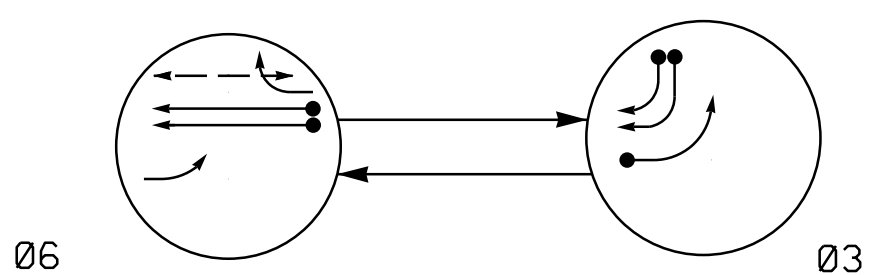
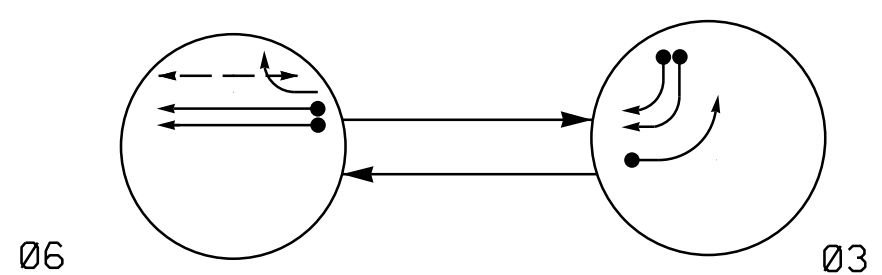


**DEFAULT PHASING DIAGRAM**



**ALTERNATE PHASING DIAGRAM**



**PHASING DIAGRAM DETECTION LEGEND**

- ←●→ DETECTED MOVEMENT
- ←○→ UNDETECTED MOVEMENT (OVERLAP)
- ←- - -→ UNSIGNALIZED MOVEMENT
- ←- - -> PEDESTRIAN MOVEMENT

