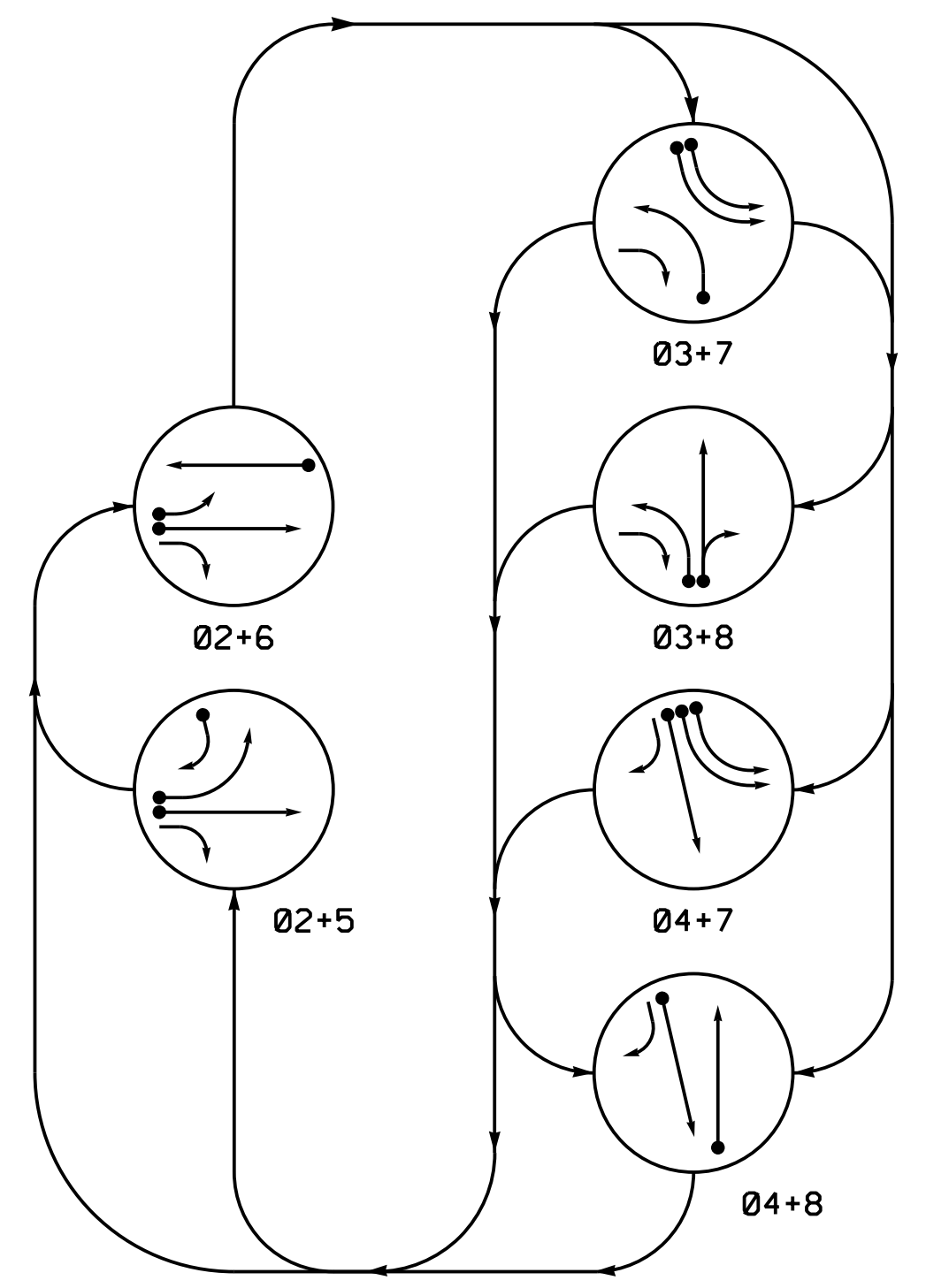
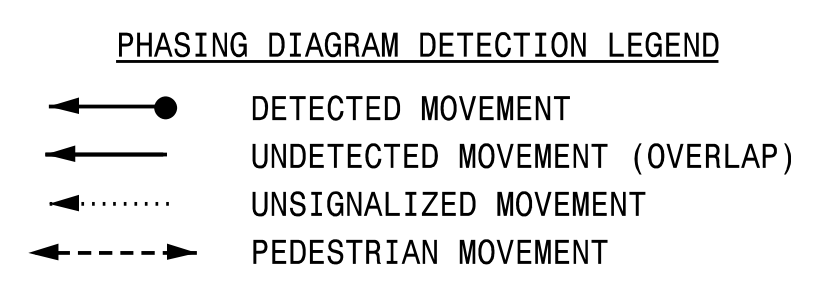


