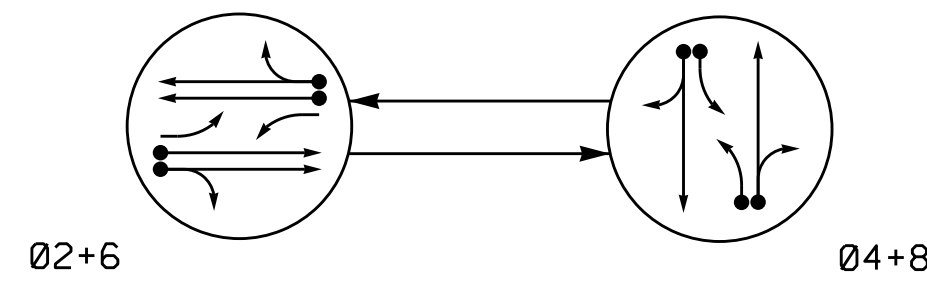


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

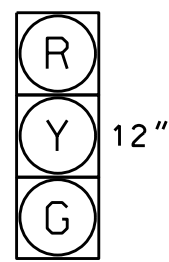
- ● DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

| SIGNAL FACE | PHASE | | |
|-------------|-------|------|--------|
| | 02+6 | 04+8 | FLIGHT |
| 21,22 | G | R | Y |
| 41,42 | R | G | R |
| 61,62 | G | R | Y |
| 81,82 | R | G | R |

SIGNAL FACE I.D.

All Heads L.E.D.



21,22
41,42
61,62
81,82

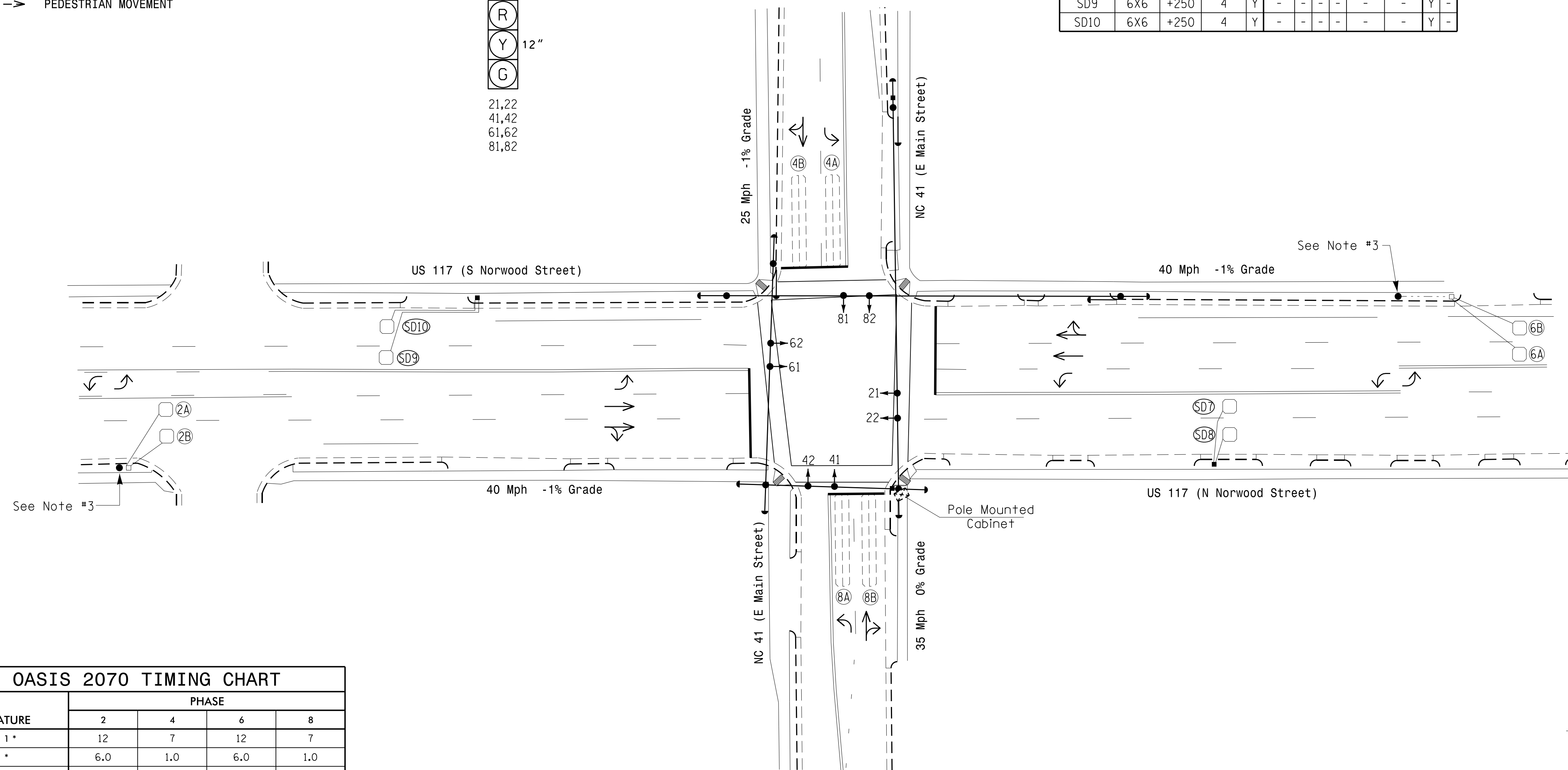
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

