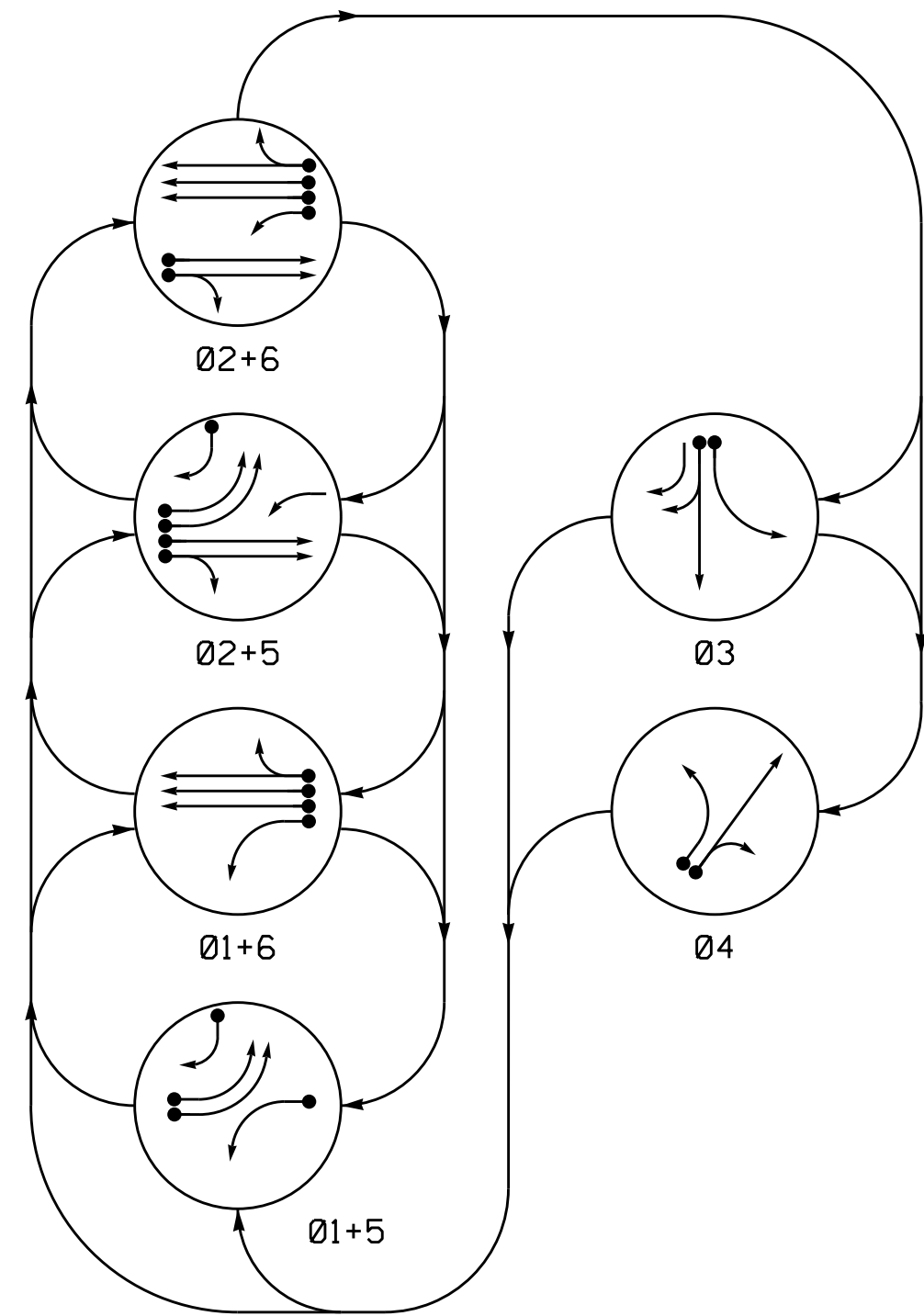


PHASING DIAGRAM

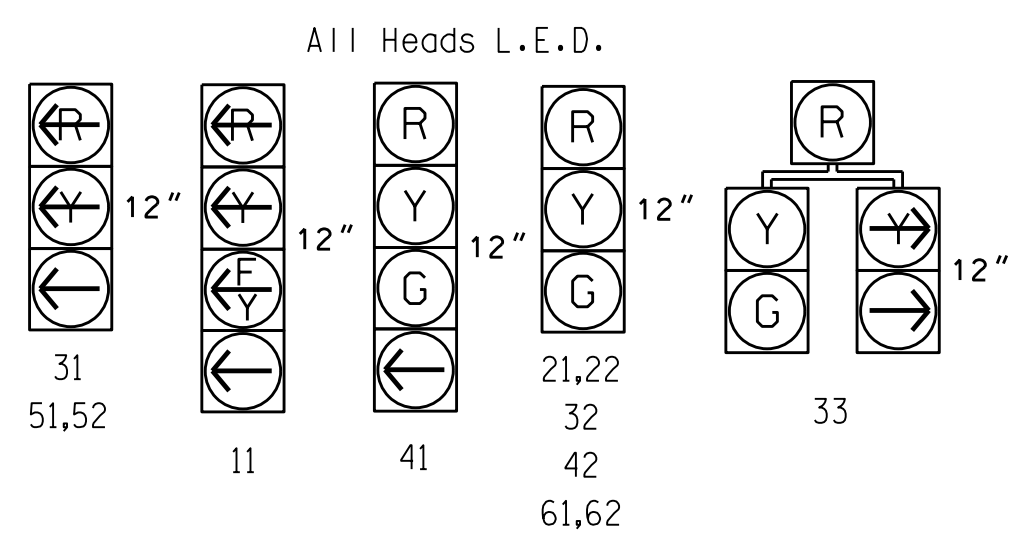


PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	03	04
11	→	→	→	→	→	→
21,22	R	R	G	G	R	R
31	→	→	→	→	→	→
32	R	R	R	R	G	R
33	R	R	R	R	G	R
41	R	R	R	R	G	R
42	R	R	R	R	G	R
51,52	→	→	→	→	→	→
61,62	R	G	R	G	R	R

SIGNAL FACE I.D.

