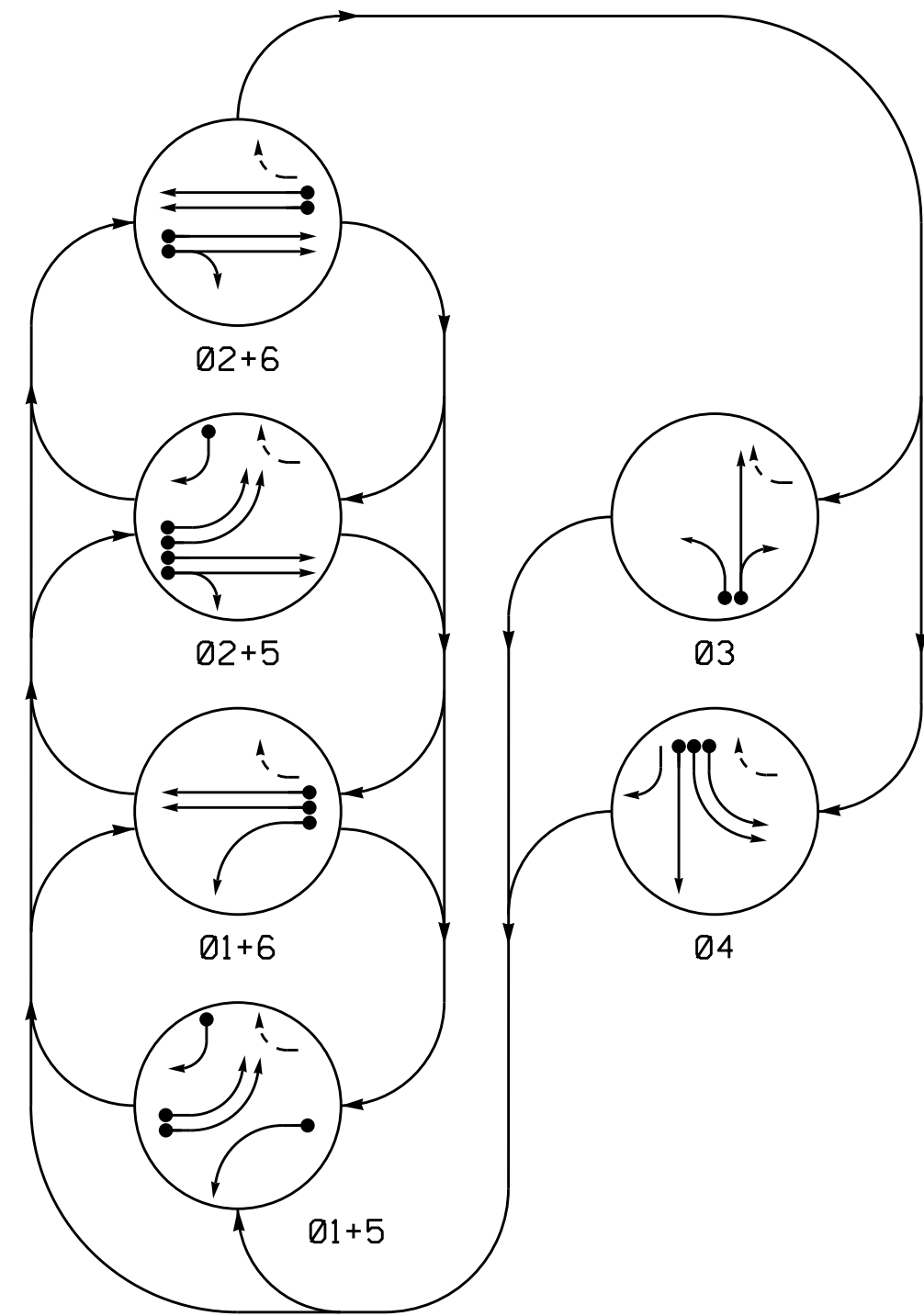


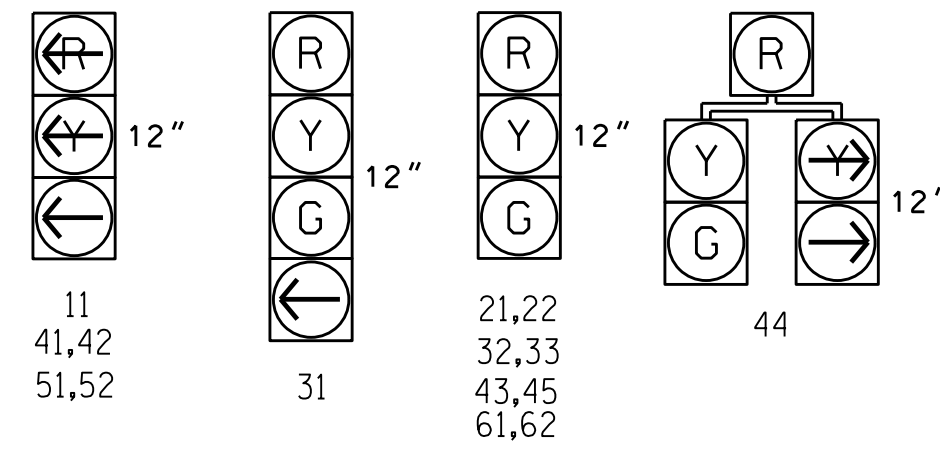
PHASING DIAGRAM



SIGNAL FACE	PHASE					
	Ø 1 + 5	Ø 2 + 5	Ø 2 + 6	Ø 3	Ø 4	F
11	←	←	←	←	←	←
21,22	R	R	G	G	R	R
31	R	R	R	R	G	R
32,33	R	R	R	R	G	R
41,42	←	←	←	←	←	←
43,45	R	R	R	R	R	G
44	←	←	←	←	←	←
51,52	←	←	←	←	←	←
61,62	R	G	R	G	R	R

SIGNAL FACE I.D.

All Heads L.E.D.



