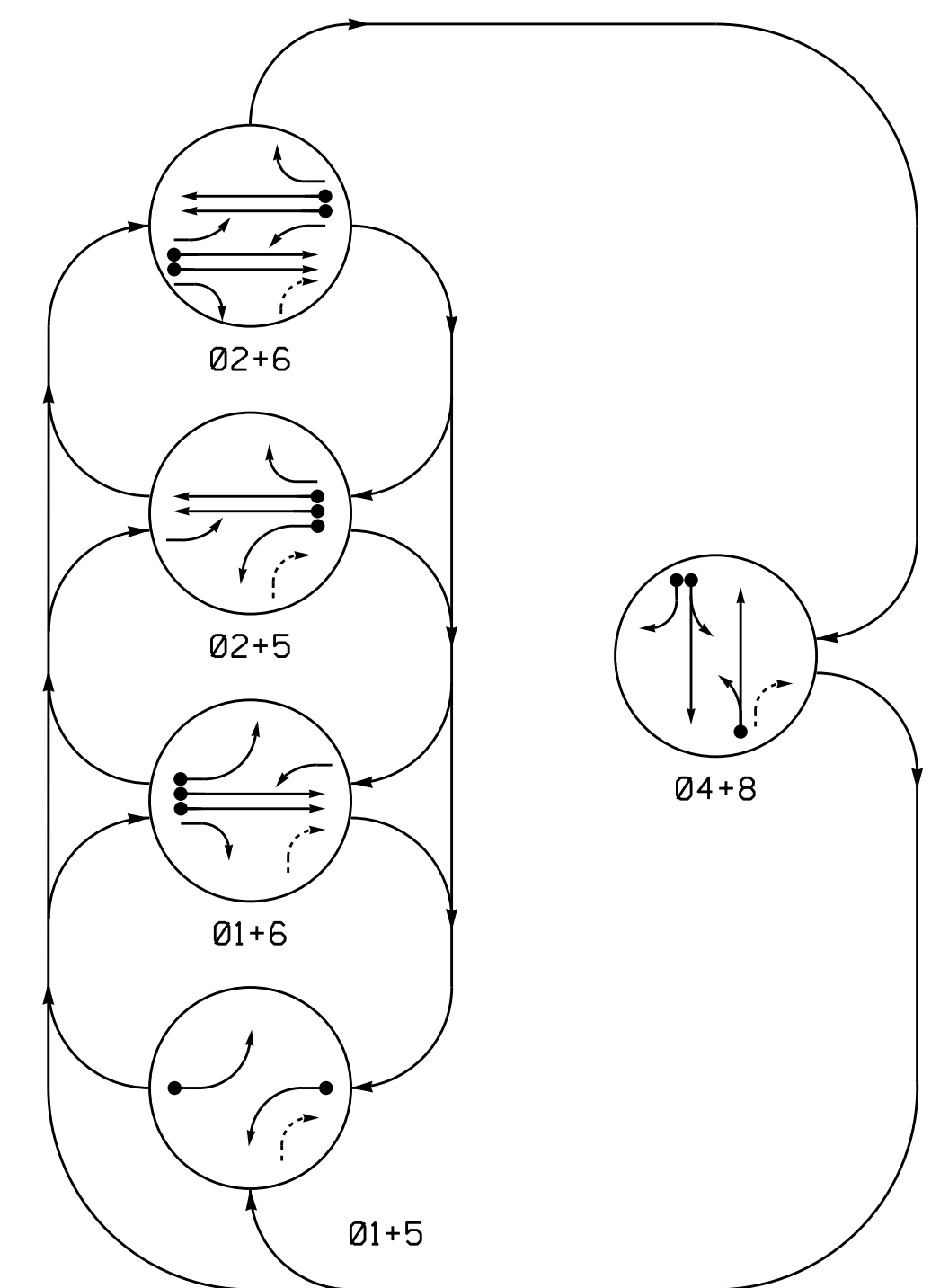


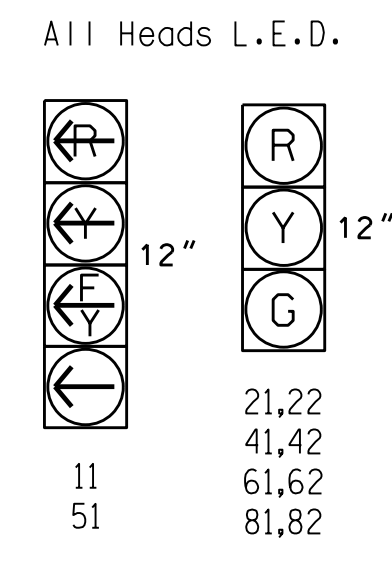
5 Phase Fully Actuated Wilmington Signal System

PHASING DIAGRAM



| SIGNAL FACE | PHASE | | | | | FLASH |
|-------------|-------|------|------|------|------|-------|
| | 01+5 | 01+6 | 02+5 | 02+6 | 04+8 | |