**DEFAULT PHASING TABLE OF OPERATION**

SIGNAL FACE	PHASE		
	06	03	F
31,32	Y	←	Y
33,34,35	R	→	R
61,62,63	G	R	Y
P61,P62	W	DW	DRK

**ALTERNATE PHASING TABLE OF OPERATION**

SIGNAL FACE	PHASE		
	06	03	F
31,32	←	Y	Y
33,34,35	R	→	R
61,62,63	G	R	Y
P61,P62	W	DW	DRK

**OASIS 2070 LOOP & DETECTOR INSTALLATION CHART**

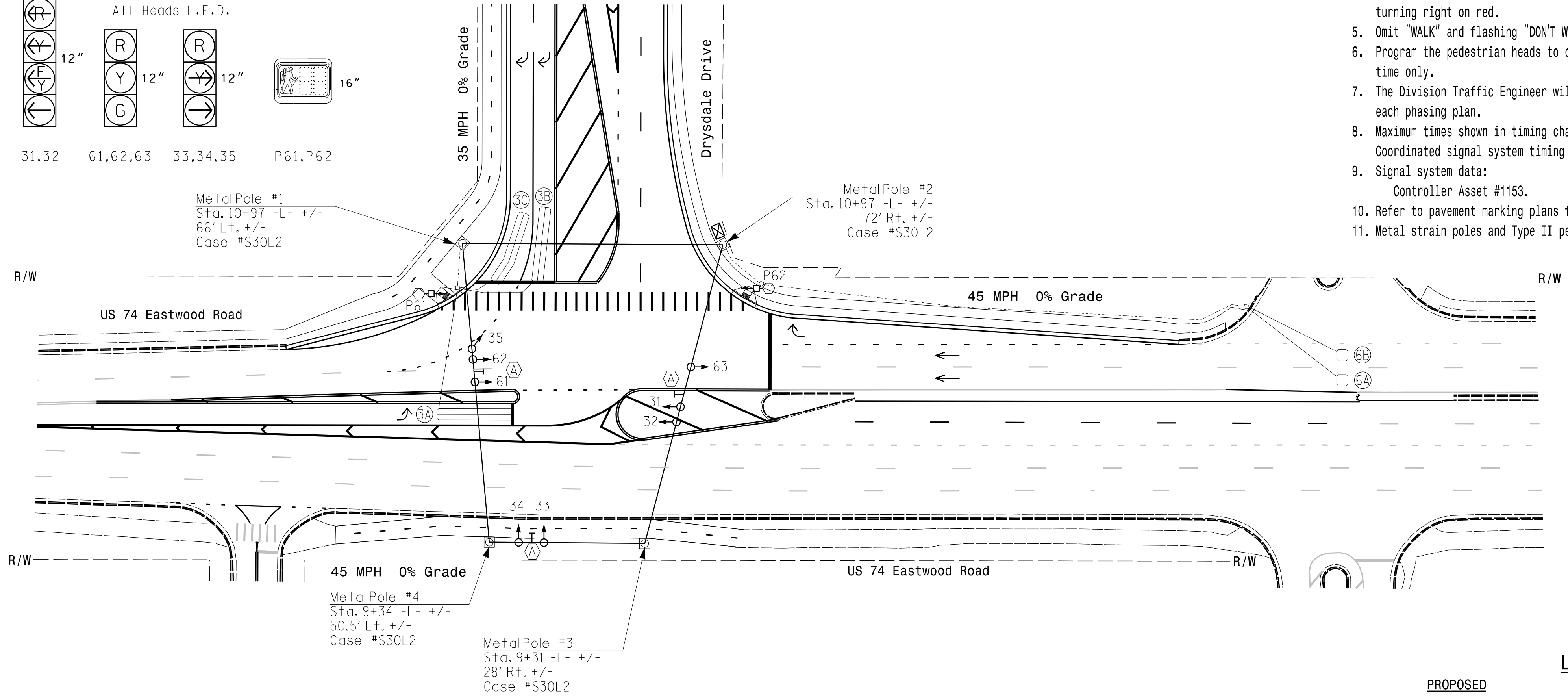
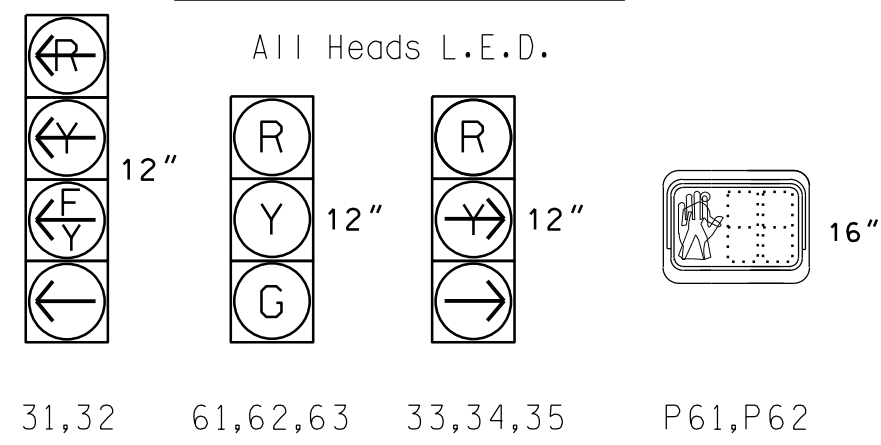
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY				
3A	6X40	0	2-4-2	Y	3	Y	Y	-	-	+10	-	Y
3B	6X40	0	2-4-2	Y	3	Y	Y	-	-	15	-	Y
3C	6X40	0	2-4-2	Y	3	Y	Y	-	-	15	-	Y
6A	6X6	300	5	Y	6	Y	Y	-	-	-	-	Y
6B	6X6	300	5	Y	6	Y	Y	-	-	-	-	Y

\* Disable Delay During Alternate Phasing Operation.

