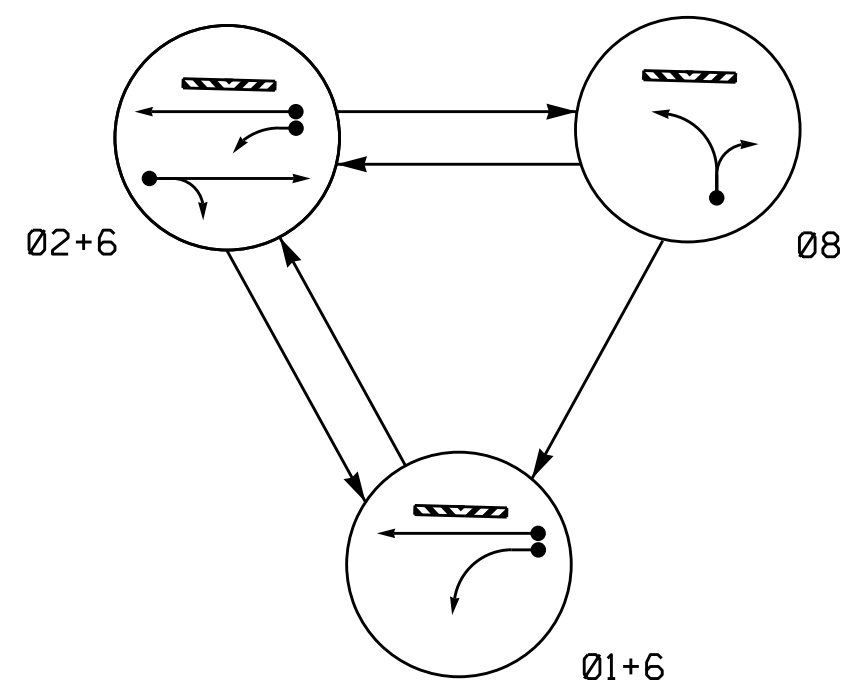


PHASING DIAGRAM



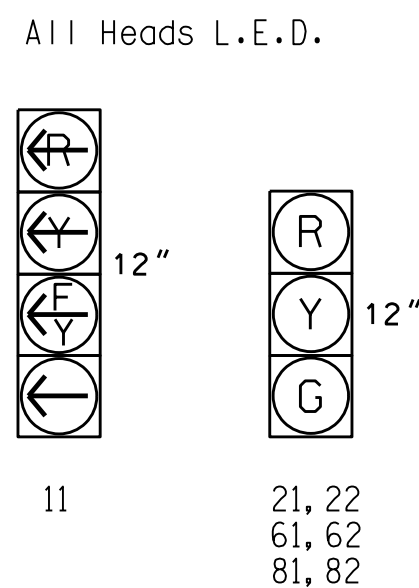
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE			
	01+6	02+6	08	F H S A L
11	—	—	—	—
21, 22	R	G	R	Y
61, 62	G	G	R	Y
81, 82	R	R	G	R

SIGNAL FACE I.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

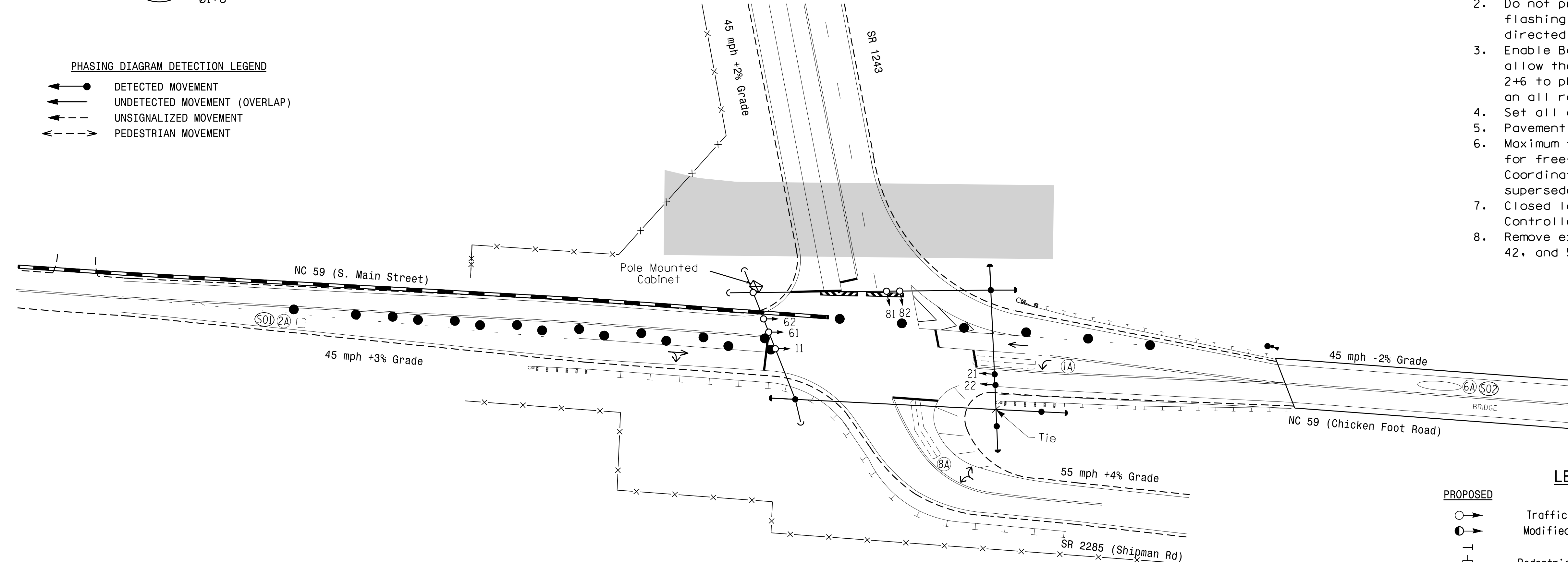
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING								
				NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	—	1	Y	Y	—	—	15	—	Y
					6	Y	Y	Y	—	3	—	Y
2A/S01	6X6	300	5	—	2	Y	Y	—	—	—	Y	Y
6A/S02	6X6	300	*	—	6	Y	Y	—	—	—	Y	Y
8A	6X40	0	2-4-2	—	8	Y	Y	—	—	3	—	Y