| 11 | ← | ← | ← | ← | ← | Y |
| 21,22 | R | R | G | G | R | Y |
| 41,42 | R | R | R | R | G | R |
| 51 | ← | ← | ← | ← | ← | Y |
| 61,62 | R | G | R | G | R | Y |
| 81,82 | R | R | R | R | G | R |

SIGNAL FACE I.D.

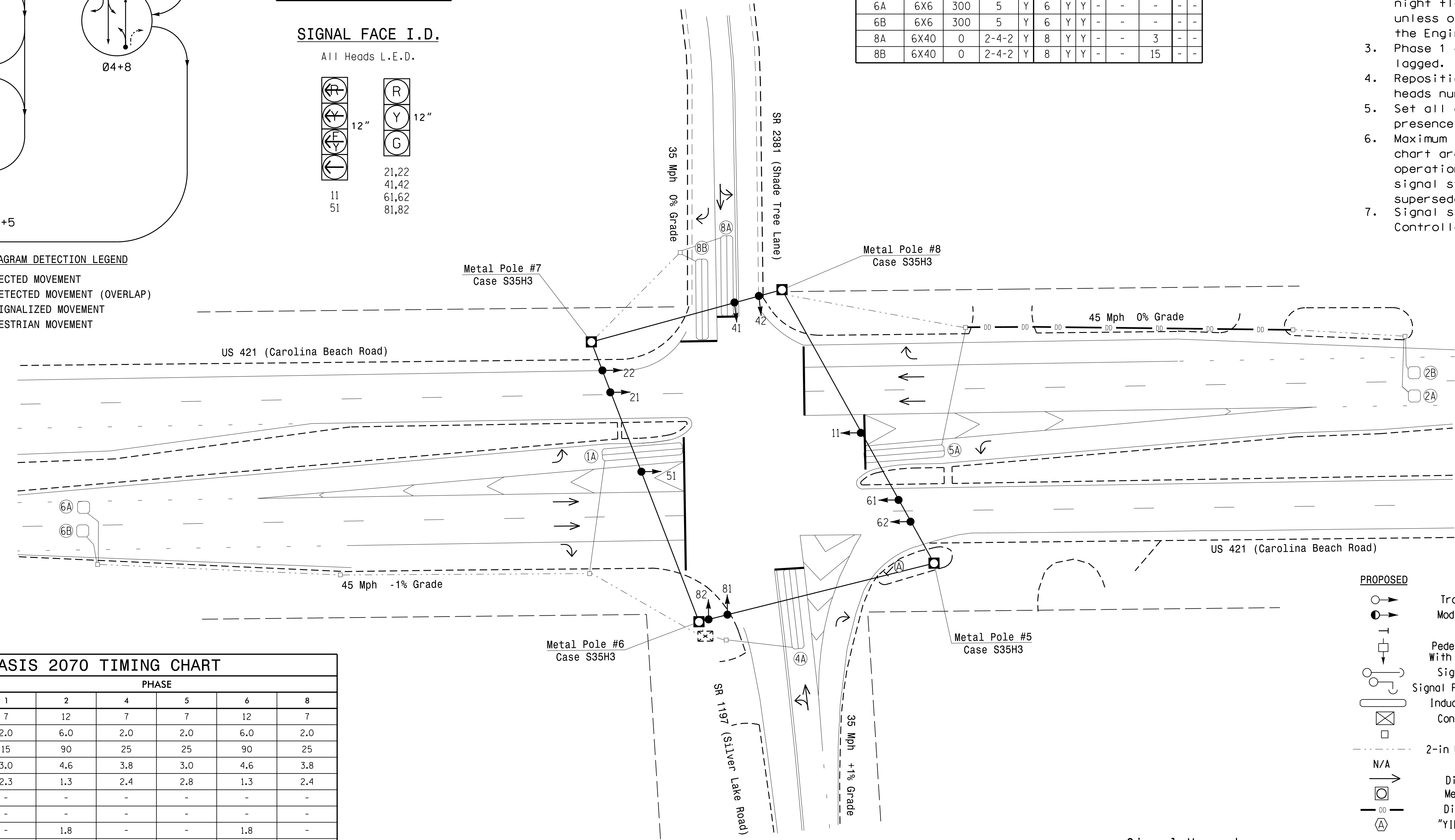
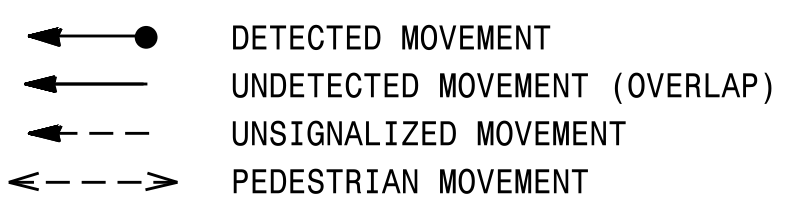


