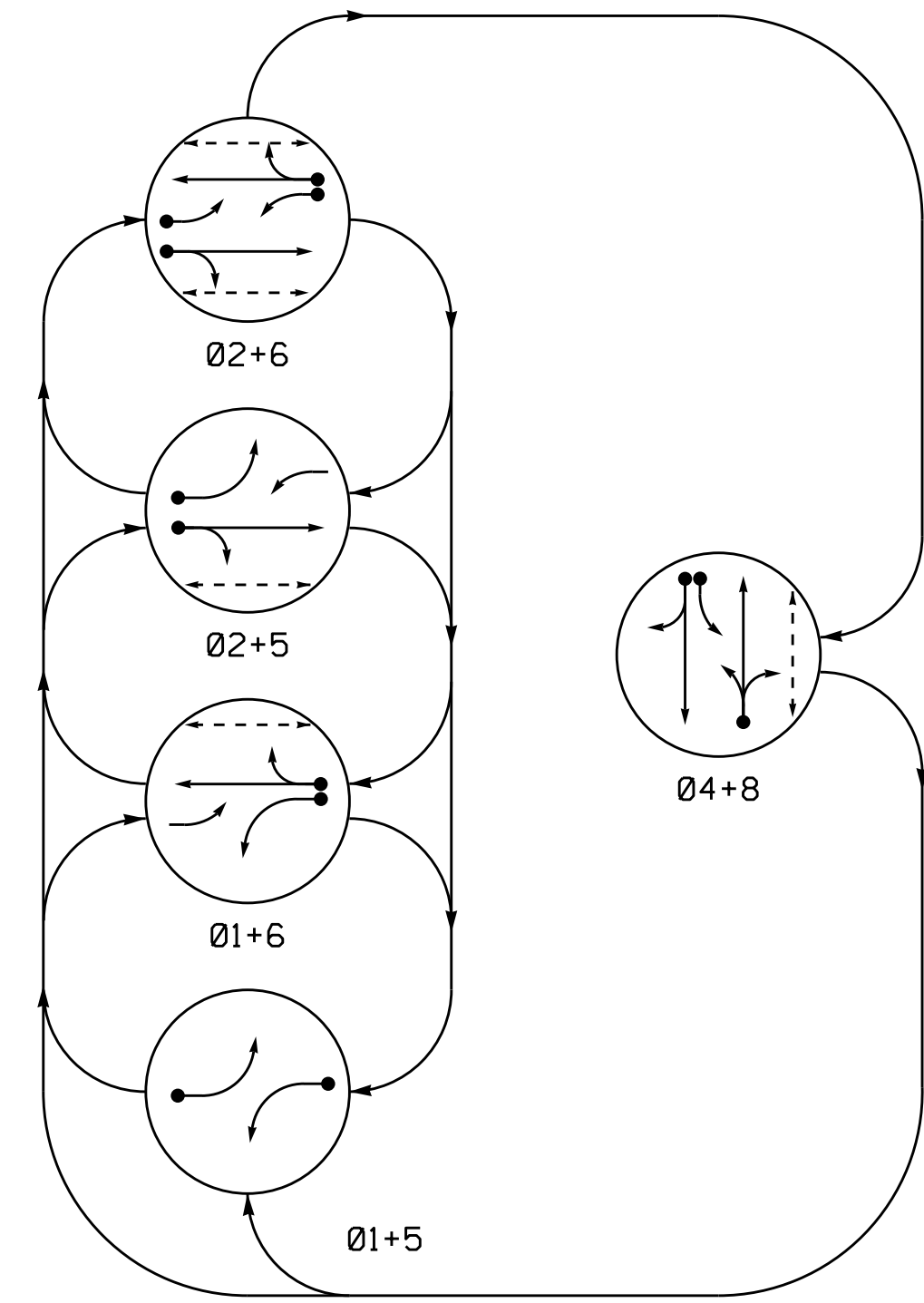


PHASING DIAGRAM

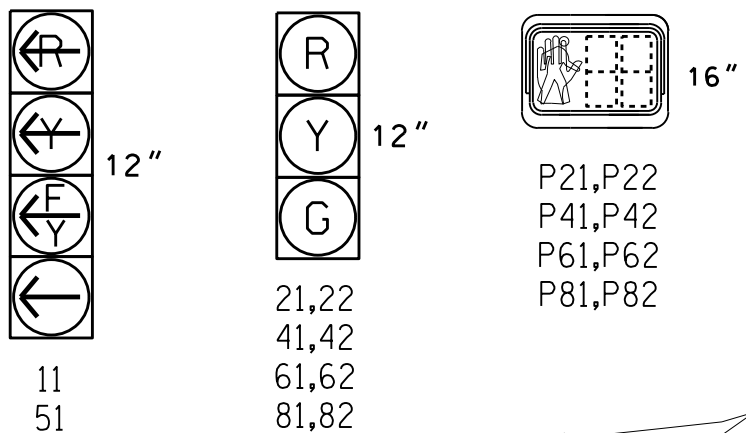


PHASING DIAGRAM DETECTION LEGEND
 ● DETECTED MOVEMENT
 ○ UNDETECTED MOVEMENT (OVERLAP)
 - UNSIGNALIZED MOVEMENT
 - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	04+8	FL HEADS
11	←	←	←	←	←	←
21,22	R	R	G	G	R	Y
41,42	R	R	R	R	G	R
51	←	←	←	←	←	←
61,62	R	G	R	G	R	Y
81,82	R	R	R	R	G	R
P21,P22	DW	DW	W	W	DW	DRK
P41,P42	DW	DW	DW	DW	W	DRK
P61,P62	DW	W	DW	W	DW	DRK
P81,P82*	DW	DW	DW	DW	W	DRK

* Disconnect and Bag
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	STRETCH TIME DELAY		
1A	6X40	0	2-4-2	-	1	Y	Y	-	15	-
					6	Y	Y	-	-	-
2A	6X6	70	4	Y	2	Y	Y	-	-	
4A	6X50	0	*	-	4	Y	Y	-	10	
5A	6X40	0	2-4-2	Y	5	Y	Y	-	15	-
					2	Y	Y	-	-	-
6A	6X6	70	4	-	6	Y	Y	-	-	
6B	6X6	70	4	-	6	Y	Y	-	-	
8A	6X40	+5	2-4-2	-	8	Y	Y	-	3	
8B	6X40	+14	2-4-2	-	8	Y	Y	-	10	

