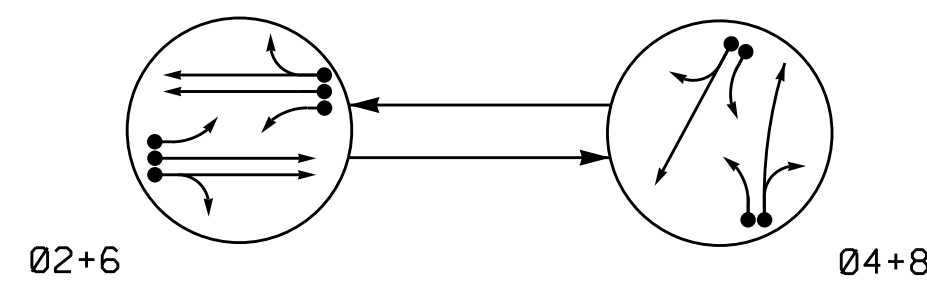


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

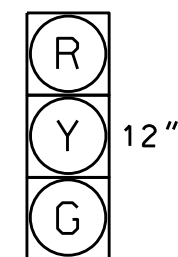
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- - - UNSIGNALIZED MOVEMENT
- ← PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	2	4	6
21, 22	G	R	Y
41, 42	R	G	R
61, 62	G	R	Y
81, 82	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



21, 22
41, 42
61, 62
81, 82

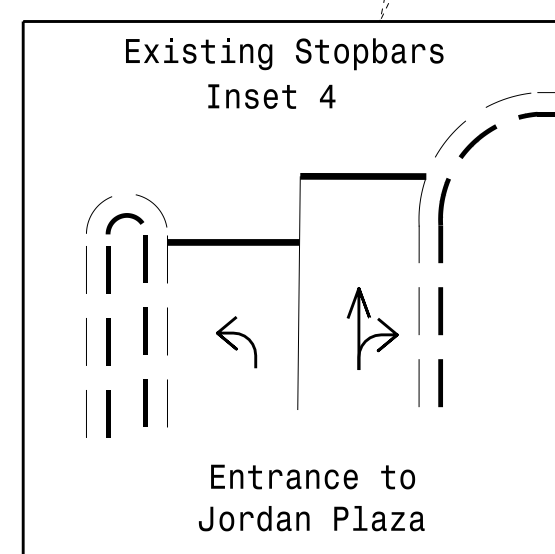
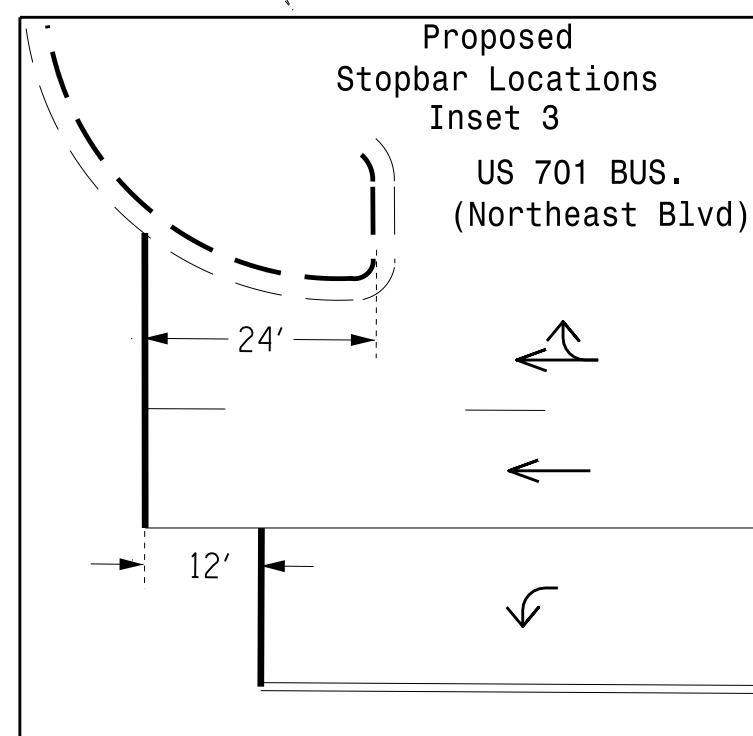
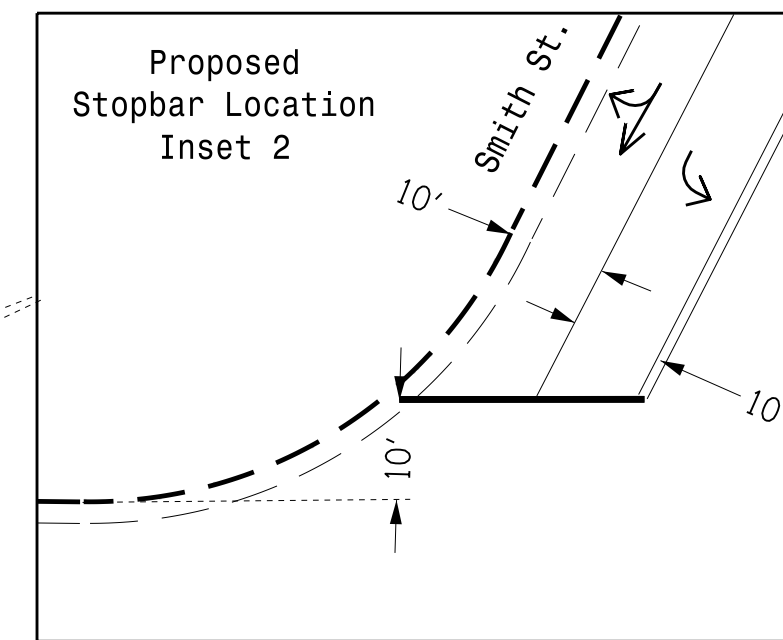
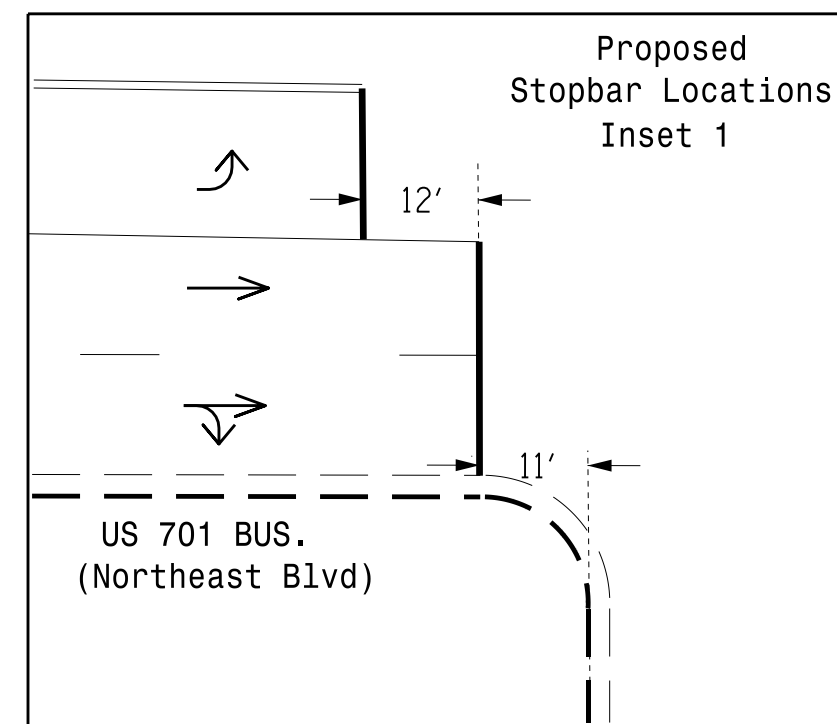
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING					SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME			DELAY TIME
2A	6X40	0	2-4-2	Y	2	Y	Y	-	-	-	-	-
2B, 2C	6X6	70	4	Y	2	Y	Y	-	-	-	-	-
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	-	-	-
4B	6X40	0	2-4-2	Y	4	Y	Y	-	-	10	-	-
6A	6X40	0	2-4-2	Y	6	Y	Y	-	-	-	-	-
6B, 6C	6X6	70	3	Y	6	Y	Y	-	-	-	-	-
8A	6X60	+5	2-4-2	-	8	Y	Y	-	-	-	-	-
8B	6X60	+1	2-4-2	-	8	Y	Y	-	-	10	-	-

