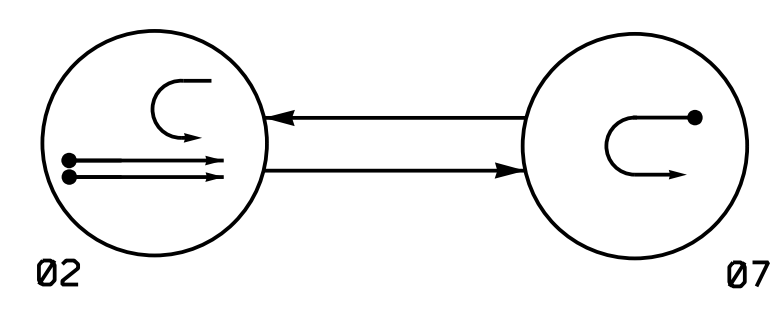
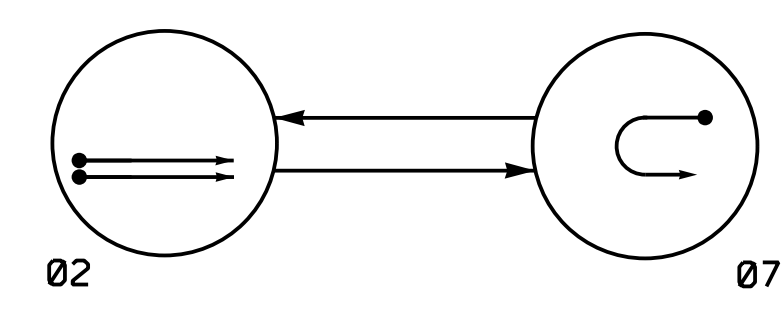


**DEFAULT PHASING DIAGRAM**



**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	FLASH
21,22	G	R	Y
71	Ⓜ	Ⓜ	Ⓜ

**ALTERNATE PHASING TABLE OF OPERATION**

SIGNAL FACE	PHASE		
	02	07	FLASH
21,22	G	R	Y
71	Ⓜ	Ⓜ	Ⓜ

**OASIS 2070 LOOP & DETECTOR INSTALLATION CHART**

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING					SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME			DELAY TIME
2A	6X6	300	4	Y	2	Y	Y	-	-	-	-	Y
2B	6X6	300	4	Y	2	Y	Y	-	-	-	-	Y
7A	6X40	0	2-4-2	Y	7	Y	Y	-	-	*10	-	Y