| OASIS 2070 LOOP & DETECTOR INSTALLATION CHART | | | | | | | | | | | | |
|---|-----------|----------------------------|-------|----------|----------------------|---------|-----------|-----------------|--------------|------------|-------------|----------|
| INDUCTIVE LOOPS | | | | | DETECTOR PROGRAMMING | | | | | | | |
| LOOP | SIZE (FT) | DISTANCE FROM STOPBAR (FT) | TURNS | NEW LOOP | PHASE | CALLING | EXTENSION | FULL TIME DELAY | STRETCH TIME | DELAY TIME | SYSTEM LOOP | NEW CARD |
| 1A | 6X40 | 0 | 2-4-2 | Y | 1 | Y | Y | - | - | 10 | - | - |
| 2A | 6X6 | 300 | 5 | Y | 2 | Y | Y | - | - | - | - | - |
| 2B | 6X6 | 300 | 5 | Y | 2 | Y | Y | - | - | - | - | - |
| 4A | 6X40 | 0 | 2-4-2 | Y | 4 | Y | Y | - | - | 3 | - | - |
| 5A | 6X40 | 0 | 2-4-2 | Y | 5 | Y | Y | - | - | 10 | - | - |
| 6A | 6X6 | 300 | 5 | Y | 6 | Y | Y | - | - | - | - | - |
| 6B | 6X6 | 300 | 5 | Y | 6 | Y | Y | - | - | - | - | - |
| 8A | 6X40 | 0 | 2-4-2 | Y | 8 | Y | Y | - | - | 3 | - | - |
| 8B | 6X40 | 0 | 2-4-2 | Y | 8 | Y | Y | - | - | 15 | - | - |

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Reposition existing signal heads numbered 11 and 51.
- Set all detector units to presence mode.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Signal system data: Controller Asset # 0832.

