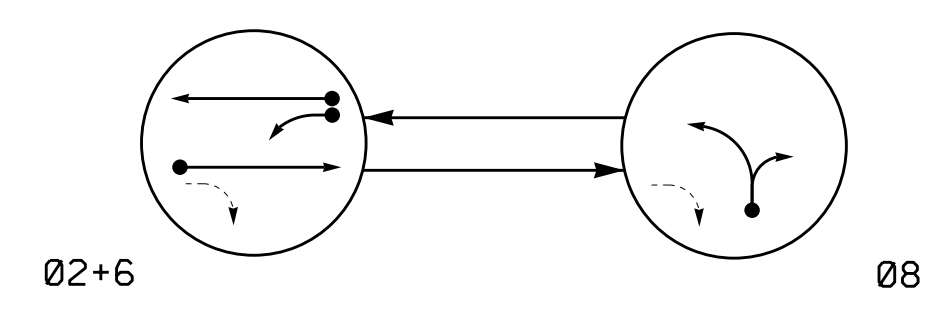


PHASING DIAGRAM



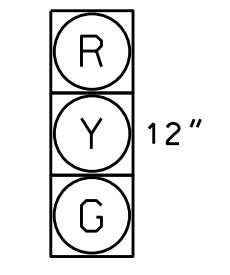
- PHASING DIAGRAM DETECTION LEGEND
- ◀●▶ DETECTED MOVEMENT
 - ◀◊▶ UNDETECTED MOVEMENT (OVERLAP)
 - ◀---▶ UNSIGNALIZED MOVEMENT
 - ◀- - -▶ PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02+6	08	FLASH
21,22,23	G	R	Y
61,62	G	R	Y
81,82	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



21,22,23
61,62
81,82

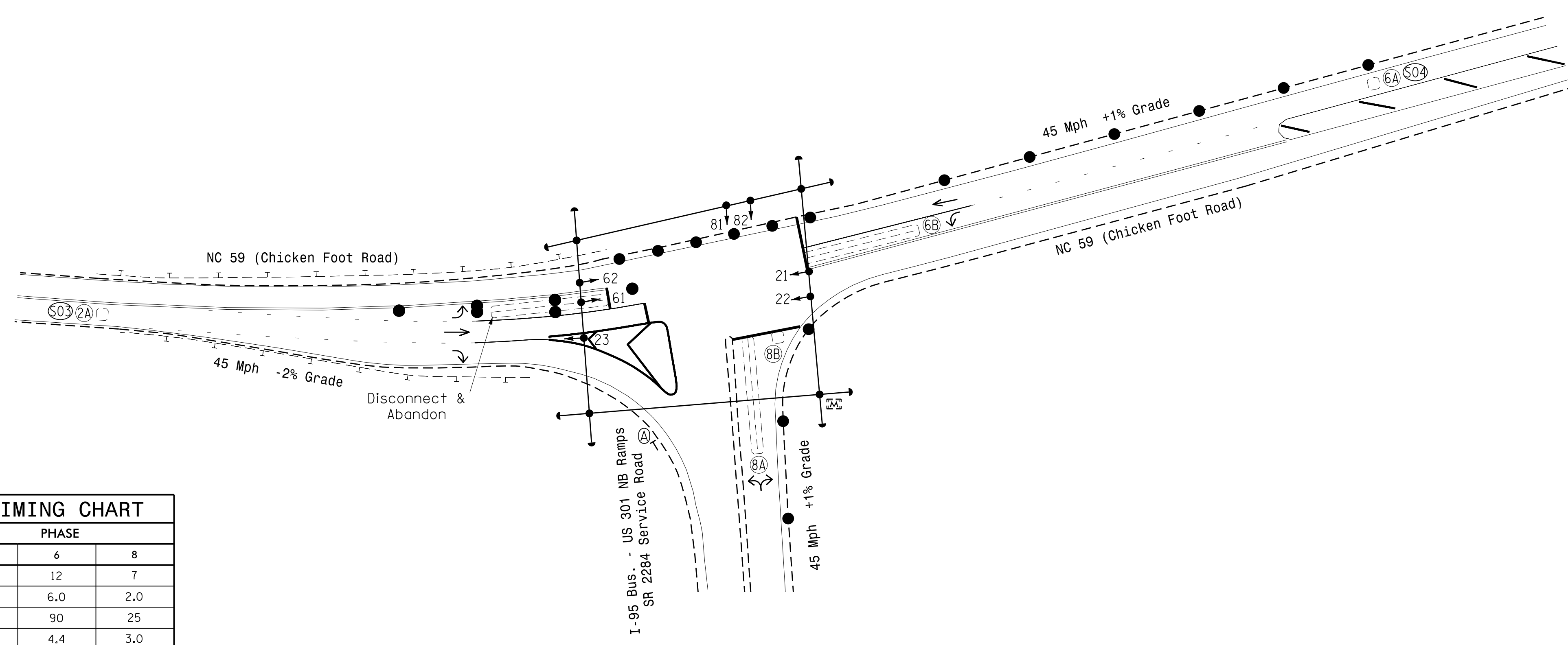
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