2 Phase
Fully Actuated
US 701 Bus. (Clinton) CLS

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.
- Set all detector units to presence mode.
- In the event of loop replacement, refer to the current ITS and Signals Design Manual and submit a Plan of Record to the Signal Design Section.
- Closed loop system data: Controller Asset #: 0360



OASIS 2070 TIMING CHART

FEATURE	PHASE			
	2	4	6	8
Min Green 1 *	20	7	20	7
Extension 1 *	3.0	1.0	3.0	1.0
Max Green 1 *	75	30	75	30
Yellow Clearance	3.9	3.9	3.9	3.9
Red Clearance	2.4	2.3	2.4	2.3
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	-	ON	-	ON
Simultaneous Gap	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 Traffic Signal Head | | EXISTING Traffic Signal Head |
| | PROPOSED Modified Signal Head | | EXISTING Modified Signal Head |
| | PROPOSED Sign | | EXISTING Sign |
| | PROPOSED Pedestrian Signal Head With Push Button & Sign | | EXISTING Pedestrian Signal Head With Push Button & Sign |
| | PROPOSED Signal Pole with Guy | | EXISTING Signal Pole with Guy |
| | PROPOSED Signal Pole with Sidewalk Guy | | EXISTING Signal Pole with Sidewalk Guy |
| | PROPOSED Inductive Loop Detector | | EXISTING Inductive Loop Detector |
| | PROPOSED Controller & Cabinet | | EXISTING Controller & Cabinet |
| | PROPOSED Junction Box | | EXISTING Junction Box |
| | PROPOSED 2-in Underground Conduit | | EXISTING 2-in Underground Conduit |
| | PROPOSED Right of Way | | EXISTING Right of Way |
| | PROPOSED Directional Arrow | | EXISTING Directional Arrow |

Signal Upgrade

Prepared in the Offices of:
TRANSPORTATION MOBILITY AND SAFETY SOLUTIONS
SAMPSON COUNTY
Signal Design Section
750 N. Greenfield Pkwy, Garner, NC 27529

US 701 Bus. (Northeast Blvd)
at
Smith Street / Jordan Plaza

Division 3 Sampson County Clinton

PLAN DATE: March 2017 REVIEWED BY: JPG, PE
PREPARED BY: EM Minshew REVIEWED BY:

REVISIONS INIT. DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
JASON P. GALLOWAY
PROFESSIONAL ENGINEER
SEAL 029904
4/26/2017

SIG. INVENTORY NO. 03-0360

2018-03-02 11:51 S:\IT\SIG\Signal Design\Section\Eastern Region\03-0360\030360_5.rvt.dwg, 2017.mdd, dgn emminshew