Directional Arrow | N/A |
| "Yield" Sign (R1-2) | N/A |

Signal Upgrade

PLANS PREPARED BY: 1001 Morehead Square Drive, Suite 610 Charlotte, NC 28203 NC LICENSE NO. F-0165	 K. Dixon 03/29/23	DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
		NC 111 (Wilson Street)/NC 122 at NC 122 (McNair Road)/SR 1344 (Sara Lee Road)	
		Division 4 Edgecombe County Tarboro PLAN DATE: June 2022 REVIEWED BY: D. Moss PREPARED BY: K. Dixon REVIEWED BY:	
REVISIONS:		INIT.	DATE
SCALE: 0 to 50 feet, 1" = 50'		SIG. INVENTORY NO. 04-1317	

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