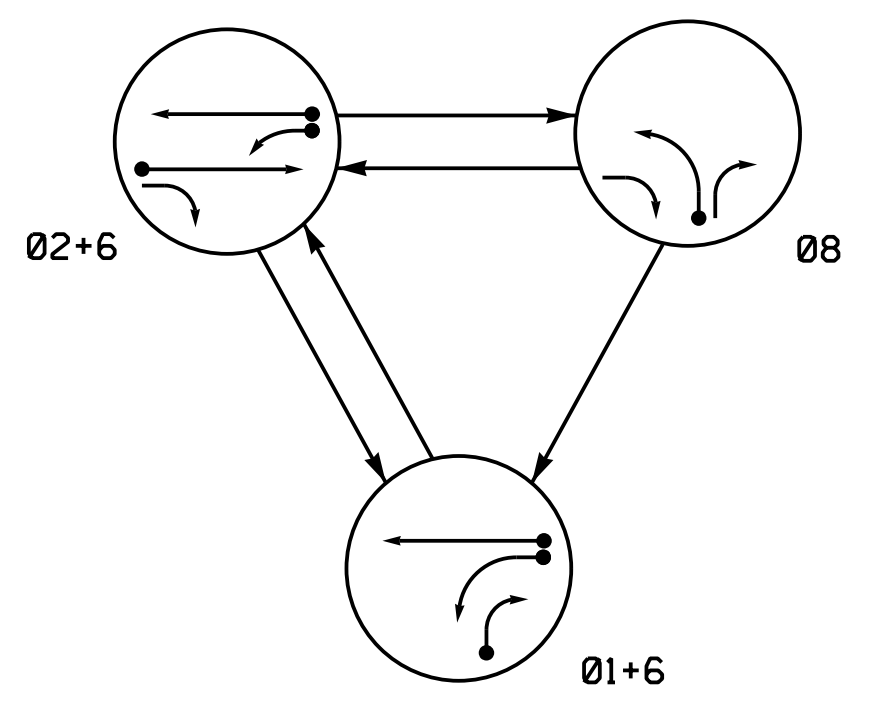
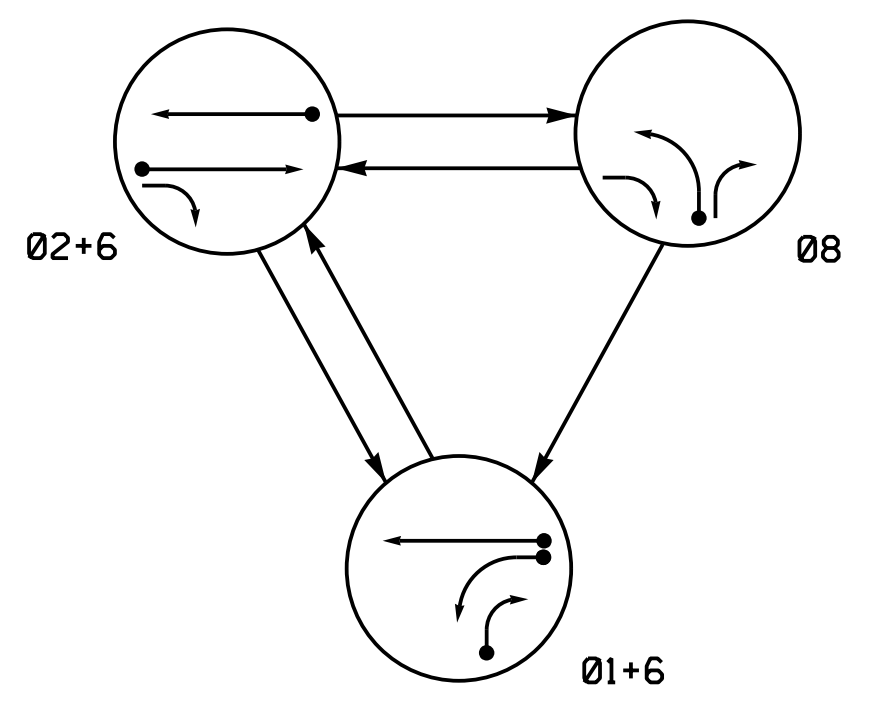


