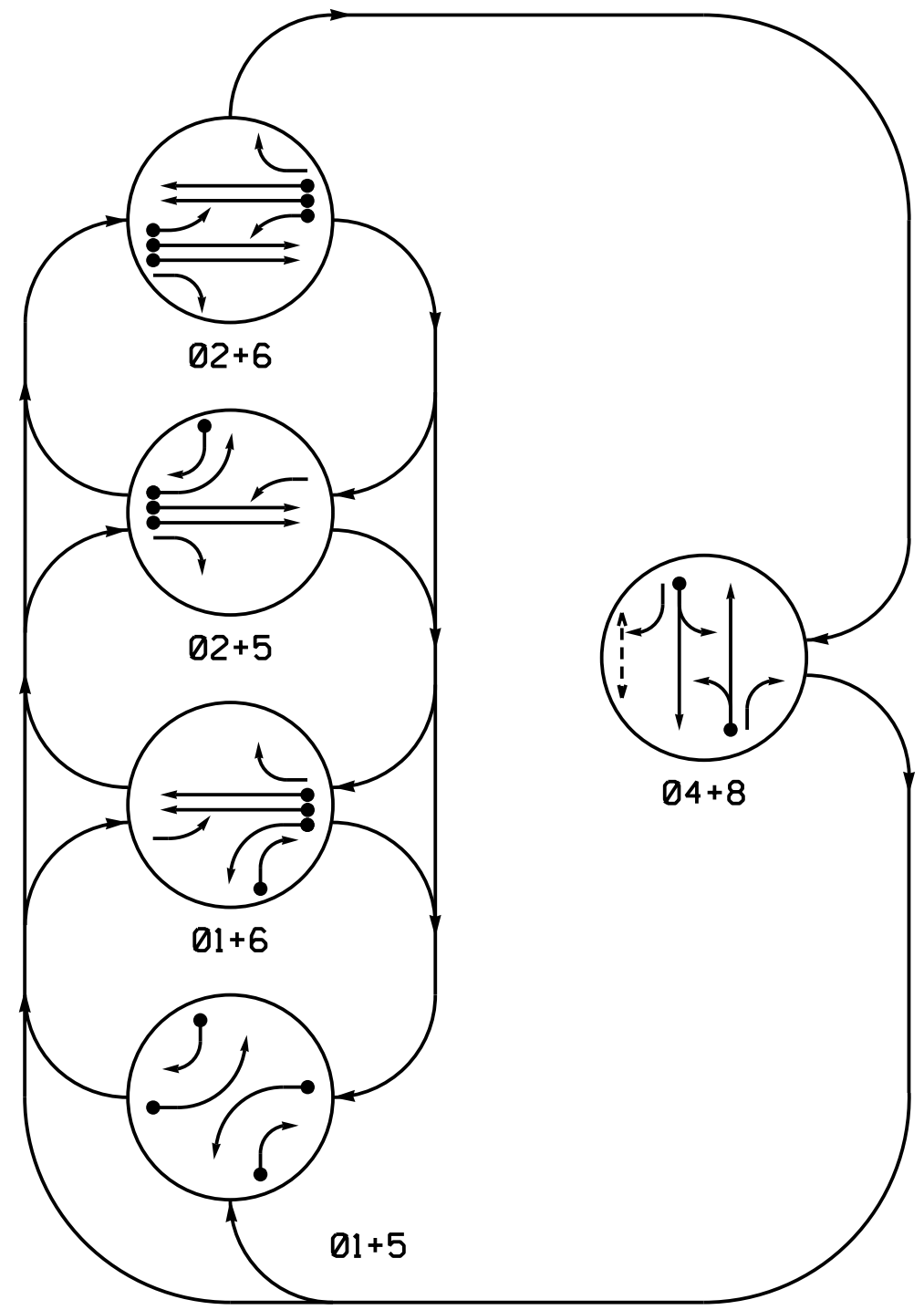