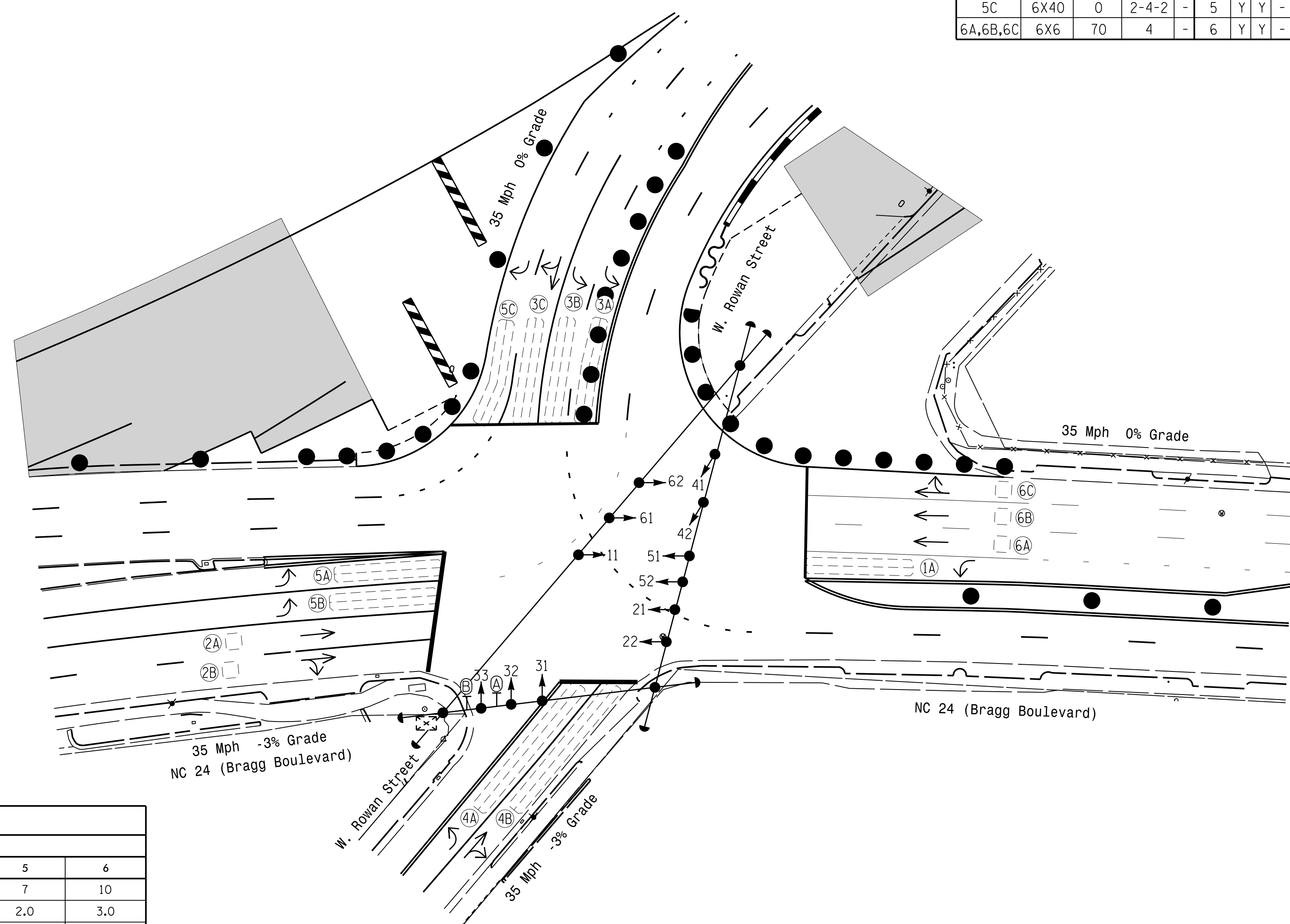


OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
INDUCTIVE LOOPS				DETECTOR PROGRAMMING								
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Y	Y	-	-	15	-	-
2A	6X6	70	4	-	2	Y	Y	-	-	-	-	-
2B	6X6	70	4	-	2	Y	Y	-	-	-	-	-
3A	6X40	0	2-4-2	-	3	Y	Y	-	-	3	-	-
3B	6X40	0	2-4-2	-	3	Y	Y	-	-	3	-	-
3C	6X40	0	2-4-2	-	3	Y	Y	-	-	10	-	-
4A	6X60	0	2-4-2	-	4	Y	Y	-	-	3	-	-
4B	6X60	0	2-4-2	-	4	Y	Y	-	-	10	-	-
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	-	-	-
5B	6X40	0	2-4-2	-	5	Y	Y	-	-	-	-	-
5C	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	-
6A,6B,6C	6X6	70	4	-	6	Y	Y	-	-	-	-	-

6 Phase Fully Actuated Fayetteville Signal System

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- The order of phase 3 and phase 4 may be reversed.
- Set all detector units to presence mode.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



OASIS 2070 TIMING CHART						
FEATURE	PHASE					
	1	2	3	4	5	6
Min Green 1*	7	10	7	7	7	10
Extension 1	2.0	3.0	2.0	1.0	2.0	3.0
Max Green 1*	20	50	30	30	20	50
Yellow Clearance	3.0	4.1	3.8	4.1	3.0	4.1
Red Clearance	3.3	2.9	2.3	2.2	3.1	2.9