DEFAULT PHASING DIAGRAM

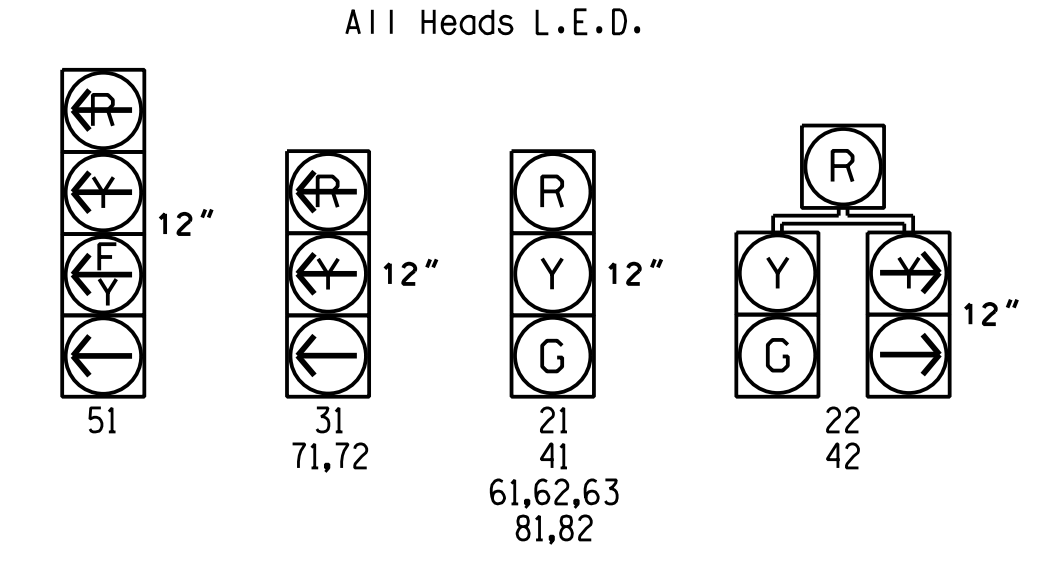


DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE							
	02+5	02+6	03+7	03+8	04+7	04+8	F	Y
21	G	G	R	R	R	R	Y	
22	G	G	R	R	R	R	Y	
31	R	R					R	R
41	R	R	R	R	G	G	R	
42	R	R	R	R	G	G	R	
51		F	R	R	R	R	Y	
61,62,63	R	G	R	R	R	R	Y	
71,72	R	R					R	R
81,82	R	R	R	G	R	G	R	



SIGNAL FACE I.D.



