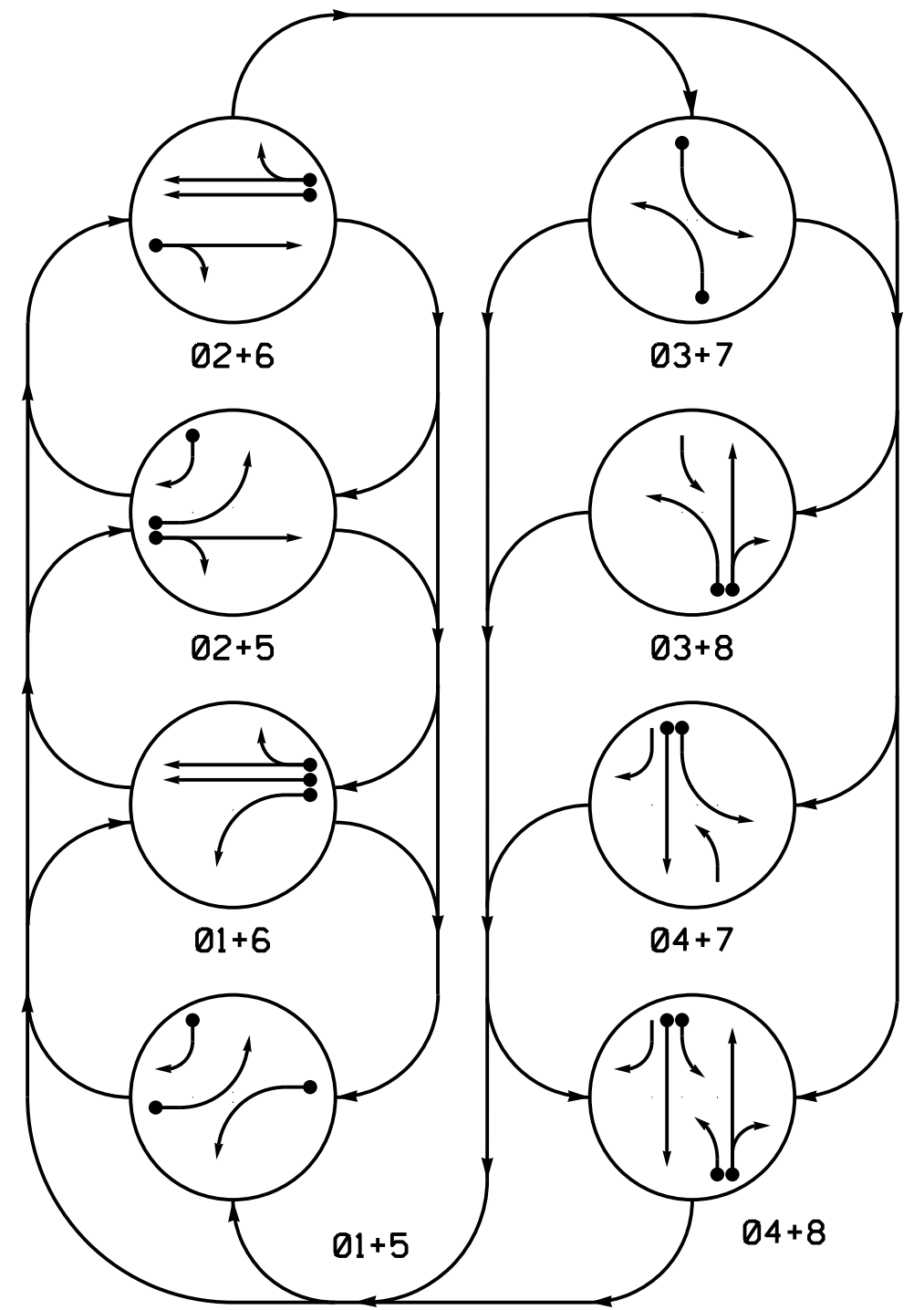


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

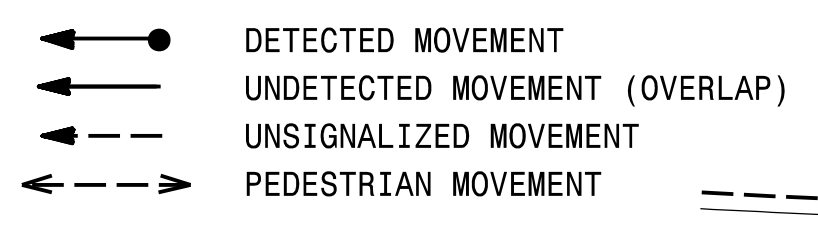
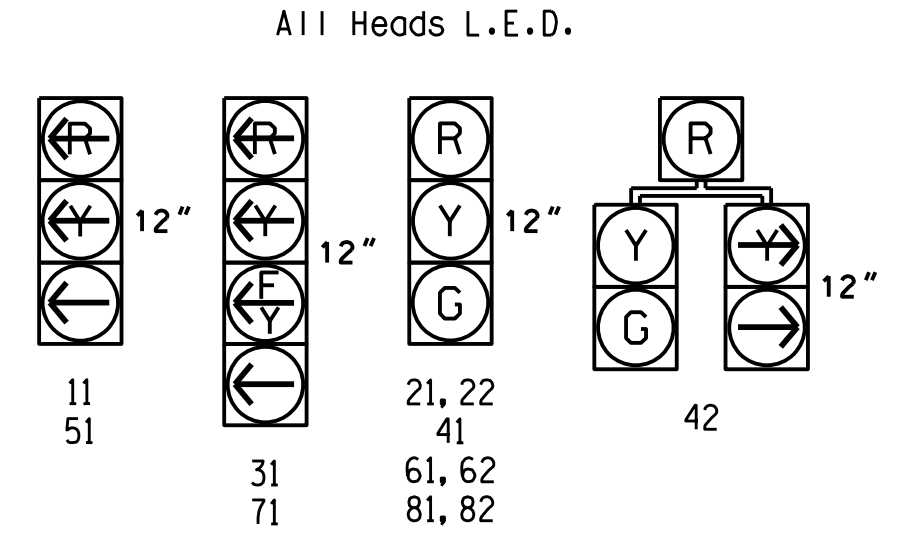


TABLE OF OPERATION

SIGNAL FACE	PHASE							
	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8
11	-	-	R	R	R	R	R	R
21, 22	R	R	G	G	R	R	R	Y
31	R	R	R	R	-	-	F	F
41	R	R	R	R	R	G	G	R
42	R	R	R	R	R	G	G	R
51	-	-	R	R	R	R	R	R
61, 62	R	G	R	G	R	R	R	Y
71	R	R	R	R	-	F	F	R
81, 82	R	R	R	R	R	G	G	R