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE			
	01+6	02+6	08	FL/ST
11	Y	R	R	Y
21	R	G	R	Y
22	R	G	R	Y
61,62	G	G	R	Y
81	R	R	G	R
82	R	R	G	R

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE			
	01+6	02+6	08	FL/ST
11	Y	R	R	Y
21	R	G	R	Y
22	R	G	R	Y
61,62	G	G	R	Y
81	R	R	G	R
82	R	R	G	R

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	FULL TIME DELAY	STRETCH TIME			DELAY TIME
1A	6X40	0	2-4-2	Y	1	Y	Y	-	-	**15	-	Y
1B	6X40	0	2-4-2	Y	1	Y	Y	-	-	3	-	Y
2A	6X6	420	6	Y	2	Y	Y	-	-	-	-	Y
6A	6X6	420	6	Y	6	Y	Y	-	-	-	-	Y
8A	6X40	0	2-4-2	Y	8	Y	Y	-	-	3	-	Y

* Disable phase 6 call for 1A during alternate phasing operation.
 ** Reduce delay to 3 seconds during alternate phasing operation.

3 Phase Fully Actuated Jacksonville City Signal System

NOTES

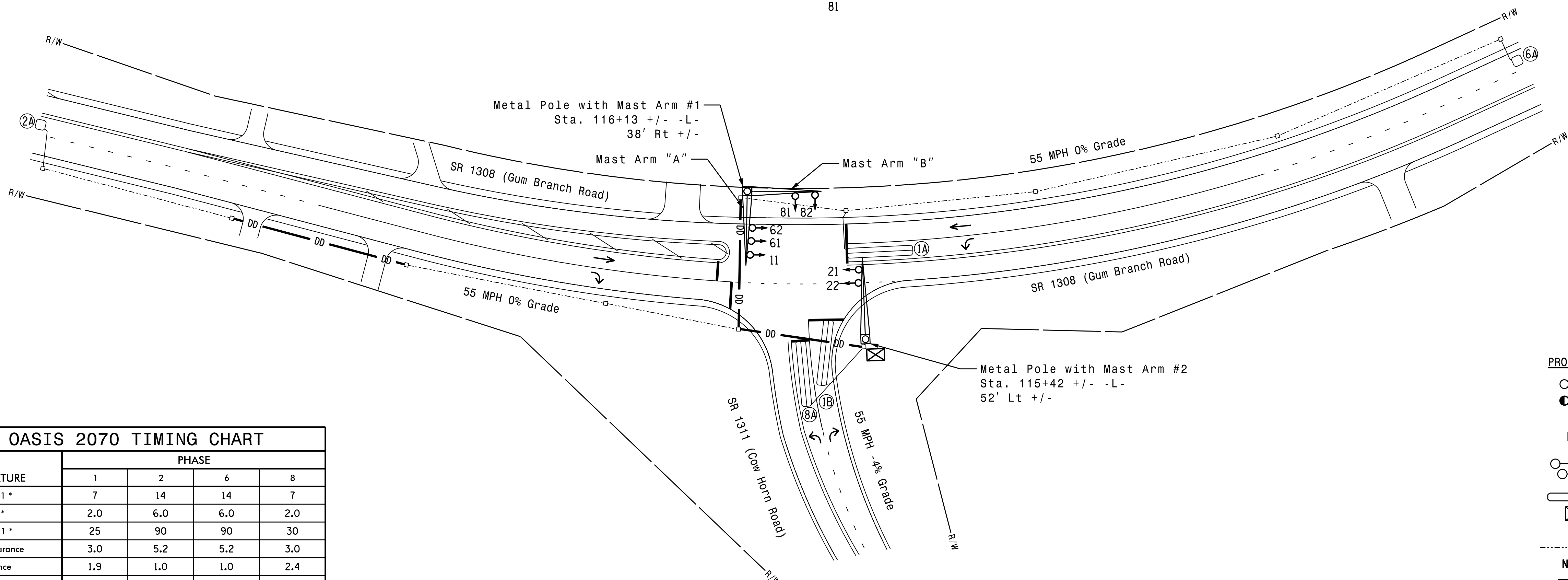
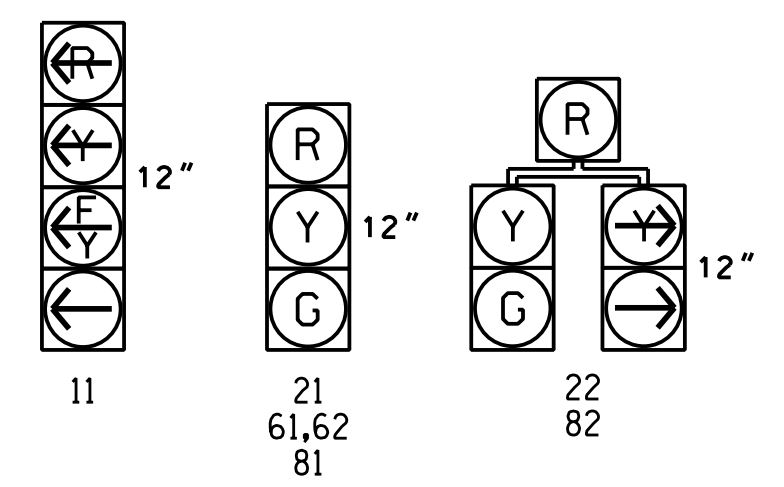
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 may be lagged.
4. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
5. Set all detector units to presence mode.
6. The Division Traffic Engineer will determine the hours of use for each phasing plan.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE I.D.