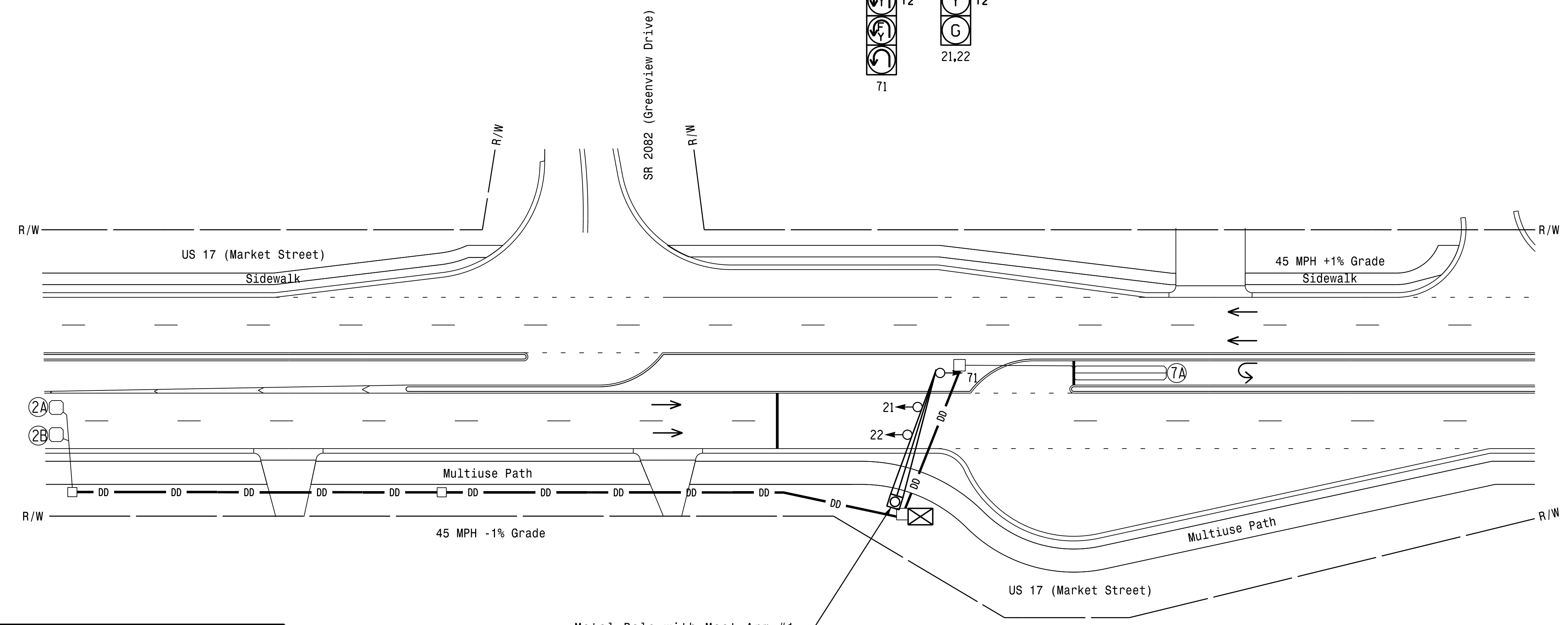
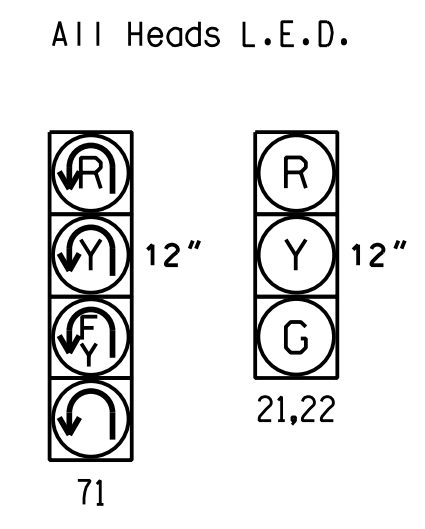
\* Reduce delay to 0 seconds during alternate phasing operation.

**2 Phase Fully Actuated Wilmington Signal System**

**NOTES**

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
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 vehicles turning right on red.
5. The Division Traffic Engineer will determine the hours of use for each phasing plan.
6. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
7. Signal system data: Controller Asset #1130

**SIGNAL FACE I.D.**



**OASIS 2070 TIMING CHART**

FEATURE	PHASE	
	2	7
Min Green 1 *	12	5
Extension 1 *	6.0	2.0
Max Green 1 *	90	20
Yellow Clearance	4.5	3.0
Red Clearance	2.0	2.8
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 phase 2 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

**LEGEND**

PROPOSED	EXISTING
○→ Traffic Signal Head Sign	●→ Traffic Signal Head Sign
□→ Pedestrian Signal Head With Push Button & Sign	■→ Pedestrian Signal Head With Push Button & Sign
⊗ 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
→ Directional Arrow	→ Directional Arrow
- - - - Directional Drill	- - - - Directional Drill
⊠ Metal Pole with Mastarm	⊠ Metal Pole with Mastarm

**New Installation**

**DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED**

<p>HNTB NORTH CAROLINA, P.C. 343 E. Six Forks Road, Suite 200 Raleigh, North Carolina 27609 NC License No: C-1554 (919) 546-8997</p>	<p>750 N. Greenfield Pkwy, Garner, NC 27529</p> <p>Prepared for: TRANSPORTATION MOBILITY AND SAFETY DIVISION UNIVERSITY OF NORTH CAROLINA SCHOOL OF TRANSPORTATION SIGNAL DESIGN SECTION</p>	<p>NB US 17 (Market Street) at U-Turn North of SR 2082 (Greenview Drive)</p> <p>Division 03 New Hanover Co. Wilmington</p> <p>PLAN DATE: February 2018 REVIEWED BY: A.D. Klinksiek</p> <p>PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons</p>	<p>SEAL</p> <p></p> <p>DocuSigned by: N. R. Simmons 8/1/2018</p> <p>SIGNATURE DATE</p> <p>SIG. INVENTORY NO. 03-1130</p>					
	<p>SCALE</p> <p>0 30</p> <p>1"=30'</p>	<table border="1"> <thead> <tr> <th>REVISIONS</th> <th>INIT.</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	REVISIONS	INIT.	DATE			
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