

0ASIS 2070	IIMING	CHARI	
	PHASE		
FEATURE	2	7	
Min Green 1 *	12	7	
Extension 1 *	6.0	2.0	
Max Green 1 *	120	30	
Yellow Clearance	4.6	3.1	
Red Clearance	1.3	2.9	
Walk 1 *	-	_	
Don't Walk 1	-	-	
Seconds Per Actuation *	1.5	-	
Max Variable Initial *	34	_	
Time Before Reduction *	30	-	
Time To Reduce *	60	_	
Minimum Gap	3.0	-	
Recall Mode	MIN RECALL	-	
Vehicle Call Memory	YELLOW	-	
Dual Entry	-	-	
Simultaneous Gap	ON	ON	

Min Green for all other phases should not be lower than 4 seconds

UASIS 2070 EV P	REEN			
FUNCTION	PRI			
Interval 1 – Dwell Green	25			
Interval 1 – Dwell Yellow	0.			
Interval 1 – Dwell Red	0.			
Interval 5 – Exit Green				
Interval 5 – Yellow	0.			
Interval 5 – Red	0.			
Exit Phase(s)	ć			
Priority	Мес			
Delay Time	* >			
Min Green Before Pre				
Ped Clear Before Pre	(
Yellow Clear Before Pre	0.			
Red Clear Before Pre	0.			
Dwell Min Time	* >			
Enable Backup Protection	١			
Ped Clear Through Yellow	١			
Omit Overlaps	-			
Preempt Extend**				
* Time defaults to time used for phase durin				

ALTERNATE PHASING TABLE OF OPERATION					
	PHASE				
SIGNAL FACE	Ø2	Ø 7	EVP2	FLANT	
21,22	G	R	R	Y	
71	≺R	+	₽	- ¥-	
72,73	R	-	R	R	

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
II	INDUCTIVE LOOPS DETECTOR PROGRA				ROGRAM	MMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A	6X6	300	5	Y	2	Y	Y	-	-	-	-	-
2B	6X6	300	5	Y	2	Y	Y	-	-	-	-	-
7A	6X40	0	2-4-2	Y	7	Y	Y	-	-	* 10	-	-
7B	6X40	0	2-4-2	-	7	Y	Y	-	-	15	-	-
7C	6X40	0	2-4-2	-	7	Y	Y	-	-	15	-	-
S1	6X6	300	5	Y	-	-	-	-	-	-	Y	-
S2	6X6	70	3	-	-	-	-	-	-	-	Y	-
S3	6X6	70	3	-	-	-	-	-	-	-	Y	-

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PROJECT REFERENCE NO.	SHEET NO.
W-5103A	Sig. 8.0

Roadway Sheet 21

2 Phase Fully Actuated w/ Emergency Vehicle Preempt Wilmington 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. Existing emergency vehicle preemption switch is located in the Fire Department.
- 5. The City Traffic Engineer will determine the Delay Time and Dwell Min Time for the emergency vehicle preemption timing.
- 6. The City 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.
- 8. Signal system data: Controller Asset #1021.

<u>LEGEND</u>

<u>PROPOSEE</u>	2	<u>EXISTING</u>
$\bigcirc \rightarrow$	Traffic Signal Head	●→
●→	Modified Signal Head	N/A
	Sign	
Ļ ▼	Pedestrian Signal Head With Push Button & Sign	in an
\bigcirc	Signal Pole with Guy	••
\mathcal{O}	Signal Pole with Sidewalk Guy	
0	🗕 Metal Pole With Mastarm	
	Inductive Loop Detector	$\Box \equiv \equiv \Box$
\square	Controller & Cabinet	
	Junction Box	
	- 2-in Underground Conduit	
N/A	Right of Way -	
\rightarrow	Directional Arrow	\rightarrow
\bigcirc	Signal Pedestal	
	_eft Arrow "ONLY" Sign (R3-5L)	(A)
(B)	No II-Turn Sign (R3-4)	ß
	(Stop Here No Red" Stap (P10-6)	\bigcirc

Signal Upgrade Prepared in the Offices of a US 421 (Carolina Beach Road) Not a certified document as to the Original Document but at Only as to the Revisions -The Kings Highway This document originally issued and sealed by Division O3 New Hanover County Myrtle Grove Royal Hinshaw, PE-#032117 March 2008 REVIEWED BY: PLAN DATE: on 6/19/2008 ON.Greenfield Pkwy.Garner.NC 27529 PREPARED BY: R. Hinshaw REVIEWED BY: his document is only certified REVISIONS INIT. DATE SCALE as to the revisions. √Installloops (kgp) 40 7/20/1 0 1 " = 4 0 ' SIG. INVENTORY NO. 03-102