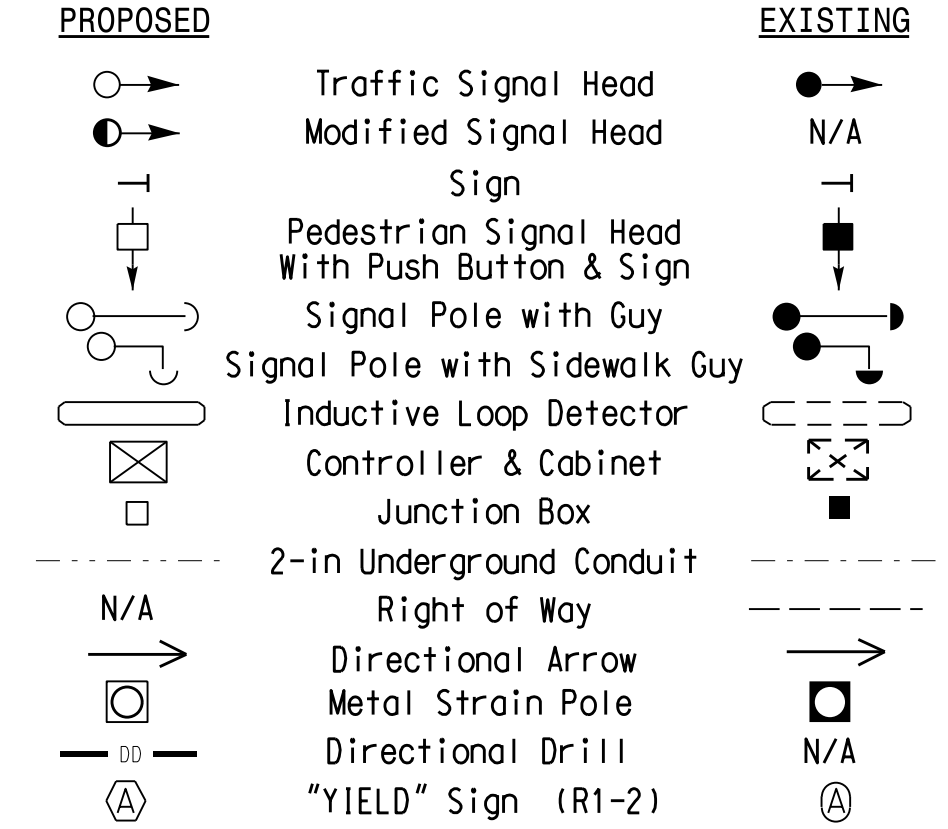
PHASING DIAGRAM DETECTION LEGEND



| OASIS 2070 TIMING CHART | | | | | | |
|-------------------------|-------|------------|-----|-----|------------|-----|
| FEATURE | PHASE | | | | | |
| | 1 | 2 | 4 | 5 | 6 | 8 |
| Min Green 1 * | 7 | 12 | 7 | 7 | 12 | 7 |
| Extension 1 * | 2.0 | 6.0 | 2.0 | 2.0 | 6.0 | 2.0 |
| Max Green 1 * | 15 | 90 | 25 | 25 | 90 | 25 |
| Yellow Clearance | 3.0 | 4.6 | 3.8 | 3.0 | 4.6 | 3.8 |
| Red Clearance | 2.3 | 1.3 | 2.4 | 2.8 | 1.3 | 2.4 |
| Walk 1 * | - | - | - | - | - | - |
| Don't Walk 1 | - | - | - | - | - | - |
| Seconds Per Actuation * | - | 1.8 | - | - | 1.8 | - |
| Max Variable Initial * | - | 34 | - | - | 34 | - |
| Time Before Reduction * | - | 15 | - | - | 15 | - |
| Time To Reduce * | - | 30 | - | - | 30 | - |
| 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 |

* 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



Signal Upgrade

750 N. Greenfield Pkwy, Garner, NC 27529

US 421 (Carolina Beach Road) at SR 1197 (Silver Lake Road) / SR 2381 (Shade Tree Lane)

Division 3 New Hanover County Wilmington

PLAN DATE: July 2015 REVIEWED BY: PLA

PREPARED BY: Jeff Spence REVIEWED BY:

SEAL

7/28/15

SIG. INVENTORY NO. 03-0832

30-JUL-2015 14:51
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