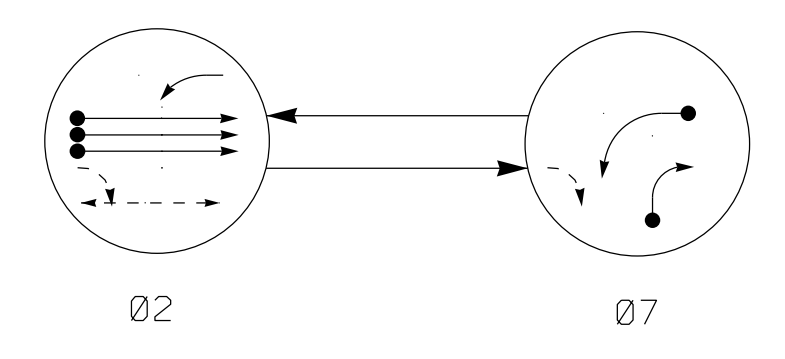
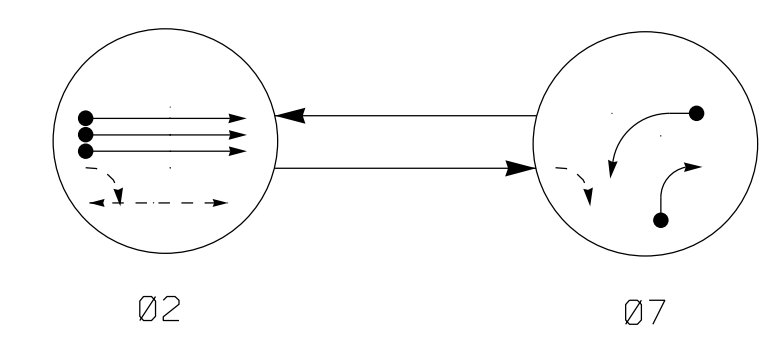


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



**PHASING DIAGRAM DETECTION LEGEND**

- DETECTED MOVEMENT
- ◄ UNDETECTED MOVEMENT (OVERLAP)
- ⋯ UNSIGNALIZED MOVEMENT
- ⇄ PEDESTRIAN MOVEMENT

DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02	07	F L S H
21, 22, 23, 24	G	R	Y
71	←	→	←
72, 73	R	→	R
P21, P22	W	DW	DRK

W - Walk  
DW - Don't Walk  
DRK - Dark

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02	07	F L S H
21, 22, 23, 24	G	R	Y
71	←	→	←
72, 73	R	→	R
P21, P22	W	DW	DRK

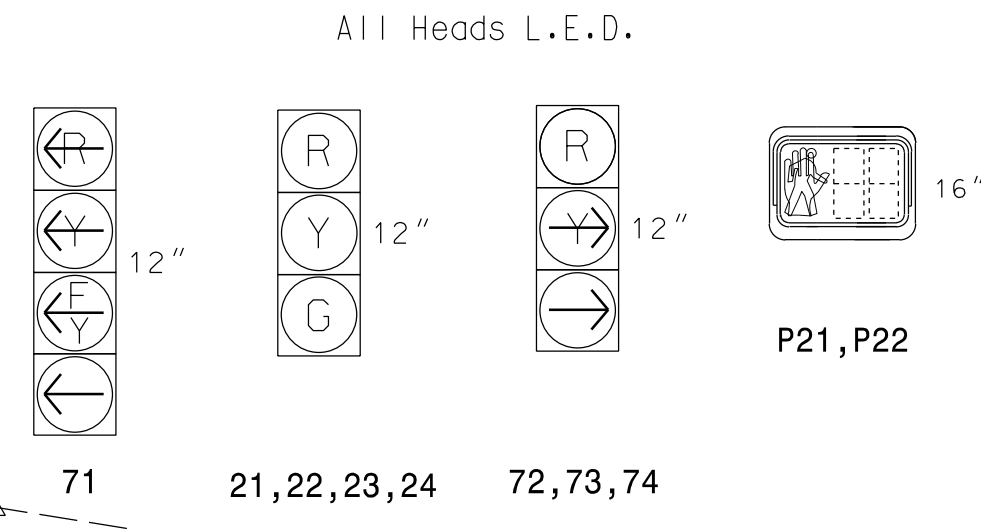
W - Walk  
DW - Don't Walk  
DRK - Dark

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD
				NEW LOOP	PHASE	CALLING	EXTENSION		
2A	6x6	300	5	Y	2	Y	Y	-	Y
2B	6x6	300	5	Y	2	Y	Y	-	Y
2C	6x6	300	5	Y	2	Y	Y	-	Y
7A	6x40	0	2-4-2	Y	7	Y	Y	-	*15
7B	6x40	0	2-4-2	Y	7	Y	Y	-	15

\* Disable delay during alternate phasing operation.