All Heads L.E.D.



OASIS 2070 TIMING CHART

FEATURE	PHASE			
	1	2	6	8
Min Green 1 *	7	14	14	7
Extension 1 *	2.0	6.0	6.0	2.0
Max Green 1 *	25	90	90	30
Yellow Clearance	3.0	5.2	5.2	3.0
Red Clearance	1.9	1.0	1.0	2.4
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	-	2.5	2.5	-
Max Variable Initial *	-	46	46	-
Time Before Reduction *	-	15	15	-
Time To Reduce *	-	30	30	-
Minimum Gap	-	3.4	3.4	-
Recall Mode	-	MIN RECALL	MIN RECALL	-
Vehicle Call Memory	-	YELLOW	YELLOW	-
Dual Entry	-	-	-	-
Simultaneous Gap	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	↓ Sign
○→ Pedestrian Signal Head With Push Button & Sign	○→ Pedestrian Signal Head With Push Button & Sign
○→ Signal Pole with Guy	○→ Signal Pole with Guy
○→ Signal Pole with Sidewalk Guy	○→ Signal Pole with Sidewalk Guy
□→ Inductive Loop Detector	□→ Inductive Loop Detector
□→ Controller & Cabinet	□→ Controller & Cabinet
□→ Junction Box	□→ Junction Box
--- 2-in Underground Conduit	--- 2-in Underground Conduit
N/A Right of Way	N/A Right of Way
→ Directional Arrow	→ Directional Arrow
--- Directional Drill	N/A Directional Drill
○→ Metal Pole with Mastarm	○→ Metal Pole with Mastarm

Signal Upgrade

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

	SR 1308 (Gum Branch Road) at SR 1311 (Cow Horn Road)		SEAL
	Division 03 Onslow Co. Jacksonville PLAN DATE: October 2018 REVIEWED BY: A.D. Klinksiek PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons	DATE: 6/30/2021 SIGNATURE: _____ DATE: _____ SIG. INVENTORY NO. 03-1143	