**2 Phase Fully Actuated (Wilmington Signal System)**

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018, "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program the pedestrian heads to countdown the flashing "DON'T WALK" time only.
- The Division Traffic Engineer will determine the hours of use for each phasing plan.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Signal system data:  
Controller Asset #1153.
- Refer to pavement marking plans for stop bar and crosswalk location.
- Metal strain poles and Type II pedestals shall be black powder-coated.

**SIGNAL FACE I.D.**

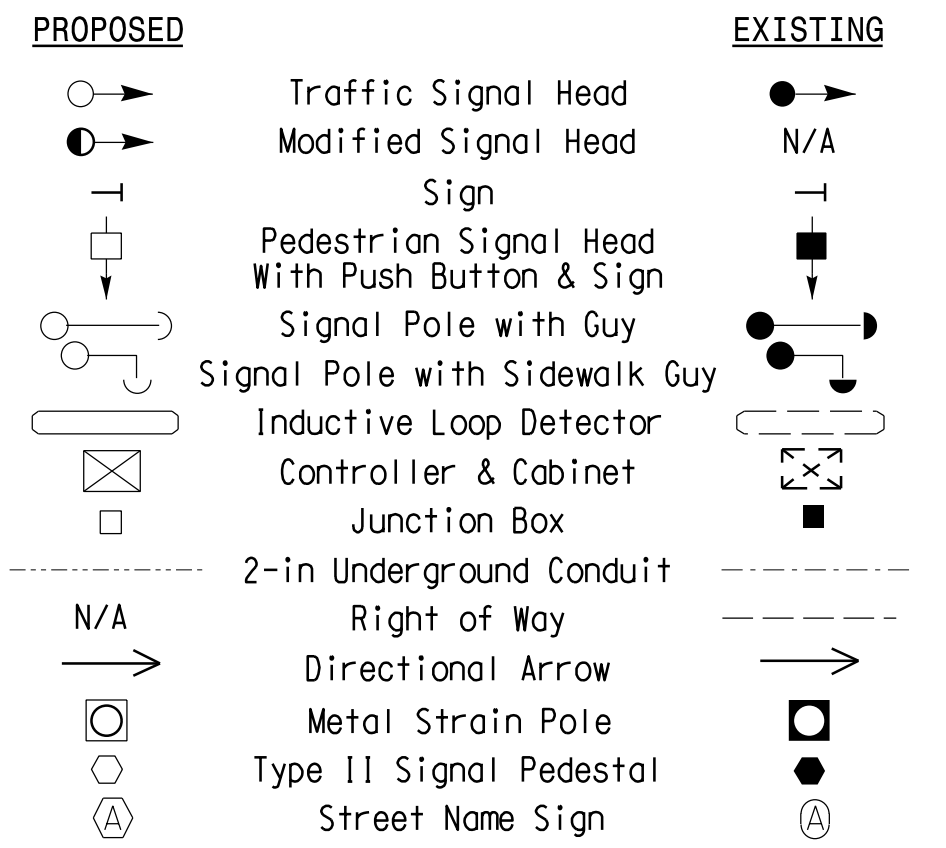


**OASIS 2070 TIMING CHART**

FEATURE	PHASE	
	3	6
Min Green 1 *	5	12
Extension 1 *	2.0	6.0
Max Green 1 *	15	90
Yellow Clearance	3.0	4.5
Red Clearance	3.2	2.2
Walk 1 *	-	7
Don't Walk 1	-	40
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 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

**LEGEND**



**New Installation**

Prepared for:  
  
 TRANSPORTATION MOBILITY AND SAFETY DIVISION  
 STATE OF NORTH CAROLINA  
 Signal Design Section  
 750 N. Greenfield Pkwy, Garner, NC 27529  
 SCALE: 0 40  
 1" = 40'

**US 74 (Eastwood Road) at Drysdale Drive**  
 Division 3 New Hanover County Wilmington  
 PLAN DATE: November 2021 REVIEWED BY: WJ Hamilton  
 PREPARED BY: A. Andrews RKA PROJ. NO.: 19258 (040)  
 REVISIONS: INIT. DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL  
  
 William J. Hamilton  
 11/08/2021  
 SIG. INVENTORY NO. 03-1153

