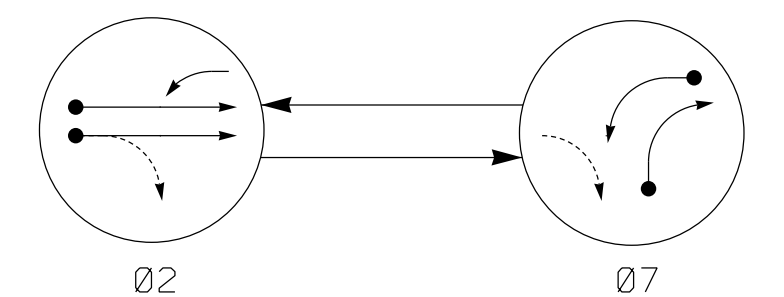


2 Phase Fully Actuated Wilmington Signal System

DEFAULT PHASING DIAGRAM

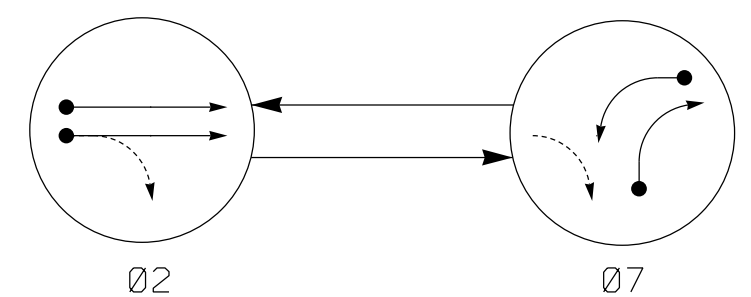


PHASING DIAGRAM DETECTION LEGEND
 ● DETECTED MOVEMENT
 ○ UNDETECTED MOVEMENT (OVERLAP)
 ○ UNSIGNALIZED MOVEMENT
 ○ PEDESTRIAN MOVEMENT

DEFAULT TABLE OF OPERATION

SIGNAL FACE	PHASE		
	2	7	F L S H
21, 22	G	R	Y
71	F	←	→
72, 73	R	→	R

ALTERNATE PHASING DIAGRAM

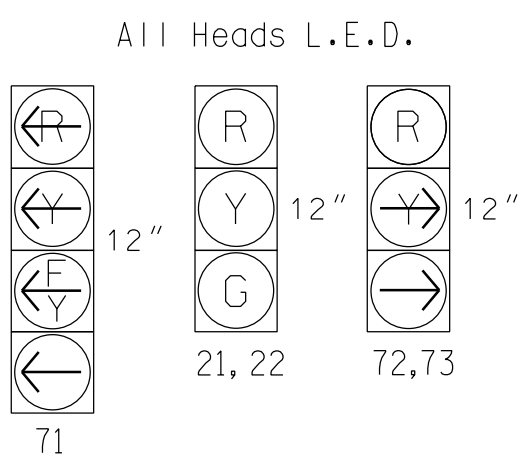


PHASING DIAGRAM DETECTION LEGEND
 ● DETECTED MOVEMENT
 ○ UNDETECTED MOVEMENT (OVERLAP)
 ○ UNSIGNALIZED MOVEMENT
 ○ PEDESTRIAN MOVEMENT

ALTERNATE TABLE OF OPERATION

SIGNAL FACE	PHASE		
	2	7	F L S H
21, 22	G	R	Y
71	←	→	F
72, 73	R	→	R

SIGNAL FACE I.D.



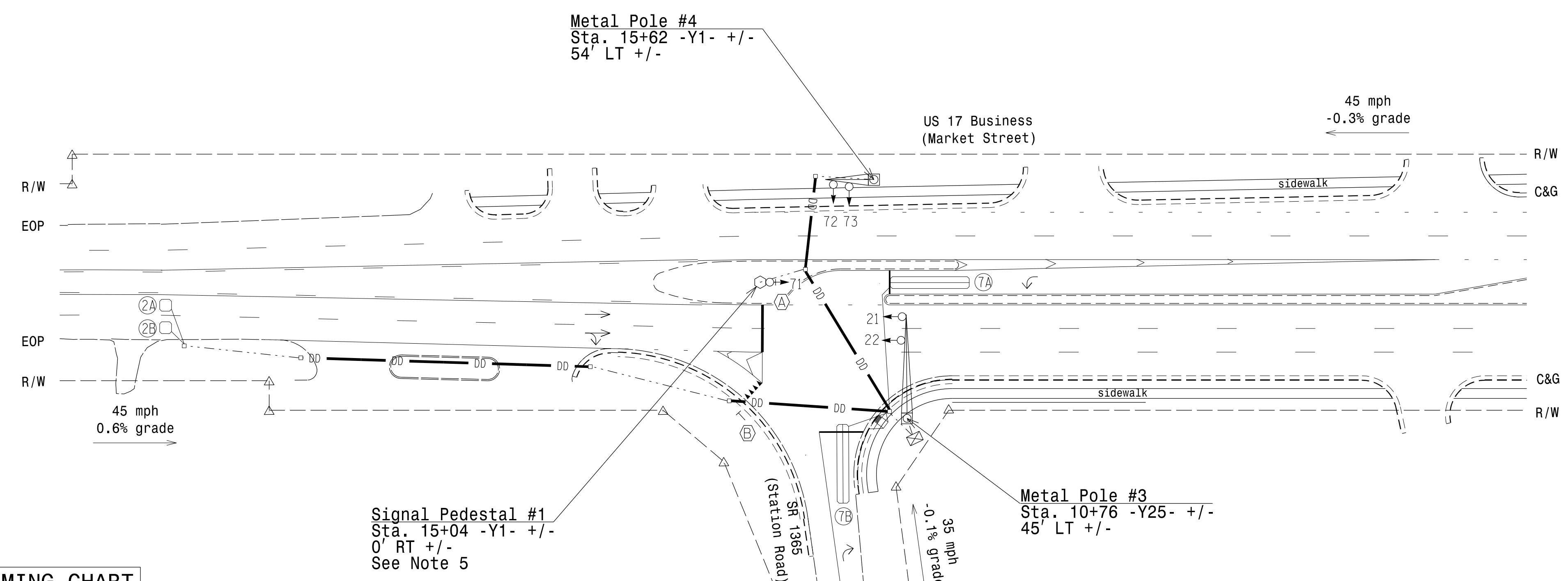
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

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

* Disable delay during Alternate Phasing Operation

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 sign distance of vehicle turning right on red.
5. Pedestal mounted signal head shall be a minimum of 8' above the high point of the roadway surface elevation.
6. Maximum times shown in timing charts are for free-run operation only. Coordinated signal system timing values supersede these values.
7. The Division Traffic Engineer will determine the hours of use for each phasing plan.
8. Signal system data: Controller Asset #0791



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	4.5	3.0
Red Clearance	1.0	3.2
Red Revert	2.0	2.0
Walk 1 *	-	-
Don't Walk 1	-	-
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
	N/A
	N/A

New Installation - Final Design DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

US 17 Business (Market Street) at SR 1365 (Station Road)
 Division 03 New Hanover county Wilmington

PLAN DATE: April 2017 REVIEWED BY: MB Toth
 PREPARED BY: LD Stouchko REVIEWED BY:

REVISIONS: INIT. DATE

SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 025892
 MILLISSA B. TOTH

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

06-JUN-2017 13:48
 D:\Projects\017101\017101.dgn
 U-4751 Millitary Cutoff#02-Signal (sig) (03-0791).dgn
 10/03/2017 10:03:53 AM
 LD Stouchko
 10/03/2017 10:03:53 AM