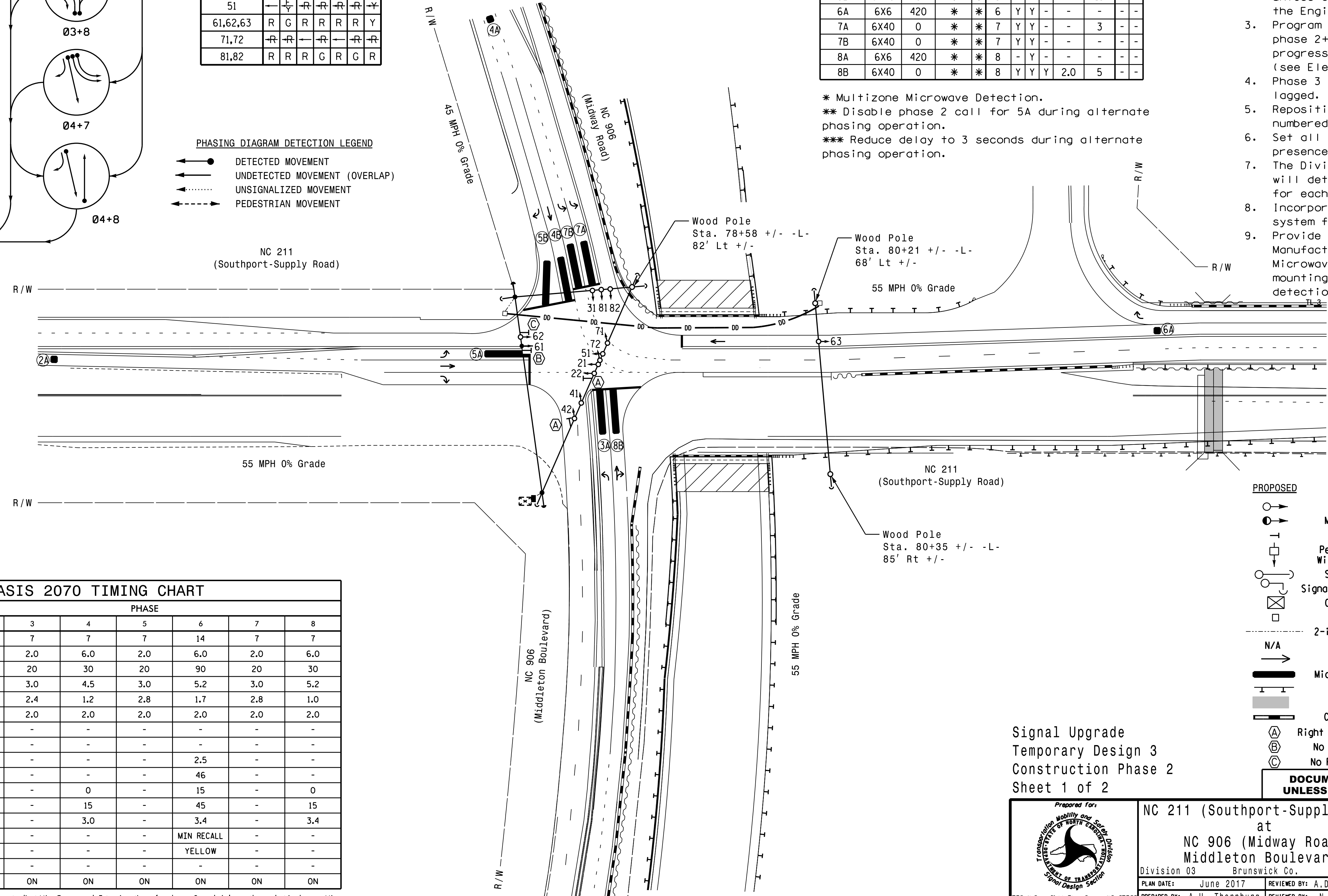
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING								
				NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A	6X6	420	*	*	2	Y	Y	-	-	-	-	-
3A	6X40	0	*	*	3	Y	Y	-	-	-	-	-
4A	6X6	300	*	*	4	-	Y	-	-	-	-	-
4B	6X40	0	*	*	4	Y	Y	Y	2.0	5	-	-
5A	6X40	0	*	*	5	Y	Y	-	-	***15	-	-
5B	6X40	0	*	*	**2	Y	Y	Y	-	3	-	-
6A	6X6	420	*	*	6	Y	Y	-	-	-	-	-
7A	6X40	0	*	*	7	Y	Y	-	-	3	-	-
7B	6X40	0	*	*	7	Y	Y	-	-	-	-	-
8A	6X6	420	*	*	8	-	Y	-	-	-	-	-
8B	6X40	0	*	*	8	Y	Y	Y	2.0	5	-	-

* Multizone Microwave Detection.
 ** Disable phase 2 call for 5A during alternate phasing operation.
 *** Reduce delay to 3 seconds during alternate phasing operation.