Walk 1*	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-
Seconds Per Actuation*	-	-	-	-	-	-
Max Variable Initial*	-	-	-	-	-	-
Time Before Reduction*	-	-	-	-	-	-
Time To Reduce*	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW
Dual Entry	-	-	-	-	-	-
Simultaneous Gap	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.

LEGEND	
PROPOSED	EXISTING
○ → Traffic Signal Head	● → N/A
○ → Modified Signal Head	○ → N/A
○ → Sign	○ → N/A
○ → Pedestrian Signal Head With Push Button & Sign	○ → N/A
○ → Signal Pole with Guy	○ → 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
⊕ → Combined Through and Right Arrow Sign (R3-6R)	⊕ → N/A
⊕ → Right Arrow "ONLY" Sign (R3-5R)	⊕ → N/A

Signal Upgrade - Temp 4 Phase 2 Step 3 & 4

750 N. Greenfield Pkwy, Garner, NC 27529

NC 24 (Bragg Boulevard) at West Rowan Street

Division 6 Cumberland County Fayetteville

PLAN DATE: July 2015 REVIEWED BY: JPG

PREPARED BY: Jeff Spence REVIEWED BY:

SEAL

NORTH CAROLINA PROFESSIONAL ENGINEER

SEAL 029904

JASON P. GALLOWAY

8/25/2015

SIG. INVENTORY NO. 06-003714

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