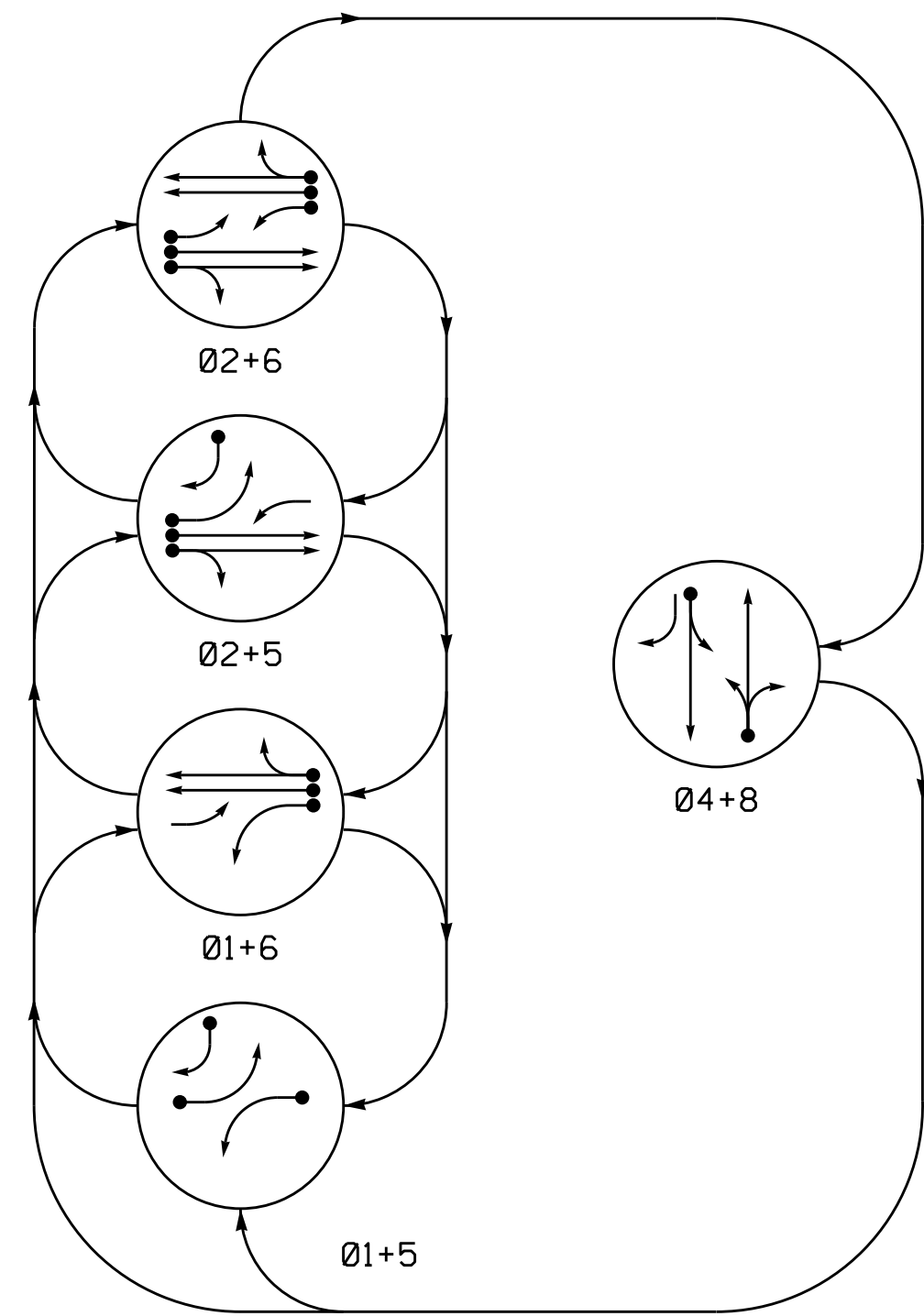


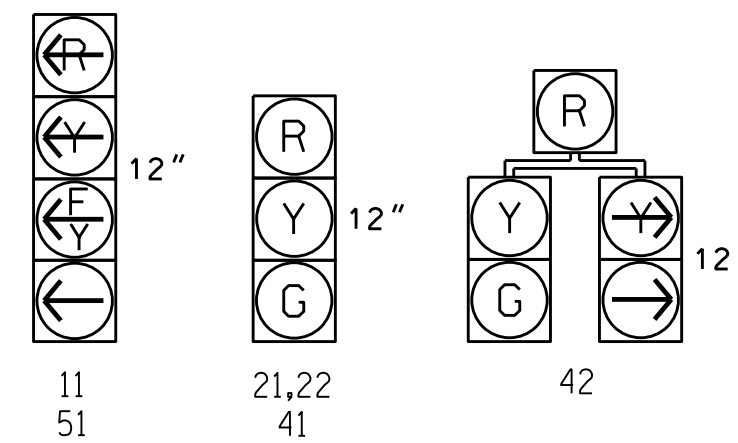
PHASING DIAGRAM



SIGNAL FACE	PHASE					FLASH
	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø4+8	
11	←	←	←	←	←	Y
21,22	R	R	G	G	R	Y
41	R	R	R	R	G	R
42	R	R	R	R	G	R
51	←	←	←	←	←	Y
61,62	R	G	R	G	R	Y
81,82	R	R	R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



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
1A	6X40	0	2-4-2	Y	1	Y	Y	-	-	15	-	-
2A/S01	6X6	355	6	Y	2	Y	Y	-	-	-	Y	Y
2B/S02	6X6	355	6	-	2	Y	Y	-	-	-	-	Y
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	3	-	-
5A	6X40	0	2-4-2	Y	5	Y	Y	-	-	15	-	-
5B	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	-
6A/S03	6X6	355	6	Y	6	Y	Y	-	-	-	Y	Y
6B/S04	6X6	355	6	-	6	Y	Y	-	-	-	-	Y
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	3	-	-
8B	6X40	0	2-4-2	-	8	Y	Y	-	-	15	-	-