| 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 | 250 | 5 | Y | 2 | Y | Y | - | - | - | - | Y |
| 2B | 6X6 | 250 | 5 | Y | 2 | Y | Y | - | - | - | - | Y |
| 4A | 6X40 | 0 | 2-4-2 | - | 4 | Y | Y | - | - | 3 | - | - |
| 4B | 6X40 | 0 | 2-4-2 | - | 4 | Y | Y | - | - | 10 | - | - |
| 6A | 6X6 | 250 | 5 | Y | 6 | Y | Y | - | - | - | - | Y |
| 6B | 6X6 | 250 | 5 | Y | 6 | Y | Y | - | - | - | - | Y |
| 8A | 6X40 | 0 | 2-4-2 | - | 8 | Y | Y | - | - | 3 | - | - |
| 8B | 6X40 | 0 | 2-4-2 | - | 8 | Y | Y | - | - | 10 | - | - |
| SD7 | 6X6 | +205 | 3 | Y | - | - | - | - | - | - | Y | - |
| SD8 | 6X6 | +205 | 3 | Y | - | - | - | - | - | - | Y | - |
| SD9 | 6X6 | +250 | 4 | Y | - | - | - | - | - | - | Y | - |
| SD10 | 6X6 | +250 | 4 | Y | - | - | - | - | - | - | Y | - |

2 Phase Fully Actuated US 117 (Wallace) CLS

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.
- Run all lead-in cable overhead on existing utility poles where possible.
- 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.
- Closed loop system data: Controller Asset # 0138.



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 * | 60 | 30 | 60 | 30 |
| Yellow Clearance | 4.2 | 3.2 | 4.2 | 3.8 |
| Red Clearance | 1.1 | 2.4 | 1.2 | 1.7 |
| 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 | - | 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 | EXISTING |
|----------|----------|
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Signal Upgrade

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

750 N. Greenfield Pkwy, Garner, NC 27529

US 117 (Norwood Street) at NC 41 (E Main Street)

Division 3 Duplin County Wallace

PLAN DATE: February 2016 PREPARED BY: Jeff Spence REVIEWED BY: PLA

REVISIONS: _____ INIT. DATE: _____

SEAL

3/31/16

SIG. INVENTORY NO. 03-0138

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 J. Spence