* Microwave Detection Area

3 Phase Fully Actuated NC 59 Closed Loop System

NOTES

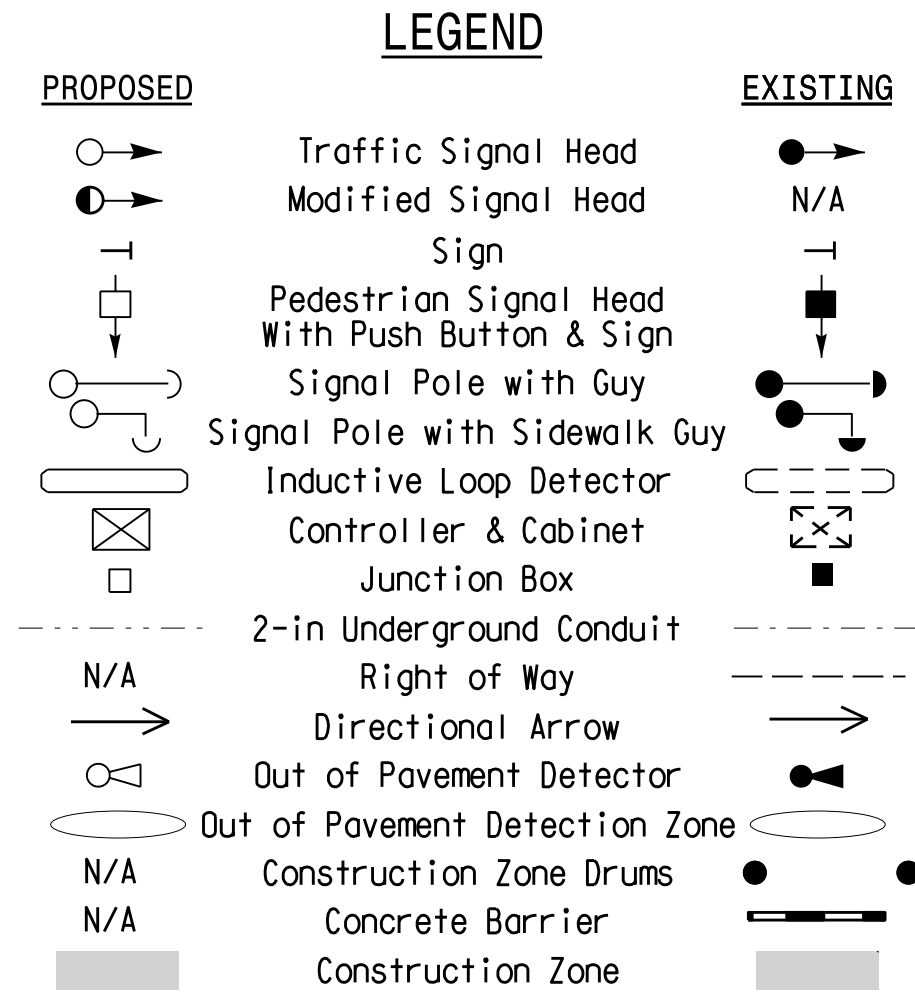
- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Enable Backup Protect for phase 6 to allow the controller to clear from phase 2+6 to phase 1+6 by progressing through an all red display.
- Set all detector units to presence mode.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Closed loop system data: Controller Asset #0946.
- Remove existing heads numbered 41, 42, and 51.



OASIS 2070 TIMING CHART

FEATURE	PHASE			
	1	2	6	8
Min Green 1 *	7	12	12	7
Extension 1 *	2.0	6.0	6.0	2.0
Max Green 1 *	20	90	90	25
Yellow Clearance	3.0	4.7	4.7	3.0
Red Clearance	2.1	1.6	1.6	3.1
Red Revert	2.0	2.0	5.0	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	-	3.0	3.0	-
Recall Mode	-	MIN RECALL	MIN RECALL	-
Vehicle Call Memory	-	YELLOW	YELLOW	-
Dual Entry	-	-	-	-
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.



Signal Upgrade- Temporary 1 (Phase I)

Prepared in the Offices of: **TRANSPORTATION MOBILITY AND SAFETY GROUP**
TRANSPORTATION MOBILITY AND SAFETY GROUP
 STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 SIGNAL DESIGN SECTION

NC 59 (South Main Street) at I-95 Bus./US 301 SB Ramp/ SR 2285 (Shipman Road)

Division 6 Cumberland County Hope Mills
 PLAN DATE: September 2017 REVIEWED BY: ZML
 PREPARED BY: Meghan LeBlanc REVIEWED BY:

750 N. Greenfield Pike, Garner, NC 27529

SCALE: 0 40
1" = 40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 MEGHAN E. LEBLANC
 042608

11/28/2017
 DATE
 SIG. INVENTORY NO. 06-0946T1

22-NOV-2017 1:27 PM
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 me.leblanc