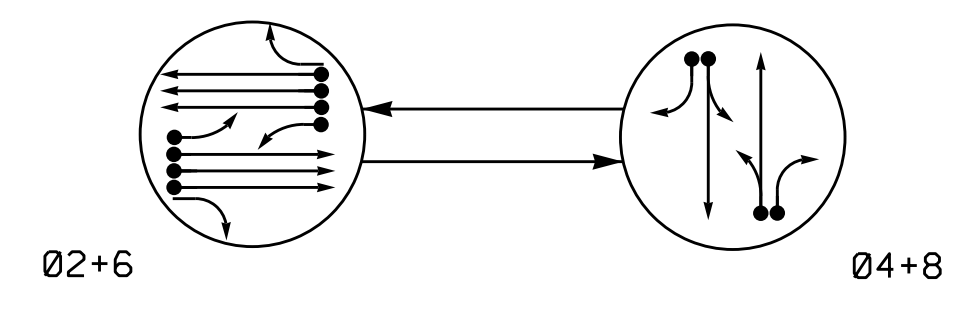


2 Phase Fully Actuated Wilmington Signal System

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

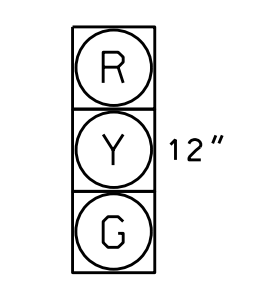
- ←● DETECTED MOVEMENT
- ← UNDETECTED MOVEMENT (OVERLAP)
- ←- UN SIGNALIZED MOVEMENT
- ←- - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	Ø 2+6	Ø 4+8	FLIGHT
21,22,23,24	G	R	Y
41,42	R	G	R
61,62,63,64	G	R	Y
81,82	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



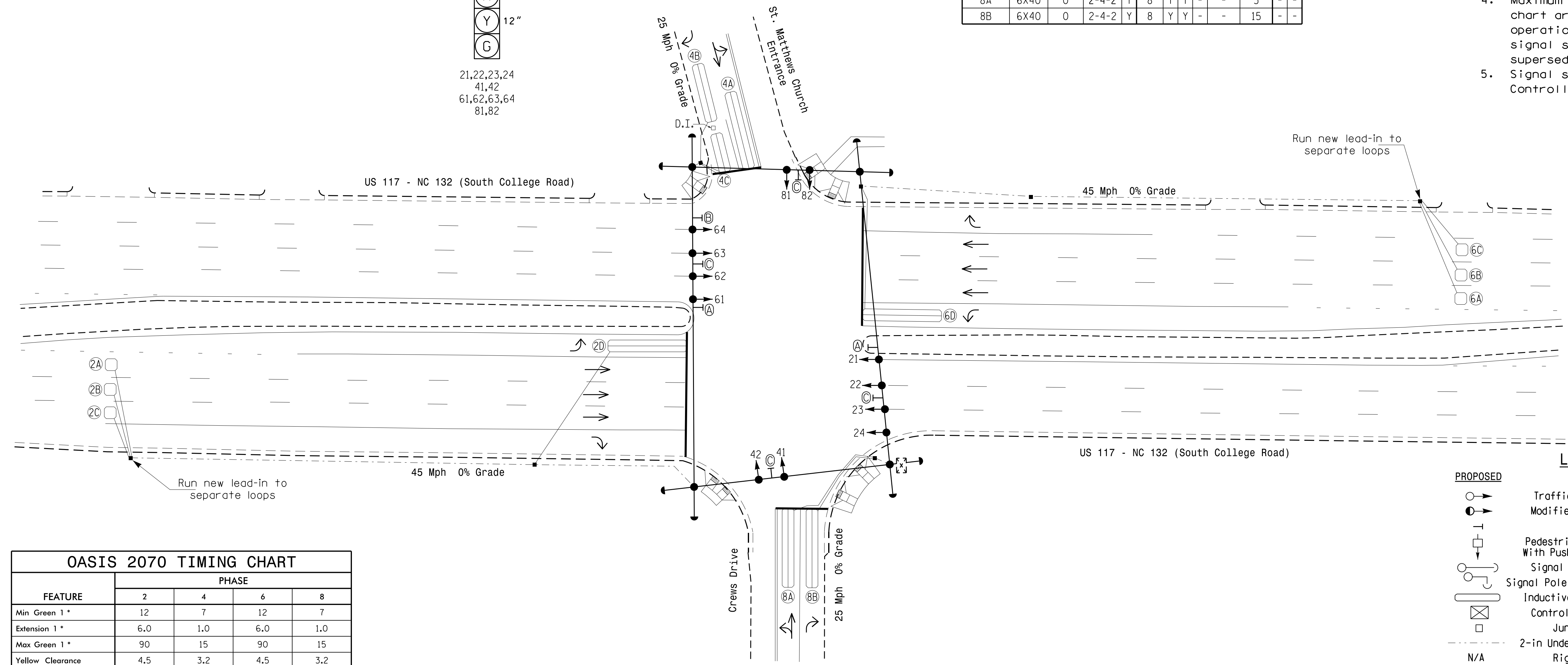
21,22,23,24  
41,42  
61,62,63,64  
81,82