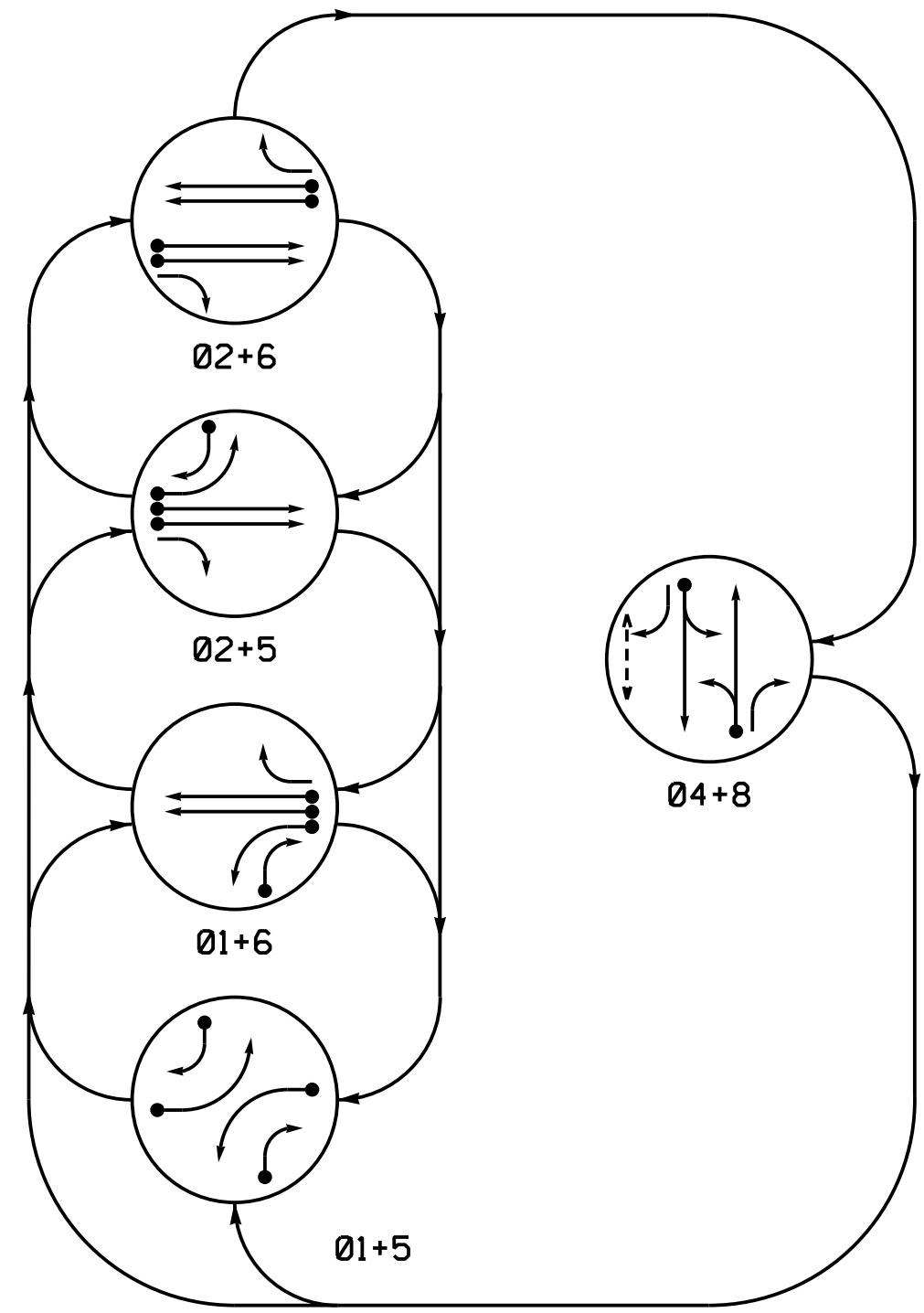