INDUCTIVE LOOPS				DETECTOR PROGRAMMING					SYSTEM LOOP	NEW CARD	
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY			STRETCH TIME
2A/S03	6X6	275	EXIST	-	2	Y	Y	-	-	-	Y
2B	6X60	0	2-4-2	-	DISCONNECT						-
6A/S04	6X6	0	EXIST	-	6	Y	Y	-	-	-	Y
6B	6X60	300	2-4-2	-	6	Y	Y	Y	-	3	-
8A	6X60	0	2-4-2	-	8	Y	Y	-	-	10	-
8B	6X6	0	EXIST	-	8	Y	Y	-	-	15	-

2 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.
- Reposition existing heads numbered 21 and 22 as shown.
- Remove existing heads numbered 41 and 42.
- Pavement markings existing.
- 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: Master Asset #10614 Controller Asset #0955.



OASIS 2070 TIMING CHART

FEATURE	PHASE		
	2	6	8
Min Green 1 *	12	12	7
Extension 1 *	6.0	6.0	2.0
Max Green 1 *	90	90	25
Yellow Clearance	4.7	4.4	3.0
Red Clearance	1.2	1.3	2.4
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	3.2	3.2	-
Recall Mode	MIN RECALL	MIN RECALL	-
Vehicle Call Memory	YELLOW	YELLOW	-
Dual Entry	-	-	-
Simultaneous Gap	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
	PROPOSED Modified Signal Head		N/A
	PROPOSED Pedestrian Signal Head		N/A
	PROPOSED Signal Pole with Guy		N/A
	PROPOSED Signal Pole with Sidewalk Guy		N/A
	PROPOSED Inductive Loop Detector		N/A
	PROPOSED Master Controller & Cabinet		N/A
	PROPOSED Junction Box		N/A
	PROPOSED 2-in Underground Conduit		N/A
	PROPOSED Right of Way		N/A
	PROPOSED Directional Arrow		N/A
	PROPOSED "YIELD" Sign (R1-2)		N/A
	PROPOSED Construction Zone Drums		N/A

Signal Upgrade - Temp 1 (Phase I)

Prepared in the Offices of:

 TRANSPORTATION MOBILITY AND SAFETY DIVISION
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 SIGNAL DESIGN SECTION

750 N. Greenfield Pkwy, Garner, NC 27529

NC 59 (Chicken Foot Road) at I-95 Bus. / US 301 NB Ramps / SR 2284 (State Road)

Division 6 Cumberland County Hope Mills

PLAN DATE: October 2017 REVIEWED BY: MEL

PREPARED BY: Jeff Spence REVIEWED BY:

REVISIONS

REVISIONS	INIT.	DATE

SCALE: 1" = 40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 M. G. WEAVER, E. LEBLANC
 042608

DocuSigned by:
 11/28/2017
 SIG. INVENTORY NO. 06-095511