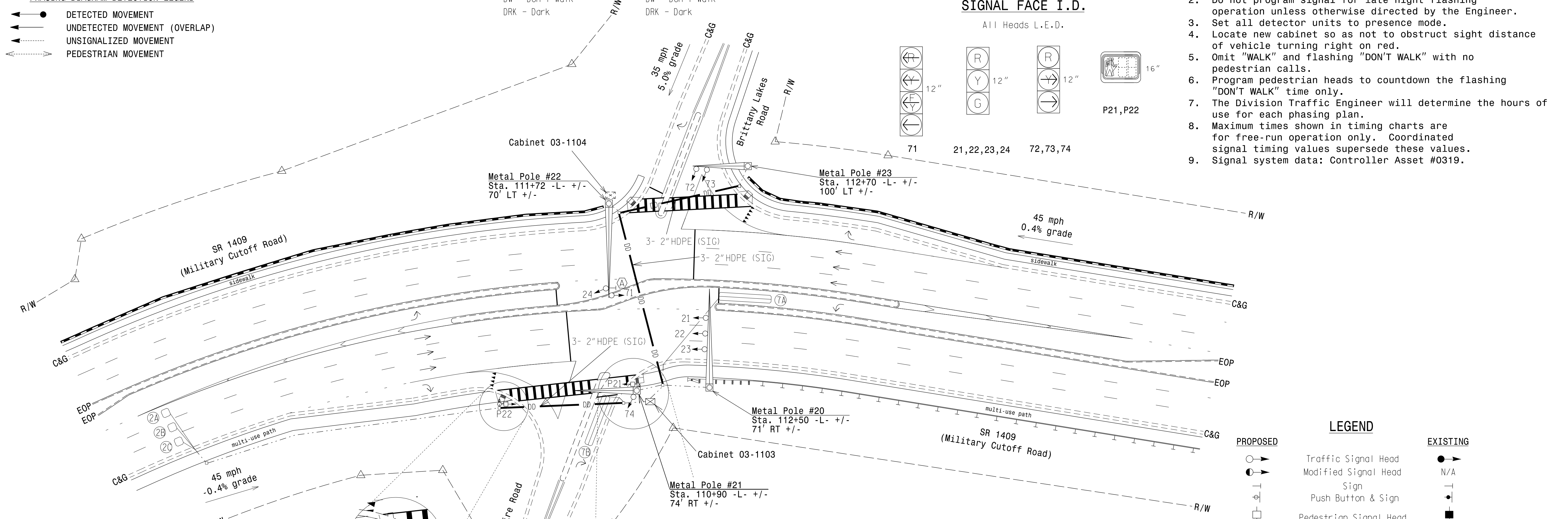
SIGNAL FACE I.D.



2 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. Set all detector units to presence mode.
4. Locate new cabinet so as not to obstruct sight distance of vehicle turning right on red.
5. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
6. Program pedestrian heads to countdown the flashing "DON'T WALK" time only.
7. The Division Traffic Engineer will determine the hours of use for each phasing plan.
8. Maximum times shown in timing charts are for free-run operation only. Coordinated signal timing values supersede these values.
9. Signal system data: Controller Asset #0319.



**OASIS 2070E TIMING CHART**

FEATURE	PHASE	
	2	7
Min Green 1 *	12	5
Extension 1 *	6.0	2.0
Max Green 1 *	100	30
Yellow Clearance	4.6	3.0
Red Clearance	1.2	3.6
Red Revert	2.0	2.0
Walk 1 *	4	-
Don't Walk 1	24	-
Seconds Per Actuation *	1.5	-
Max Variable Initial *	34	-
Time Before Reduction *	15	-
Time To Reduce *	30	-
Minimum Gap	3.0	-
Recall Mode	MIN RECALL	-
Vehicle Call Memory	YELLOW	-
Dual Entry	-	-
Simultaneous Gap	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	● → N/A
● → Modified Signal Head	○ → N/A
⊥ Sign	⊥ Sign
⊥ Push Button & Sign	⊥ Push Button & Sign
○ Pedestrian Signal Head	○ Pedestrian Signal Head
○ Metal Pole with Mastarm	○ Metal Pole with Mastarm
○ Signal & Pedestrian Pedestal	○ Signal & Pedestrian Pedestal
⊡ 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 Guardrail	— Guardrail
N/A Concrete Barrier	— Concrete Barrier
N/A Noise Wall	— Noise Wall
⊡ "U-TURN YIELD TO RIGHT TURN" Sign (R10-16)	⊡ "U-TURN YIELD TO RIGHT TURN" Sign (R10-16)

New Installation - Final Design

Northbound SR 1409 (Military Cutoff Road) at Lendire Road

Division 03 New Hanover County Wilmington

PLAN DATE: April 2017 REVIEWED BY: MB Toth

PREPARED BY: AM Encarnacion REVIEWED BY:

REVISIONS: INIT. DATE

ATKINS 1616 EAST MILLBROOK ROAD, SUITE 160 RALEIGH, NORTH CAROLINA 27609 (919) 876-8888 NCEES #F-0326

SCALE 1"=40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL NORTH CAROLINA PROFESSIONAL ENGINEER MELISSA B. TOOTH

6/6/2017

SIG. INVENTORY NO. 03-1103

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