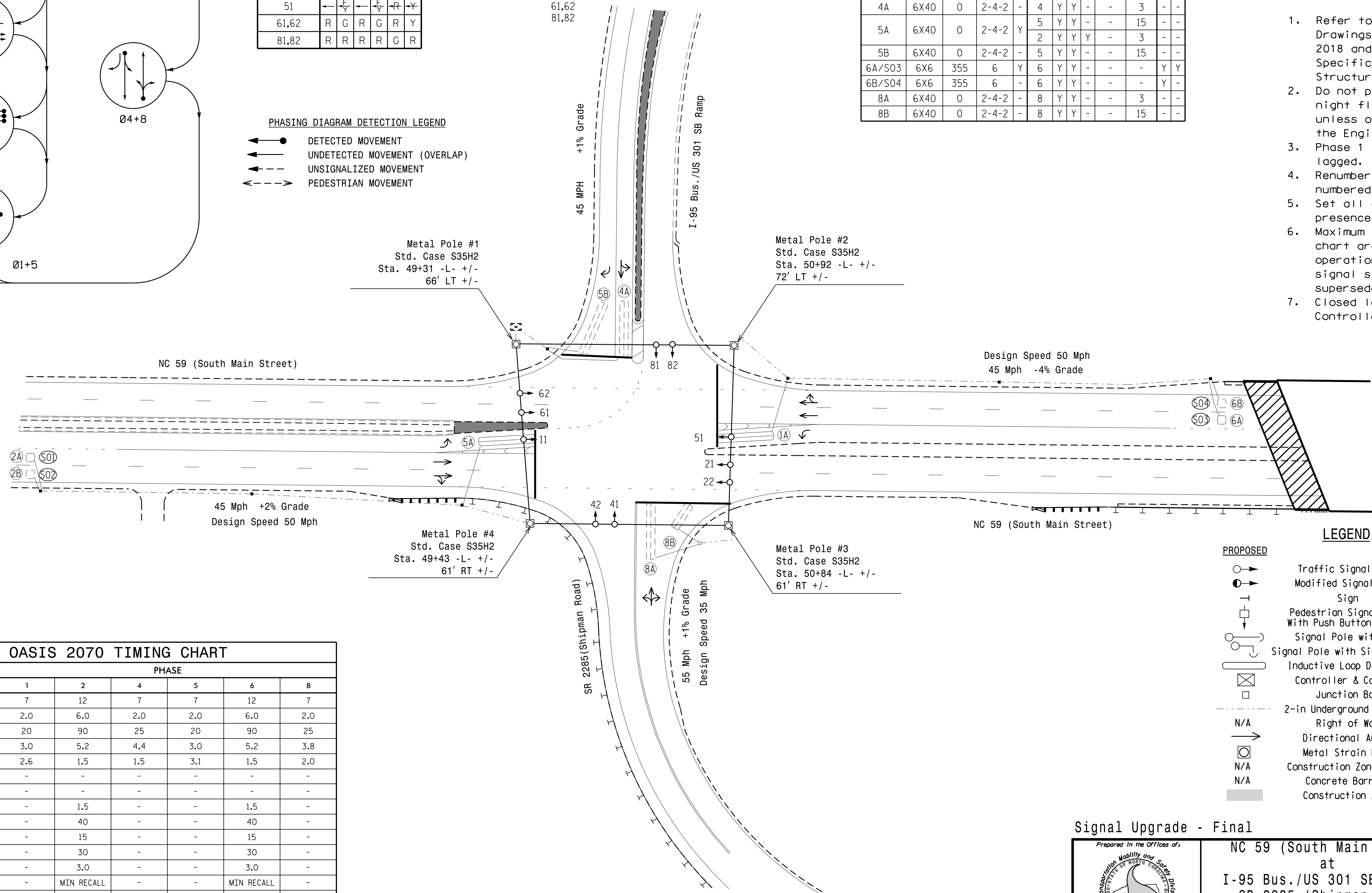
5 Phase Fully Actuated NC 59 Closed Loop System

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.
- Phase 1 and/or phase 5 may be lagged.
- Renumber existing system detector numbered S15 to S04 as shown.
- 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.
- Closed loop system data: Controller Asset # 0946.

PHASING DIAGRAM DETECTION LEGEND

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



OASIS 2070 TIMING CHART						
FEATURE	PHASE					
	1	2	4	5	6	8
Min Green 1 *	7	12	7	7	12	7
Extension 1 *	2.0	6.0	2.0	2.0	6.0	2.0
Max Green 1 *	20	90	25	20	90	25
Yellow Clearance	3.0	5.2	4.4	3.0	5.2	3.8
Red Clearance	2.6	1.5	1.5	3.1	1.5	2.0
Walk 1 *	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-
Seconds Per Actuation *	-	1.5	-	-	1.5	-
Max Variable Initial *	-	40	-	-	40	-
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	-	-	ON	-	-	ON
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.

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
N/A	Right of Way	---	N/A
→	Directional Arrow	→	N/A
⊙	Metal Strain Pole	⊙	N/A
N/A	Construction Zone Drums	●	N/A
N/A	Concrete Barrier	█	N/A
N/A	Construction Zone	█	N/A

Signal Upgrade - Final

Prepared in the Offices of:

 TRANSPORTATION MOBILITY AND SAFETY SOLUTIONS, INC.
 750 N. Greenfield Pkwy, Garner, NC 27529

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: MEL
 PREPARED BY: Jeff Spence REVIEWED BY:

SCALE: 0 40
1" = 40'

REVISIONS: _____ INIT. DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 MELOAN E. BLANE
 042608
 11/28/2017
 SIG. INVENTORY NO. 06-0946