* Video Detection Zone

5 Phase Fully Actuated Fayetteville Signal System

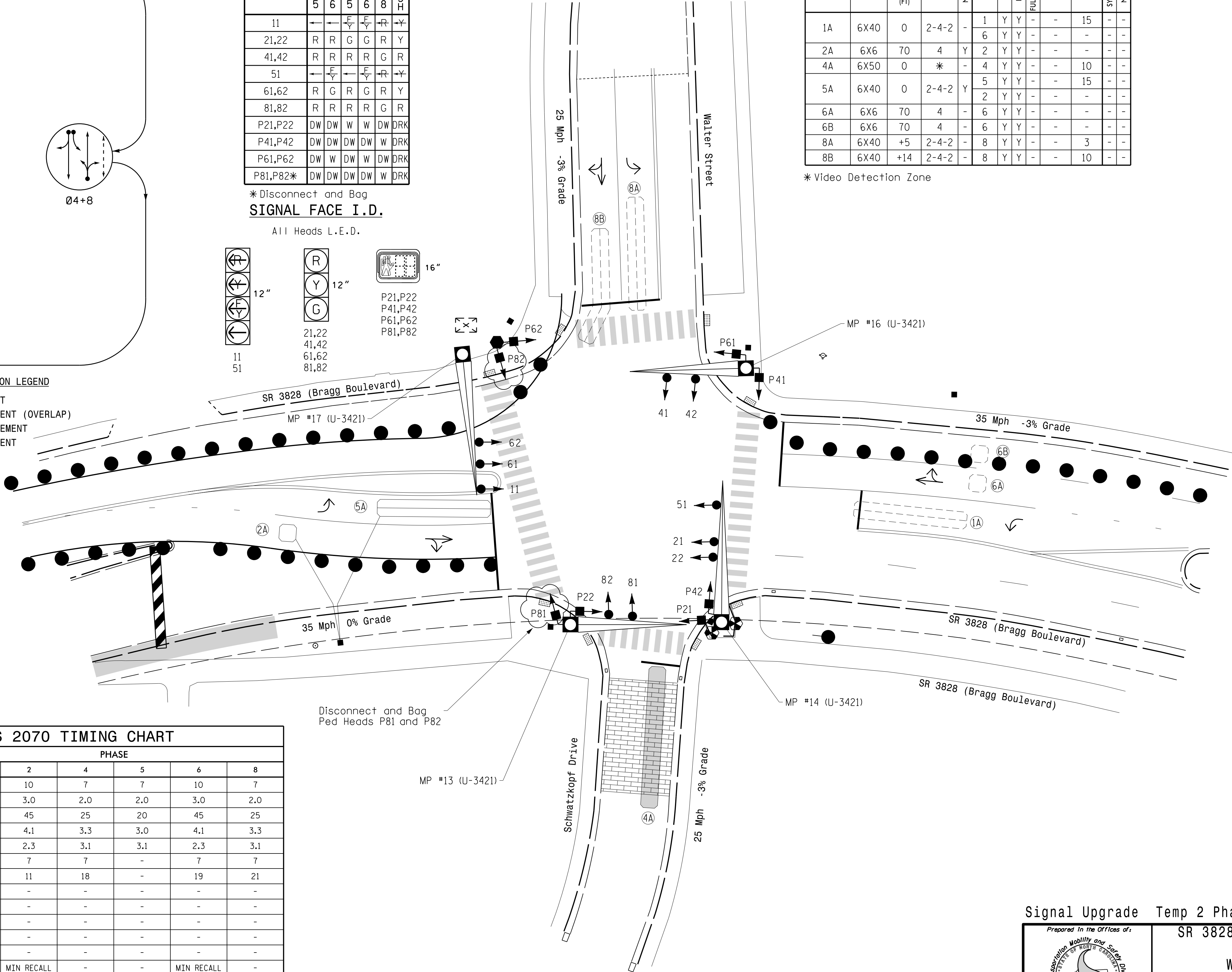
NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
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. Set all detector units to presence mode.
5. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
6. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
7. Reposition heads 21 & 22.
8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

OASIS 2070 TIMING CHART

FEATURE	PHASE					
	1	2	4	5	6	8
Min Green 1 *	7	10	7	7	10	7
Extension 1 *	2.0	3.0	2.0	2.0	3.0	2.0
Max Green 1 *	20	45	25	20	45	25
Yellow Clearance	3.0	4.1	3.3	3.0	4.1	3.3
Red Clearance	3.2	2.3	3.1	3.1	2.3	3.1
Walk 1 *	-	7	7	-	7	7
Don't Walk 1	-	11	18	-	19	21
Seconds Per Actuation *	-	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-
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.



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
○ Video Detection Zone	○ N/A
⊠ Controller & Cabinet	⊠ N/A
□ Junction Box	□ N/A
2-in Underground Conduit	2-in Underground Conduit
- Right of Way	- Right of Way
→ Directional Arrow	→ Directional Arrow
⊠ Metal Pole with Mastarm	⊠ Metal Pole with Mastarm
○ Type II Signal Pedestal	○ Type II Signal Pedestal
○ Out of Pavement Detector	○ Out of Pavement Detector

Signal Upgrade Temp 2 Phase 2 Step 4

SR 3828 (Bragg Boulevard) at Walter Street

Division 6 Cumberland County Fayetteville

PLAN DATE: July 2015 REVIEWED BY: PLA

PREPARED BY: JPG REVIEWED BY:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 1"=20'

SEAL NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 029904 JASON P. GALLOWAY ENGINEER

DocuSign'd by Jason P. Galloway 8/27/2015

SIG. INVENTORY NO. 06-1210T2

27-AUG-2015 09:50
 R:\Projects\1210\1210T2\1210T2_Sig.dwg
 J:\111012