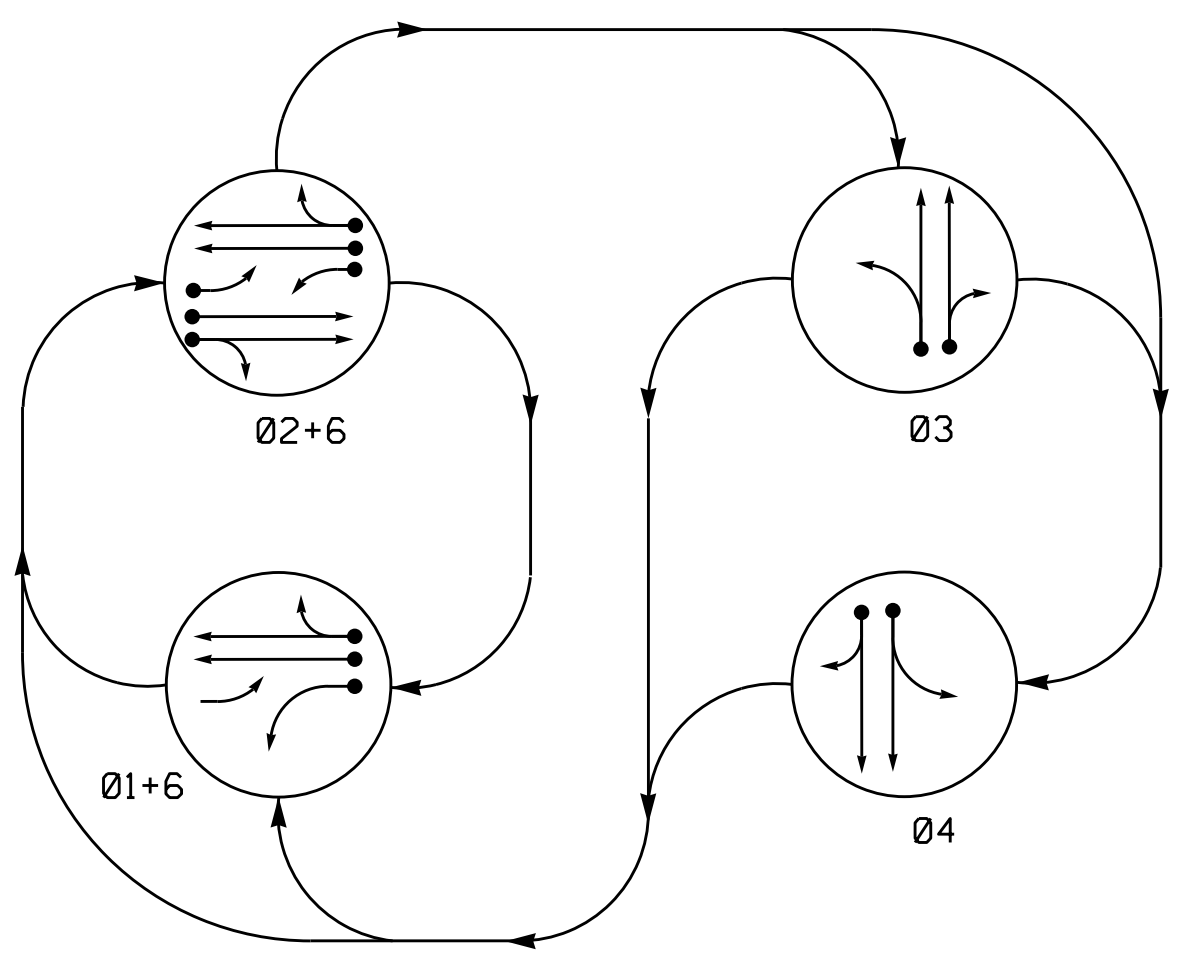


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

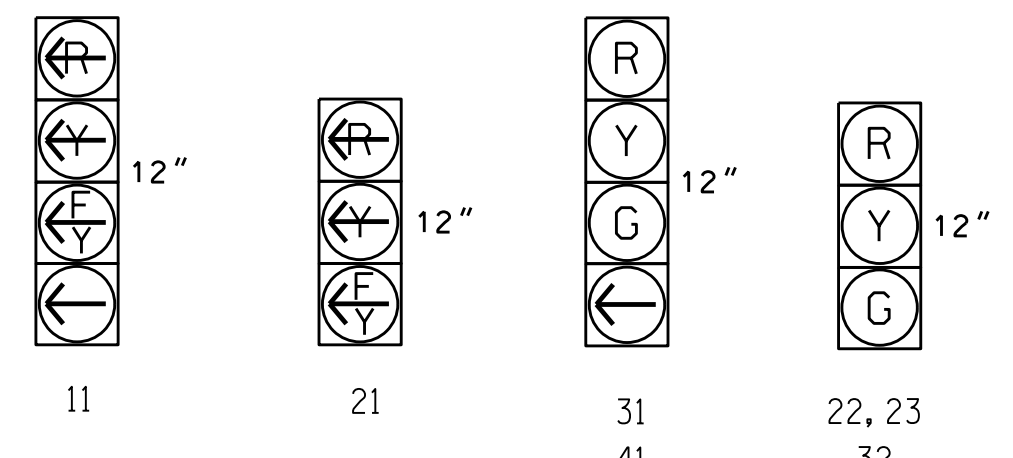
- ←●→ DETECTED MOVEMENT
- ←○→ UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ←- - -> PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE				
	Ø1+6	Ø2+6	Ø3	Ø4	F L S H
11	Y	Y	R	R	Y
21	Y	Y	R	R	Y
22,23	R	G	R	R	Y
31	R	R	G	R	R
32	R	R	G	R	R
41	R	R	R	G	R
42	R	R	R	G	R
61,62	G	G	R	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



