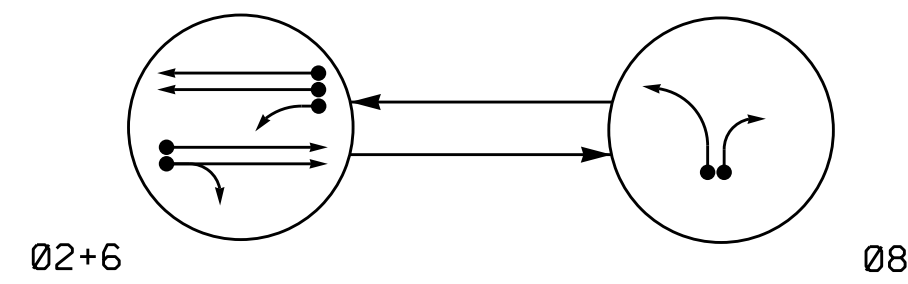


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

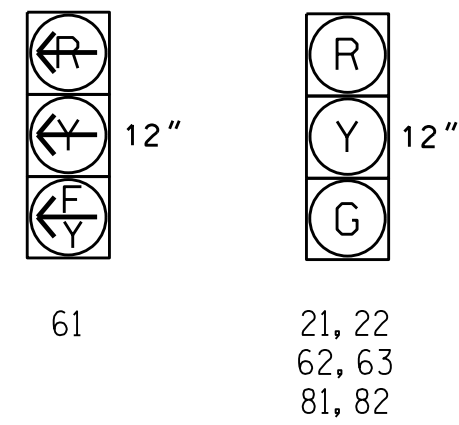
- ←●→ DETECTED MOVEMENT
- ←○→ UNDETECTED MOVEMENT (OVERLAP)
- ←- - -→ UNSIGNALIZED MOVEMENT
- ←- - -> PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02+6	08	FLASH
21,22	G	R	Y
61	F	R	Y
62,63	G	R	Y
81,82	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



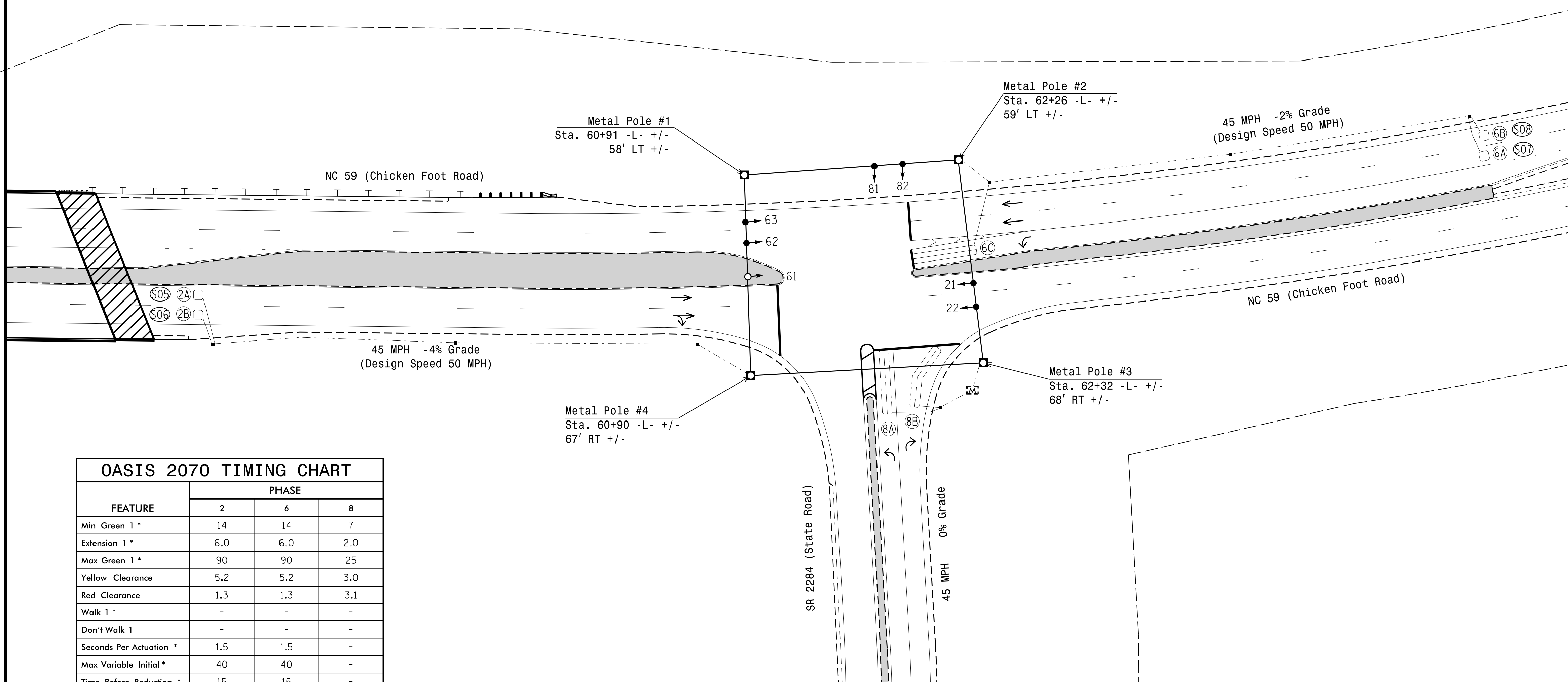
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING								
				NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A/S05	6X6	355	6	Y	2	Y	Y	-	-	-	Y	Y
2B/S06	6X6	355	6	-	2	Y	Y	-	-	-	Y	-
6A/S07	6X6	355	6	Y	6	Y	Y	-	-	-	Y	Y
6B/S08	6X6	355	6	-	6	Y	Y	-	-	-	Y	-
6C	6X40	0	2-4-2	Y	6	Y	Y	-	-	3	-	Y
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	3	-	-
8B	6X40	0	2-4-2	-	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.
- Set all detector units to presence mode.
- Reposition existing signal heads 21, 22, 62, and 63 as shown.
- 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 *	14	14	7
Extension 1 *	6.0	6.0	2.0
Max Green 1 *	90	90	25
Yellow Clearance	5.2	5.2	3.0
Red Clearance	1.3	1.3	3.1
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	-	-	-
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 | 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 | → N/A |
| → Directional Arrow | → Directional Arrow |

Signal Upgrade- Final

Prepared in the Offices of:

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

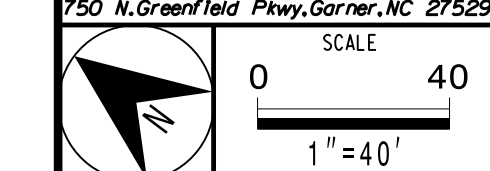
PLAN DATE: September 2017 REVIEWED BY: MEL

PREPARED BY: Jeff Spence REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

11/28/2017

SIG. INVENTORY NO. 06-0955



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