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	INDUCTIVE LOOPS				DETECTOR PROGRAMMING							
	SIZE	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	-	-	-	-	-
2C	6X6	300	5	Y	2	Y	Y	-	-	-	-	-
2D	6X40	0	2-4-2	Y	2	Y	Y	Y	-	3	-	-
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	3	-	-
4B	6X30	30	2-4-2	Y	4	Y	Y	-	-	15	-	-
4C	6X20	0	2-4-2	Y	4	Y	Y	-	-	15	-	-
6A	6X6	300	5	Y	6	Y	Y	-	-	-	-	-
6B	6X6	300	5	Y	6	Y	Y	-	-	-	-	-
6C	6X6	300	5	Y	6	Y	Y	-	-	-	-	-
6D	6X40	0	2-4-2	Y	6	Y	Y	Y	-	3	-	-
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.
- 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 # 0234.



OASIS 2070 TIMING CHART

FEATURE	PHASE			
	2	4	6	8
Min Green 1 *	12	7	12	7
Extension 1 *	6.0	1.0	6.0	1.0
Max Green 1 *	90	15	90	15
Yellow Clearance	4.5	3.2	4.5	3.2
Red Clearance	1.6	3.5	1.6	3.7
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	1.2	-	1.2	-
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

\* 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 Traffic Signal Head		EXISTING Traffic Signal Head
	PROPOSED Modified Signal Head		EXISTING Modified Signal Head
	PROPOSED Sign		EXISTING Sign
	PROPOSED Pedestrian Signal Head		EXISTING Pedestrian Signal Head
	PROPOSED Signal Pole with Guy		EXISTING Signal Pole with Guy
	PROPOSED Signal Pole with Sidewalk Guy		EXISTING Signal Pole with Sidewalk Guy
	PROPOSED Inductive Loop Detector		EXISTING Inductive Loop Detector
	PROPOSED Controller & Cabinet		EXISTING Controller & Cabinet
	PROPOSED Junction Box		EXISTING Junction Box
	PROPOSED 2-in Underground Conduit		EXISTING 2-in Underground Conduit
	PROPOSED Right of Way		EXISTING Right of Way
	PROPOSED Directional Arrow		EXISTING Directional Arrow
	PROPOSED U-Turn "MUST YIELD" Sign (R3-27)		EXISTING U-Turn "MUST YIELD" Sign (R3-27)
	PROPOSED Right Arrow "ONLY" Sign (R3-5R)		EXISTING Right Arrow "ONLY" Sign (R3-5R)
	PROPOSED Street Sign		EXISTING Street Sign

Signal Upgrade

	US 117 - NC 132 (S College Rd) at Crews Drive / St. Matthews Church Entrance Division 3 New Hanover County Wilmington	
	PLAN DATE: September 2015 PREPARED BY: Jeff Spence	REVIEWED BY: PLA REVIEWED BY:
SCALE: 1"=30' 	REVISIONS:	INIT. DATE:
750 N. Greenfield Pkwy, Garner, NC 27529		10/27/15 DATE:
SIG. INVENTORY NO. 03-0234		SEAL

31-1485-2015-14529  
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 J. Spence