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

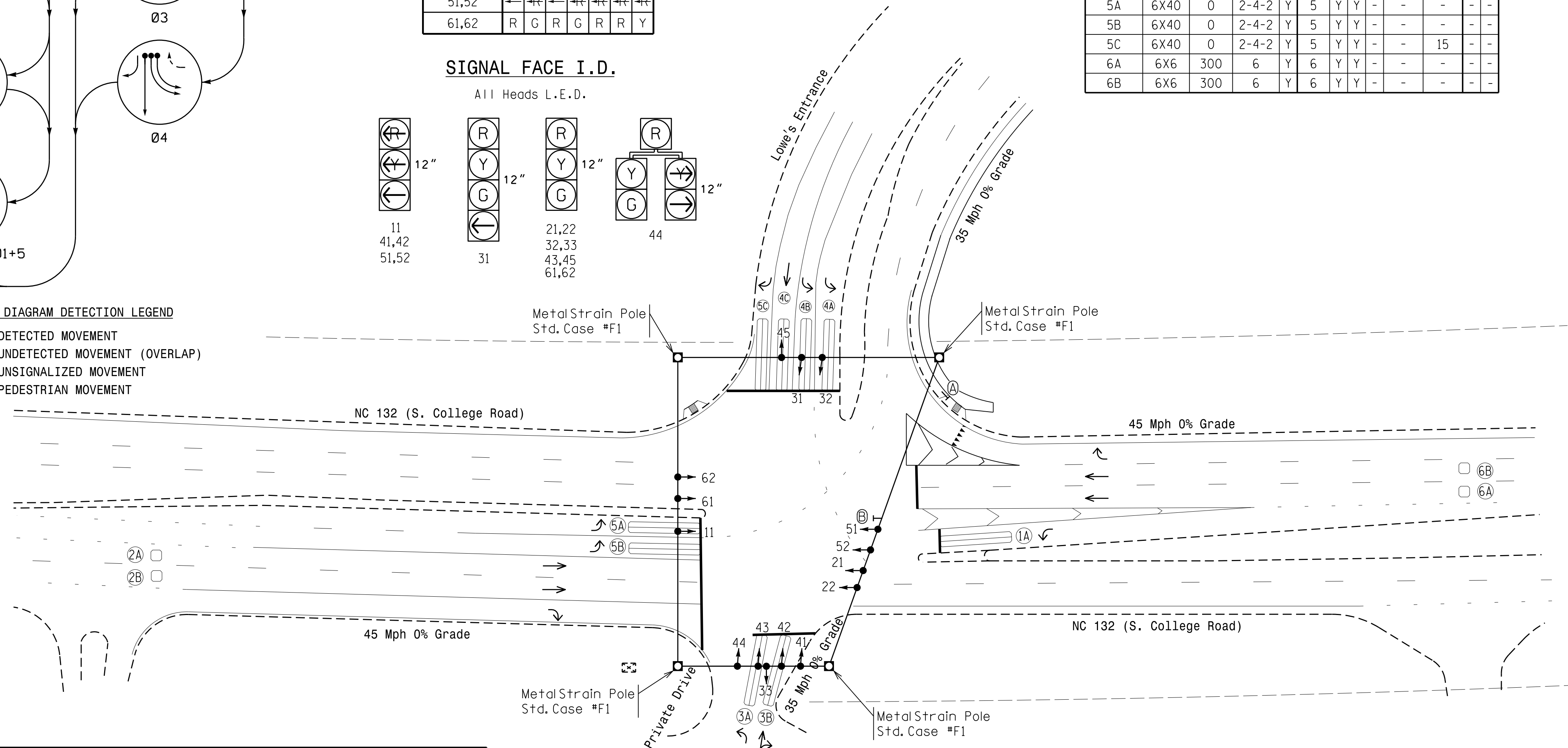
6 Phase Fully Actuated Wilmington Signal System

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- The order of phase 3 and phase 4 may be reversed.
- Set all detector units to presence mode.
- Pavement markings are existing.
- 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 # 0930.