6 Phase Fully Actuated Isolated

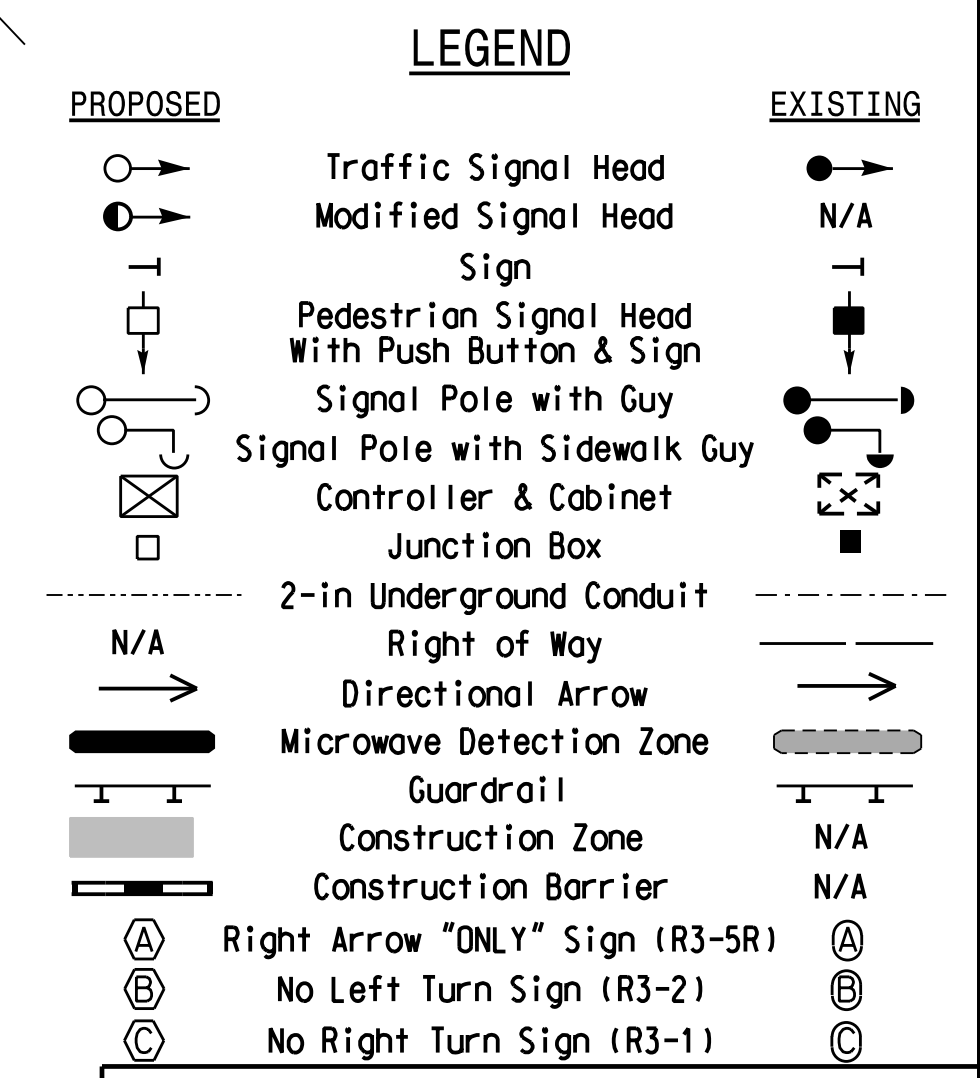
- NOTES**
- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
 - Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
 - Program controller to clear from phase 2+6 to phase 2+5 by progressing through phase 4+8 (see Electrical Details).
 - Phase 3 and/or phase 7 may be lagged.
 - Reposition existing signal head numbered 61.
 - Set all detector units to presence mode.
 - The Division Traffic Engineer will determine the hours of use for each phasing plan.
 - Incorporate Microwave Detection system for vehicle detection.
 - Provide the Engineer with the Manufacturer's approved Microwave Detection locations and mounting heights to obtain detection zones as shown.



OASIS 2070 TIMING CHART

FEATURE	PHASE							
	2	3	4	5	6	7	8	
Min Green 1 *	14	7	7	7	14	7	7	
Extension 1 *	6.0	2.0	6.0	2.0	6.0	2.0	6.0	
Max Green 1 *	90	20	30	20	90	20	30	
Yellow Clearance	5.2	3.0	4.5	3.0	5.2	3.0	5.2	
Red Clearance	1.7	2.4	1.2	2.8	1.7	2.8	1.0	
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Walk 1 *	-	-	-	-	-	-	-	
Don't Walk 1	-	-	-	-	-	-	-	
Seconds Per Actuation *	2.5	-	-	-	2.5	-	-	
Max Variable Initial *	46	-	-	-	46	-	-	
Time Before Reduction *	15	-	0	-	15	-	0	
Time To Reduce *	45	-	15	-	45	-	15	
Minimum Gap	3.4	-	3.0	-	3.4	-	3.4	
Recall Mode	MIN RECALL	-	-	-	MIN RECALL	-	-	
Vehicle Call Memory	YELLOW	-	-	-	YELLOW	-	-	
Dual Entry	-	-	-	-	-	-	-	
Simultaneous Gap	ON	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
 Temporary Design 3
 Construction Phase 2
 Sheet 1 of 2

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>	NC 211 (Southport-Supply Road) at NC 906 (Middleton Road/ Middleton Boulevard) Division 03 Brunswick Co. Southport PLAN DATE: June 2017 REVIEWED BY: A.D. Klinksiek PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons	SEAL NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 031464 NATASHA R. SIMMONS ENGINEER
	SCALE 0 50 1"=50'	REVISIONS INIT. DATE SIGNATURE DATE 9/10/2021 SIG. INVENTORY NO. 03-090173