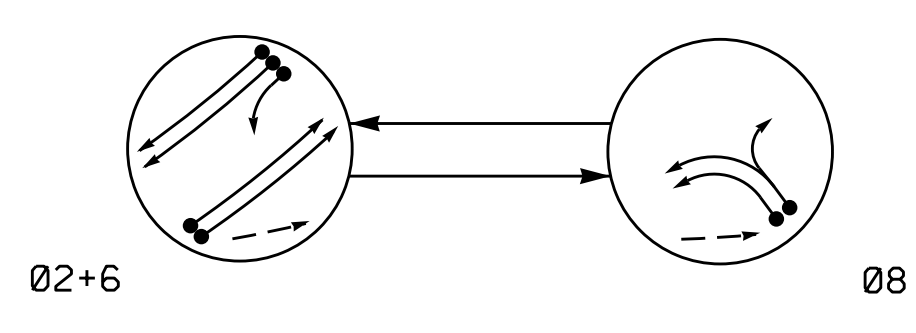


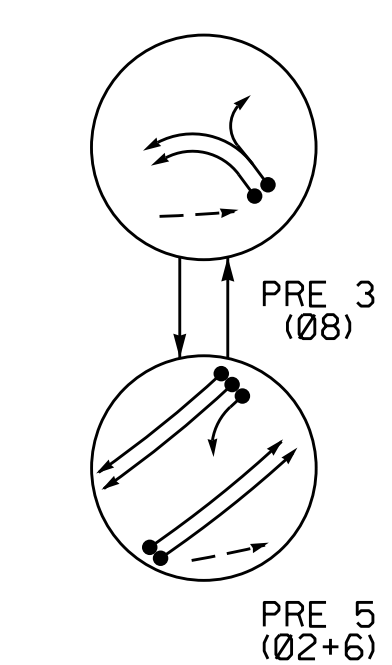
PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

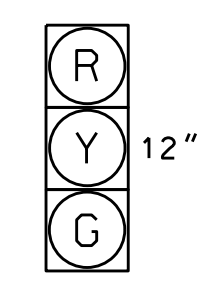
EV PREEMPT PHASES
(Medium Priority)



SIGNAL FACE	PHASE				
	02+6	08	PRE 3	PRE 5	FLASH
21,22	G	R	R	G	Y
61,62	G	R	R	G	Y
81,82,83	R	G	G	R	R

SIGNAL FACE I.D.

All Heads L.E.D.



21, 22
61, 62
81, 82, 83

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A,2B	6X6	70	4	Y	2	Y	Y	-	-	-	-	-
6A,6B	6X6	70	4	Y	6	Y	Y	-	-	-	-	-
6C	6X40	0	2-4-2	Y	6	Y	Y	-	-	-	-	Y
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	3	-	-
8B	6X40	0	2-4-2	-	8	Y	Y	-	-	5	-	-