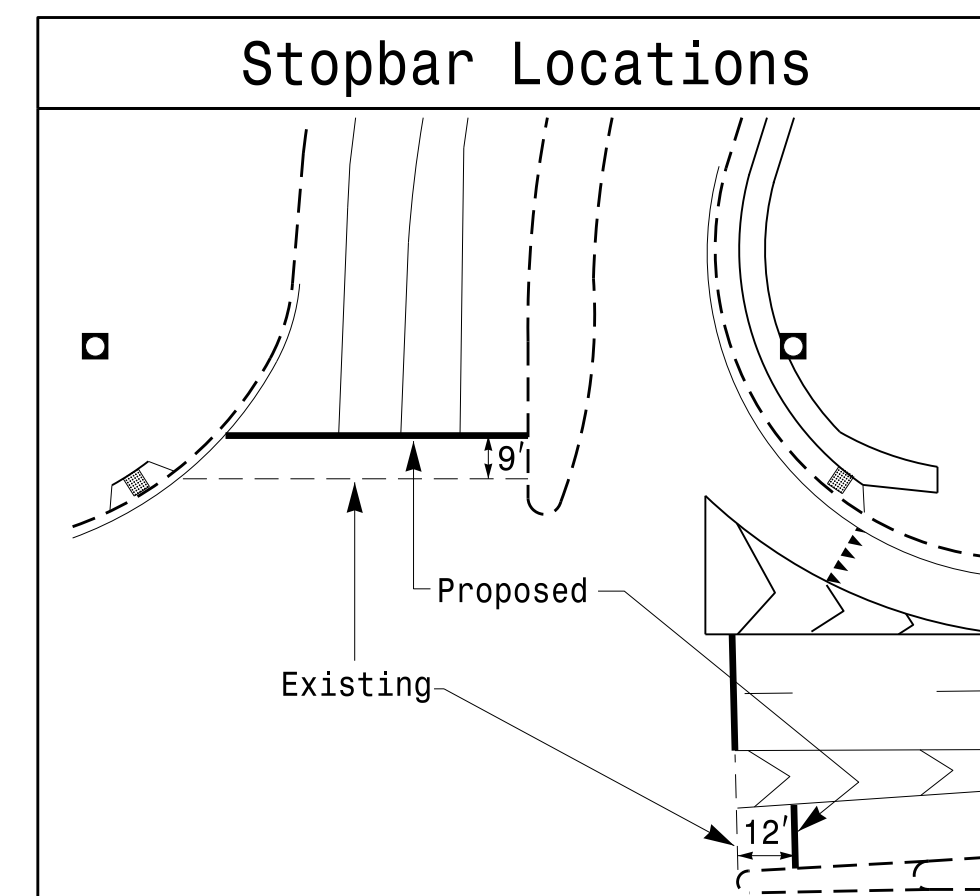
PHASING DIAGRAM DETECTION LEGEND

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



FEATURE	OASIS 2070 TIMING CHART					
	1	2	3	4	5	6
Min Green 1 *	5	12	5	5	5	12
Extension 1 *	2.0	6.0	2.0	2.0	2.0	6.0
Max Green 1 *	15	90	15	25	20	90
Yellow Clearance	3.0	4.5	3.8	3.8	3.0	4.5
Red Clearance	3.5	1.5	2.9	2.7	3.5	1.6
Walk 1 *	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-
Seconds Per Actuation *	-	1.5	-	-	-	1.5
Max Variable Initial *	-	46	-	-	-	46
Time Before Reduction *	-	15	-	-	-	15
Time To Reduction *	-	30	-	-	-	30
Minimum Gap	-	3.2	-	-	-	3.2
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW
Dual Entry	-	-	-	-	-	-
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

Signal Upgrade

Prepared In the Offices of:

NC 132 (S. College Road) at Lowe's Entrance and Private Drive
 Division 3 New Hanover County S. of Wilmington
 PLAN DATE: October 2017 REVIEWED BY: ZML
 PREPARED BY: Jeff Spence REVIEWED BY:
 SCALE: 1"=40'
 DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED
 SEAL
 ZACHARY M. LITTLE
 ENGINEER
 030530
 10/17/2017
 SIG. INVENTORY NO. 03-0930

06-06-2017 08:06 S:\IT\SASU\15_Signal\Signal Design_Section\Eastern Region\01-03\03-0930-0304030930_sig_den_2017mdd.dgn