SIGNAL FACE I.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

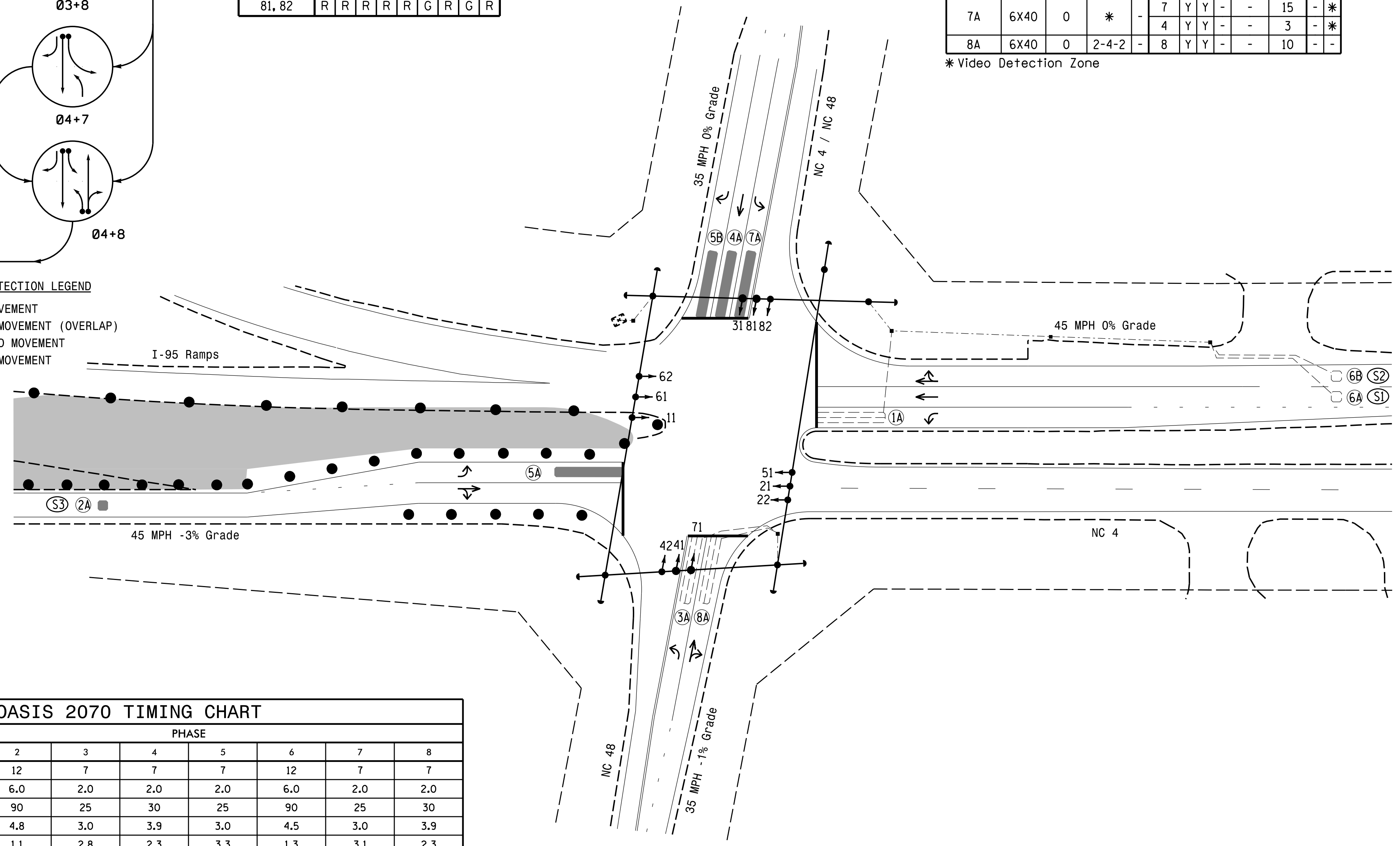
LOOP/ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD
				NEW LOOP	PHASE	CALLING EXTENSION	FULL TIME DELAY		
1A	6X40	0	2-4-2	-	1	Y	Y	-	-
2A/S3	6X6	300	*	Y	2	Y	Y	-	Y *
3A	6X40	0	2-4-2	-	3	Y	Y	-	-
4A	6X40	0	*	-	4	Y	Y	-	- *
5A	6X40	0	*	Y	5	Y	Y	-	- *
5B	6X40	0	*	-	5	Y	Y	-	15 - *
6A/S1	6X6	300	5	-	6	Y	Y	-	Y -
6B/S2	6X6	300	5	-	6	Y	Y	-	Y -
7A	6X40	0	*	-	7	Y	Y	-	15 - *
8A	6X40	0	2-4-2	-	8	Y	Y	-	10 - *

