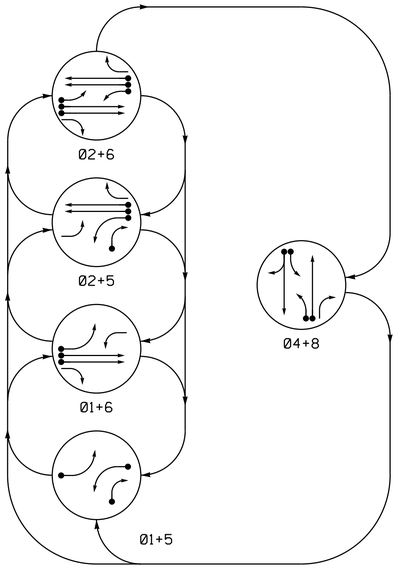
PROJECT REFERENCE NO.	SHEET NO.
W-5103A	Sig. 14.0

Roadway Sheet 33

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

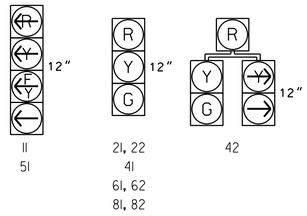
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE 0 1 + 5	0 1 + 6	0 2 + 5	0 2 + 6	0 4 + 8	FLASH
11	←	←	F Y	F Y	R	→Y
21,22	R	R	G	G	R	Y
41	R	R	R	R	G	R
42	R	R	R	R	G	R
51	←	F Y	←	F Y	R	→Y
61,62	R	G	R	G	R	Y
81, 82	R	R	R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



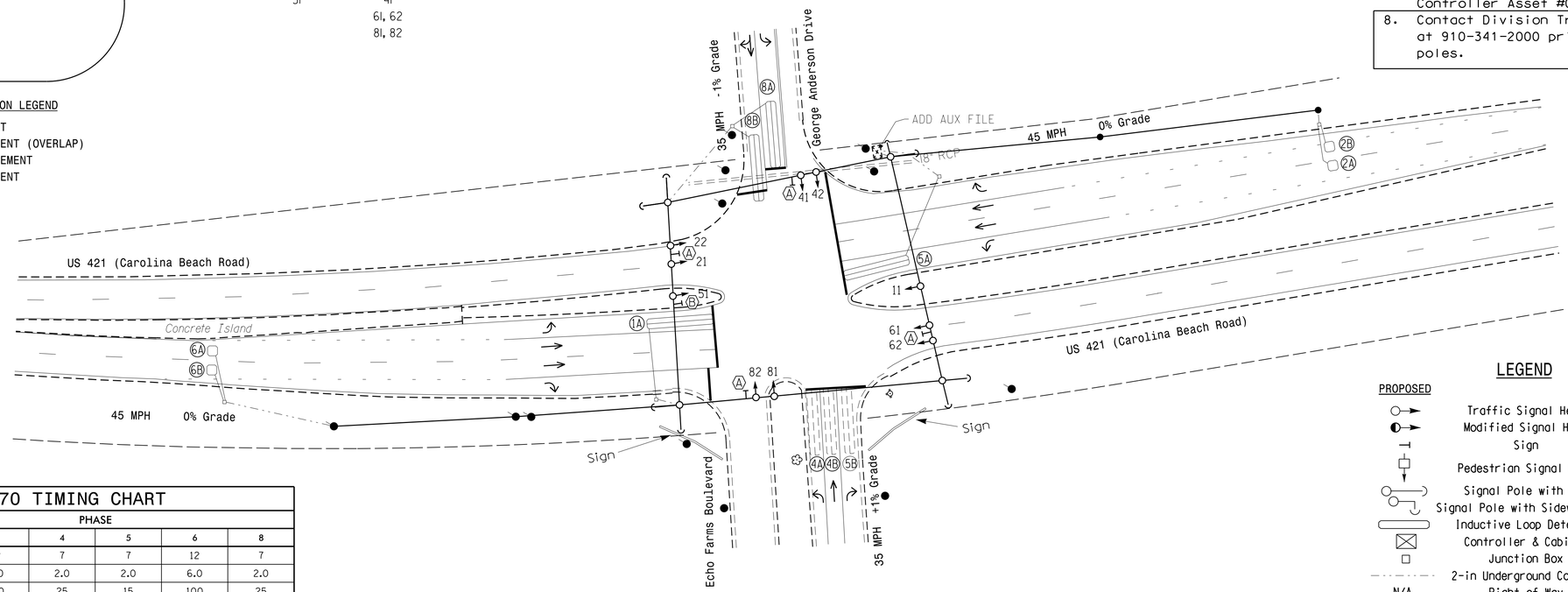
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

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	-	-
					6	Y	Y	Y	-	3	-	-
2A	6X6	300	4	Y	2	Y	Y	-	-	-	-	-
2B	6X6	300	4	Y	2	Y	Y	-	-	-	-	-
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	-	-	-
4B	6X40	0	2-4-2	-	4	Y	Y	-	-	15	-	-
5A	6X40	0	2-4-2	Y	5	Y	Y	-	-	10	-	-
					2	Y	Y	Y	-	3	-	-
5B	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	-
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	-	-	5	-	-
8B	6X40	+5	2-4-2	Y	8	Y	Y	-	-	10	-	-

5 Phase
Fully Actuated
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. Disable Backup Protect for phases 2 and 6.
4. Phase 1 and/or phase 5 may be lagged.
5. Set all detector units to presence mode.
6. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
7. Signal system data: Controller Asset #0524.
8. Contact Division Traffic Services at 910-341-2000 prior to installing poles.



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	100	25	15	100	25
Yellow Clearance	3.0	4.5	3.8	3.0	4.5	3.9
Red Clearance	3.1	1.4	2.2	2.9	1.6	2.3
Walk 1 *	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-
Seconds Per Actuation *	-	1.5	-	-	1.5	-
Max Variable Initial *	-	34	-	-	34	-
Time Before Reduction *	-	20	-	-	20	-
Time To Reduce *	-	40	-	-	40	-
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

PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
	Directional Arrow	
A	Street Name Sign	A
B	"U-TURN YIELD TO RIGHT TURN" Sign (R10-16)	B

Signal Upgrade

Prepared in the Offices of:
Transportation Mobility and Safety Division
Traffic Engineering Branch
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

US 421 (Carolina Beach Road) at Echo Farms Boulevard/ George Anderson Drive

Division 3 New Hanover County Wilmington

PLAN DATE: July 2015 REVIEWED BY:

PREPARED BY: KGP / WEDDLE REVIEWED BY:

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 023489 ENGINEER PAMELA L ALEXANDER

DocuSigned by: P L Alexander B4756E0DCE4E44D... 7/24/15 DATE

SIG. INVENTORY NO. 03-0524

30-JUL-2015 11:55
R:\Traffic\Signals\Designs\Signals\03-0524\030524_sig_dsn_2015mds.dgn
palexander