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE					FLASH
	01+5	01+6	02+5	02+6	04+8	
11	-	-	F	F	R	Y
21,22	R	R	G	G	R	Y
41,42	R	R	R	R	G	R
43	F	R	F	F	F	Y
51	-	F	F	F	R	Y
61,62	R	G	R	G	R	Y
81,82	R	R	R	R	G	R
83	F	F	R	R	F	R
P41,P42	DW	DW	DW	DW	W	DRK

ALTERNATE PHASING TABLE OF OPERATION

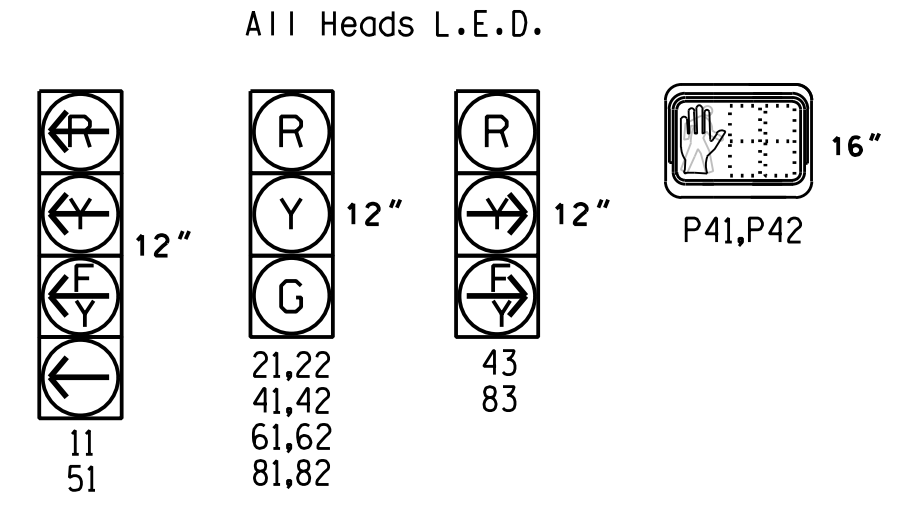
SIGNAL FACE	PHASE					FLASH
	01+5	01+6	02+5	02+6	04+8	
11	-	-	R	R	R	Y
21,22	R	R	G	G	R	Y
41,42	R	R	R	R	G	R
43	F	R	F	F	F	Y
51	-	R	R	R	R	Y
61,62	R	G	R	G	R	Y
81,82	R	R	R	R	G	R
83	F	F	R	R	F	R
P41,P42	DW	DW	DW	DW	W	DRK

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY				
1A	6X40	0	2-4-2	Y	1	Y	Y	-	-	*10	-	-
1B	6X40	0	2-4-2	Y	1	Y	Y	-	-	15	-	-
2A	6X6	300	5	Y	2	Y	Y	-	-	-	-	-
2B	6X6	300	5	Y	2	Y	Y	-	-	-	-	-
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	-	-	-
5A	6X40	0	2-4-2	Y	5	Y	Y	-	-	*10	-	-
5B	6X40	0	2-4-2	Y	5	Y	Y	-	-	15	-	-
6A	6X6	300	5	Y	6	Y	Y	-	-	-	-	-
6B	6X6	300	5	Y	6	Y	Y	-	-	-	-	-
8A	6X40	0	2-4-2	Y	8	Y	Y	-	-	-	-	-

* Reduce delay to 3 seconds during alternate phasing operation.
 ** Disable phase 2 or 6 call for loops 1A and 5A during alternate phasing operation.