*Video Detection Zone

8 Phase Fully Actuated (Rocky Mount Signal System)

NOTES

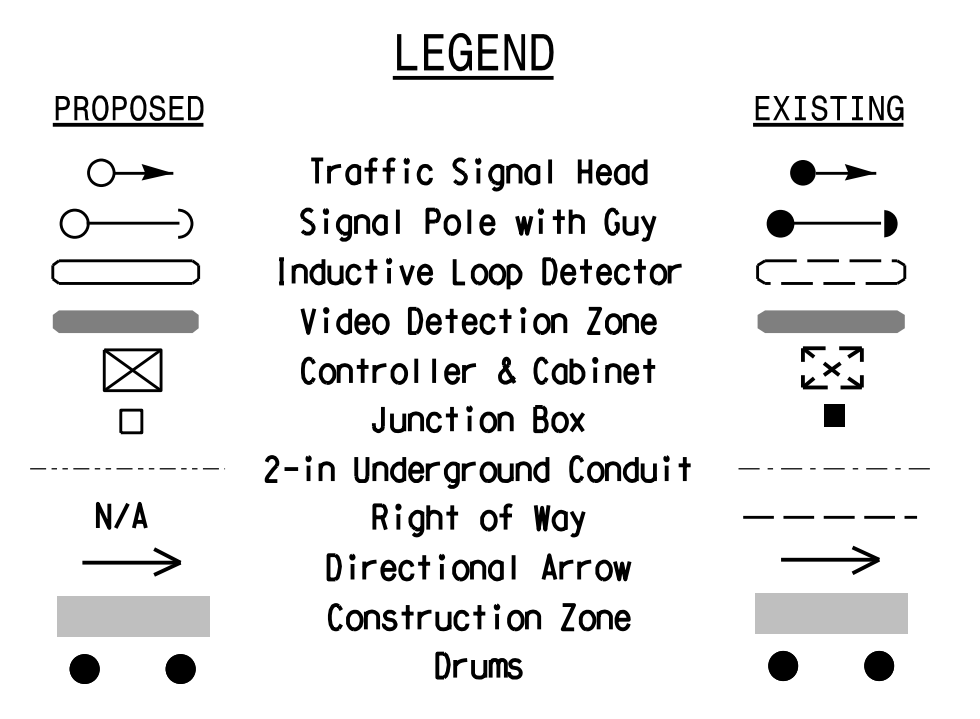
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. Phase 3 and/or phase 7 may be lagged.
5. Reposition signal heads numbered 21, 22, and 51.
6. Set all detector units to presence mode.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
8. System data: Zone # 15
Controller Asset # 0111.



OASIS 2070 TIMING CHART

FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green 1 *	7	12	7	4	7	12	7	7
Extension 1 *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max Green 1 *	25	90	25	30	25	90	25	30
Yellow Clearance	3.0	4.8	3.0	3.9	3.0	4.5	3.0	3.9
Red Clearance	3.2	1.1	2.8	2.3	3.3	1.3	3.1	2.3
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-	-	-
Seconds Per Actuation *	-	2.5	-	-	-	1.5	-	-
Max Variable Initial *	-	34	-	-	-	34	-	-
Time Before Reduction *	-	15	-	-	-	15	-	-
Time To Reduce *	-	45	-	-	-	45	-	-
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	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 Design 2 (TMP Phase II)



Prepared For the Offices of:
 Transportation Mobility and Safety Solutions
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 Signal Design Section
 750 N. Greenfield Pkwy, Garner, NC 27529

I-95 Ramps and NC 4
 at
 NC 4 / NC 48

Division 4 Nash County Rocky Mount
 PLAN DATE: June 2019 REVIEWED BY: A. Ravipati
 PREPARED BY: S. W. Cox REVIEWED BY: C.L. Kalencik

SEAL 040715
 COURTNEY L. KALENICK
 ENGINEER
 3/17/2020
 SIG. INVENTORY NO. 04-01112

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

3/16/2020
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