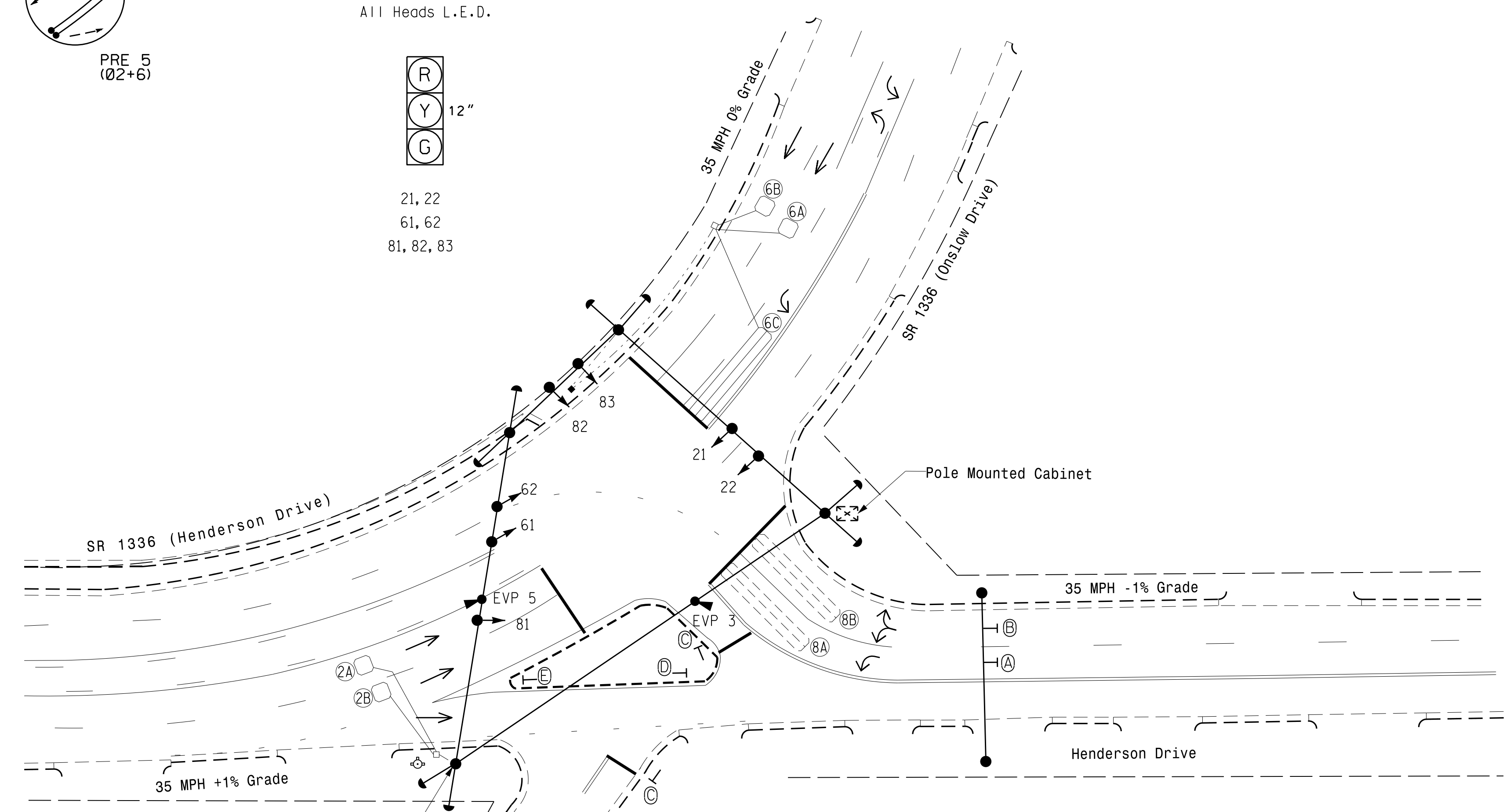
2 Phase
Fully Actuated w/EV Preempt
Jacksonville Signal System

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. Set all detector units to presence mode.
4. This intersection features an optical preemption system. Shown locations of optical detectors are conceptual only.
5. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
6. Controller Asset #0105.

OASIS 2070 EV PREEMPTION		
FUNCTION	PRE 3	PRE 5
Interval 1 - Dwell Green	255	255
Interval 1 - Dwell Yellow	0.0*	0.0*
Interval 1 - Dwell Red	0.0*	0.0*
Interval 5 - Exit Green	0	0
Interval 5 - Yellow	0.0	0.0
Interval 5 - Red	0.0	0.0
Priority	MEDIUM	MEDIUM
Delay Time	0.0	0.0
Min Green Before Pre	1	1
Ped Clear Before Pre	0 *	0 *
Yellow Clear Before Pre	0.0*	0.0*
Red Clear Before Pre	0.0*	0.0*
Dwell Min Time	7	10
Enable Backup Protection	N	N
Ped Clear Through Yellow	N	N
Preempt Extend**	2	2
Omit Overlaps	-	-