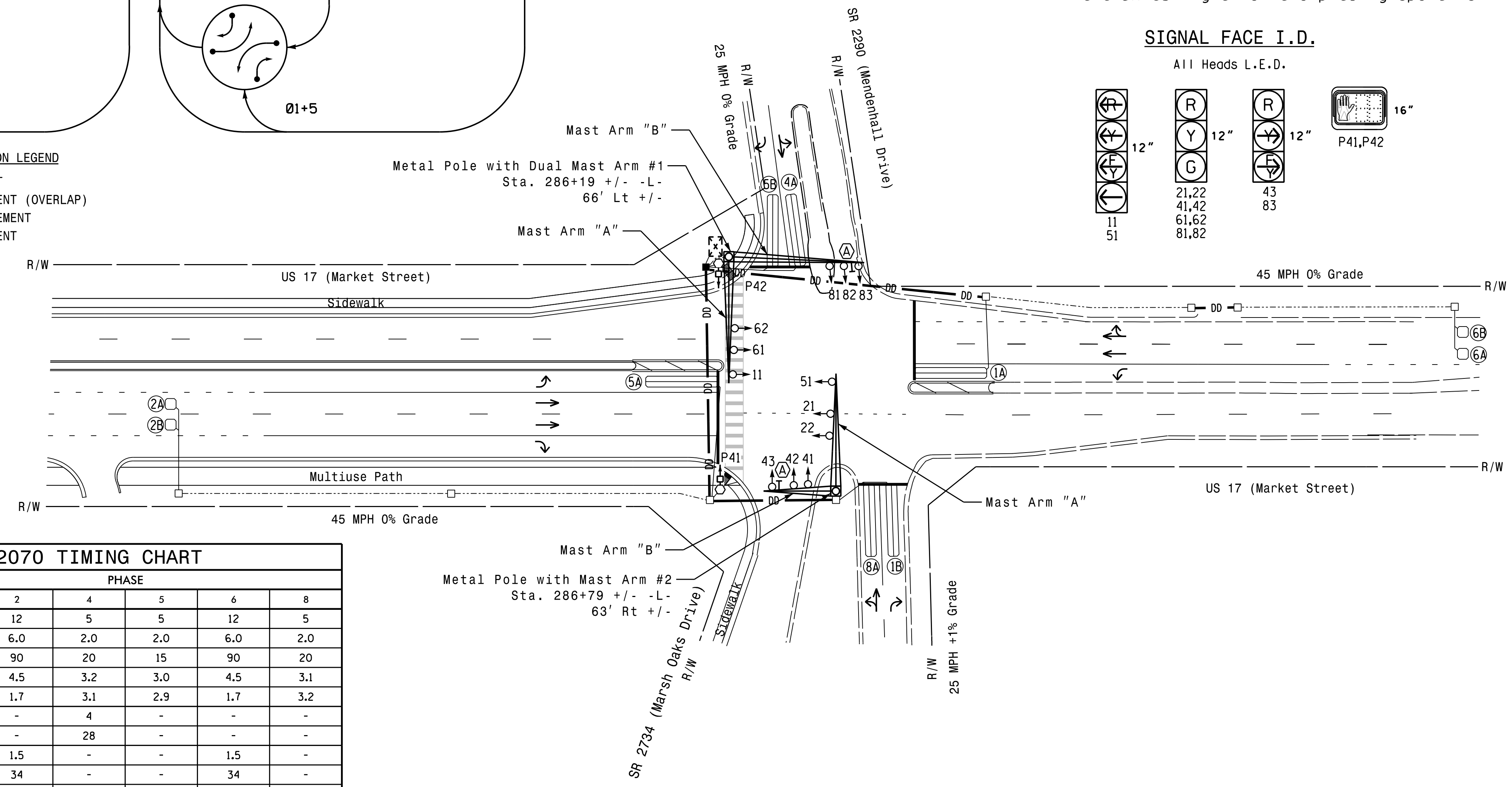
SIGNAL FACE I.D.