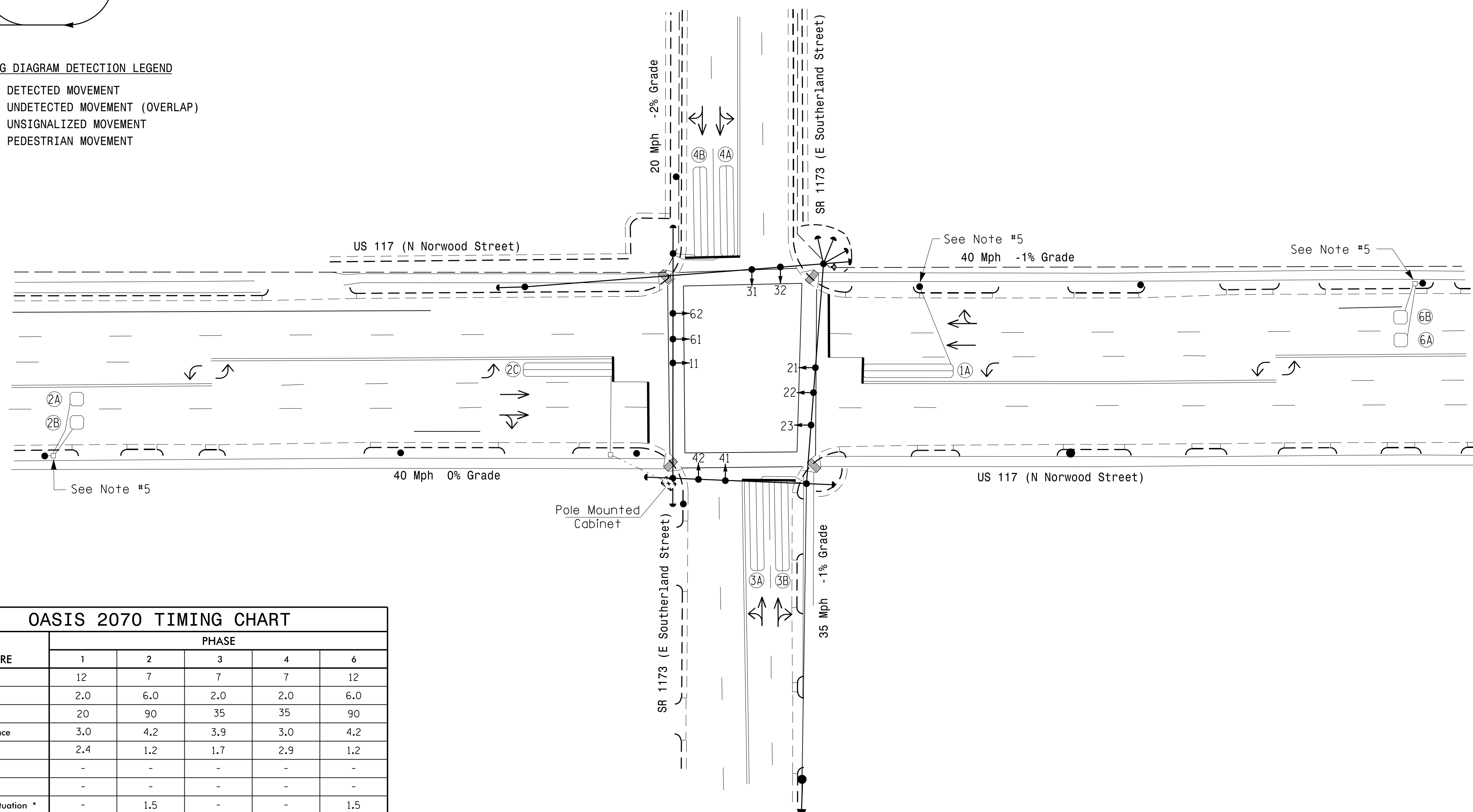
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY		
1A	6X40	0	2-4-2	Y	1	Y	Y	-	15	-
2A	6X6	250	4	Y	2	Y	Y	-	3	-
2B	6X6	250	4	Y	2	Y	Y	-	-	Y
2C	6X40	0	2-4-2	Y	2	Y	Y	-	3	-
3A	6X40	0	2-4-2	Y	3	Y	Y	-	3	-
3B	6X40	0	2-4-2	Y	3	Y	Y	-	10	-
4A	6X40	0	2-4-2	Y	4	Y	Y	-	3	-
4B	6X40	0	2-4-2	Y	4	Y	Y	-	10	-
6A	6X6	250	5	Y	6	Y	Y	-	-	Y
6B	6X6	250	5	Y	6	Y	Y	-	-	Y

4 Phase Fully Actuated US 117 (Wallace) CLS

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. Phase 1 may be lagged.
4. The order of phase 3 and phase 4 may be reversed.
5. Run all lead-in cable overhead on existing utility poles where possible.
6. Set all detector units to presence mode.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
8. Closed loop system data: Controller Asset # 0137.



OASIS 2070 TIMING CHART

FEATURE	PHASE				
	1	2	3	4	6
Min Green 1 *	12	7	7	7	12
Extension 1 *	2.0	6.0	2.0	2.0	6.0
Max Green 1 *	20	90	35	35	90
Yellow Clearance	3.0	4.2	3.9	3.0	4.2
Red Clearance	2.4	1.2	1.7	2.9	1.2
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
Seconds Per Actuation *	-	1.5	-	-	1.5
Max Variable Initial *	-	29	-	-	29
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	-	-	-	-	-
Simultaneous Gap	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	●→ Traffic Signal Head
○→ 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	→ Right of Way
N/A Directional Arrow	→ Directional Arrow
N/A Wheel Chair Ramp	→ Wheel Chair Ramp
N/A Fire Hydrant	→ Fire Hydrant

Signal Upgrade

Prepared In the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

US 117 (N Norwood Street) at SR 1173 (E Southerland Street)

Division 3 Duplin County Wallace

PLAN DATE: February 2016 REVIEWED BY: PLA

PREPARED BY: Jeff Spence REVIEWED BY:

REVISIONS: _____ INIT. DATE

SCALE: 1"=30'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER, SEAL 023489, ALEXANDER ENGINEERS, INC., ALEXANDER

3/24/16 DATE

SIG. INVENTORY NO. 03-0137

2017-03-04 08:18
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 J. Spence