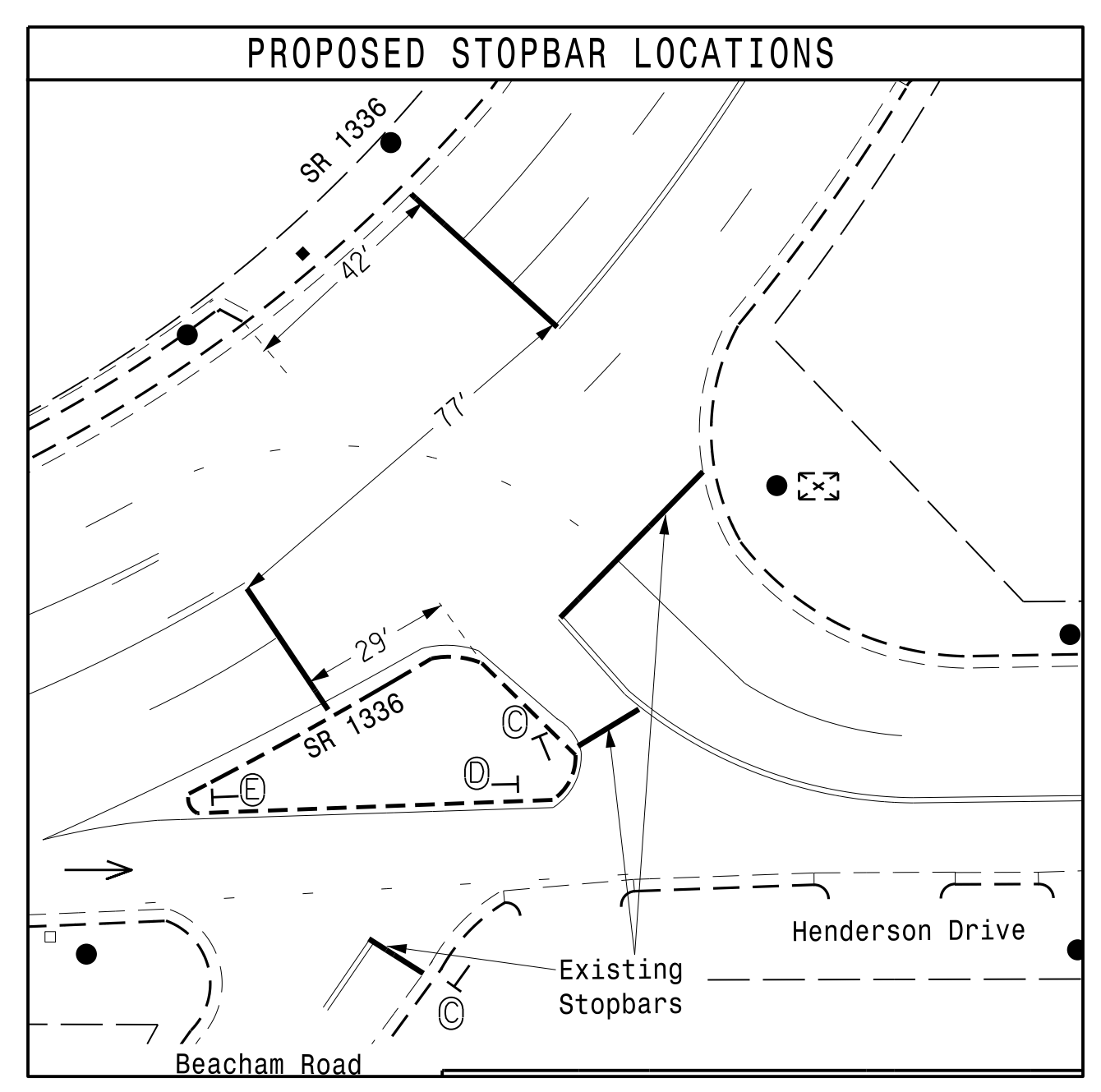
* Time defaults to time used for phase during normal operation
** Program Timing on Optical Detection Unit



PROPOSED		EXISTING	
○ →	Traffic Signal Head	● →	N/A
● →	Modified Signal Head	+	+
⊥	Signal	⊥	⊥
⊥	Pedestrian Signal Head With Push Button & Sign	⊥	⊥
⊥	Signal Pole with Guy	⊥	⊥
⊥	Signal Pole with Sidewalk Guy	⊥	⊥
⊥	Inductive Loop Detector	⊥	⊥
⊥	Optical Detector	⊥	⊥
⊥	Controller & Cabinet	⊥	⊥
⊥	Junction Box	⊥	⊥
⊥	2-in Underground Conduit	⊥	⊥
N/A	Right of Way	→	→
N/A	Directional Arrow	→	→
N/A	Fire Hydrant	⊕	⊕
(A)	Left Arrow "ONLY" Sign (R3-5L)	(A)	(A)
(B)	Dual Turn Arrows Sign	(B)	(B)
(C)	"STOP" Sign (R1-1)	(C)	(C)
(D)	"DO NOT ENTER" Sign (R5-1)	(D)	(D)
(E)	Double Arrow Sign (W12-1)	(E)	(E)

OASIS 2070 TIMING CHART			
FEATURE	PHASE		
	2	6	8
Min Green 1 *	10	10	7
Extension 1 *	3.0	3.0	2.0
Max Green 1 *	30	30	25
Yellow Clearance	3.8	3.8	3.0
Red Clearance	1.7	1.7	3.3
Walk 1 *	-	-	-
Don't Walk 1	-	-	-
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	-	-	-
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.



Signal Upgrade

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

SR 1336 (Henderson Dr)/(Onslow Dr) at Henderson Drive	
Division 3 Onslow County Jacksonville	
PLAN DATE: October 2016	REVIEWED BY: M.E. Giles, PE
PREPARED BY: EM Minshew	REVIEWED BY:
REVISIONS	INIT. DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 042608
MECHAN E. GILES
10-20-16
DATE
SIG. INVENTORY NO. 03-0105

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