5 Phase Fully Actuated Wilmington Signal System

NOTES

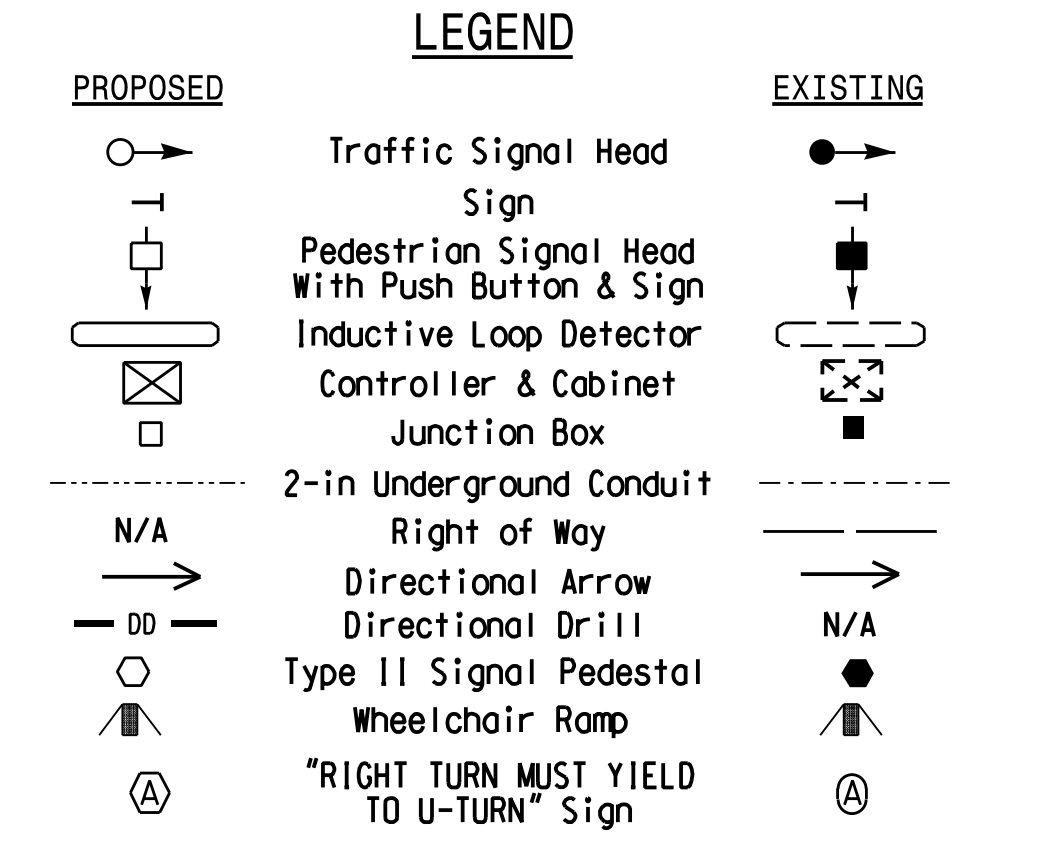
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or 5 may be lagged.
4. Set all detector units to presence mode.
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. All pedestrian pushbuttons shall be located in the field by the Division Traffic Engineer before installation.
8. The Division Traffic Engineer will determine the hours of use for each phasing plan.
9. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
10. Signal system data: Controller Asset #1027



OASIS 2070 TIMING CHART

FEATURE	PHASE						
	1	2	4	5	6	8	
Min Green 1 *	5	12	5	5	12	5	
Extension 1 *	2.0	6.0	2.0	2.0	6.0	2.0	
Max Green 1 *	15	90	20	15	90	20	
Yellow Clearance	3.0	4.5	3.2	3.0	4.5	3.1	
Red Clearance	2.8	1.7	3.1	2.9	1.7	3.2	
Walk 1 *	-	-	4	-	-	-	
Don't Walk 1	-	-	28	-	-	-	
Seconds Per Actuation *	-	1.5	-	-	1.5	-	
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	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.

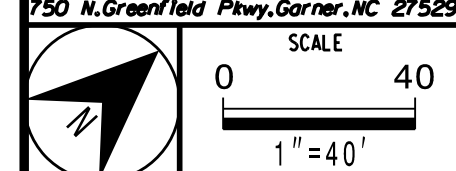


Signal Upgrade - Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

	US 17 (Market Street) at SR 2734 (Marsh Oaks Drive) / SR 2290 (Mendenhall Drive)		
	Division 03 New Hanover Co. Wilmington PLAN DATE: February 2018 PREPARED BY: A.H. Thornburg	REVIEWED BY: A.D. Klinksiek REVIEWED BY: N.R. Simmons	

HNTB
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DocuSigned by:
 Notisha R. Simmons 8/1/2018
 SIGNATURE DATE
 SIG. INVENTORY NO. 03-1027