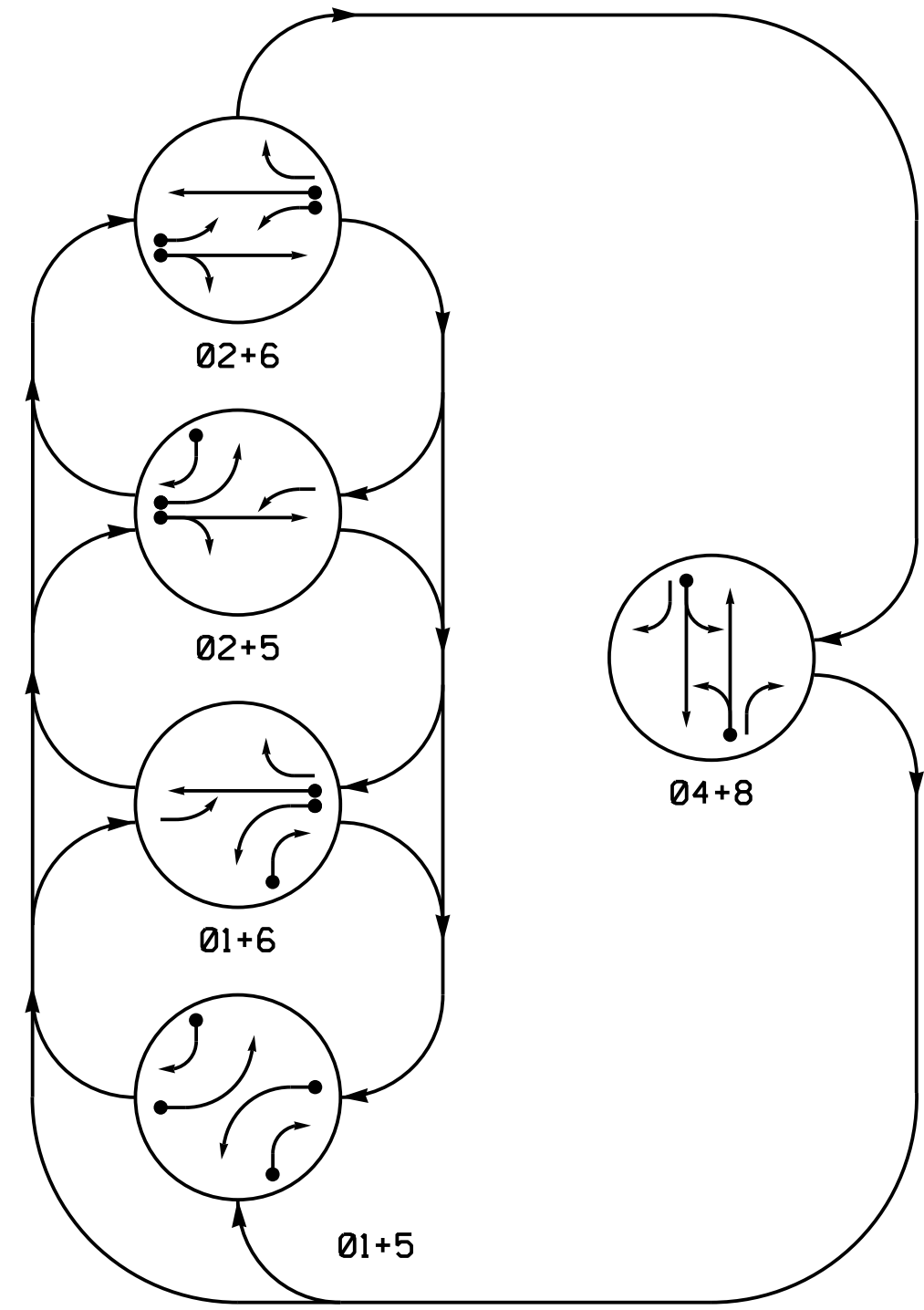
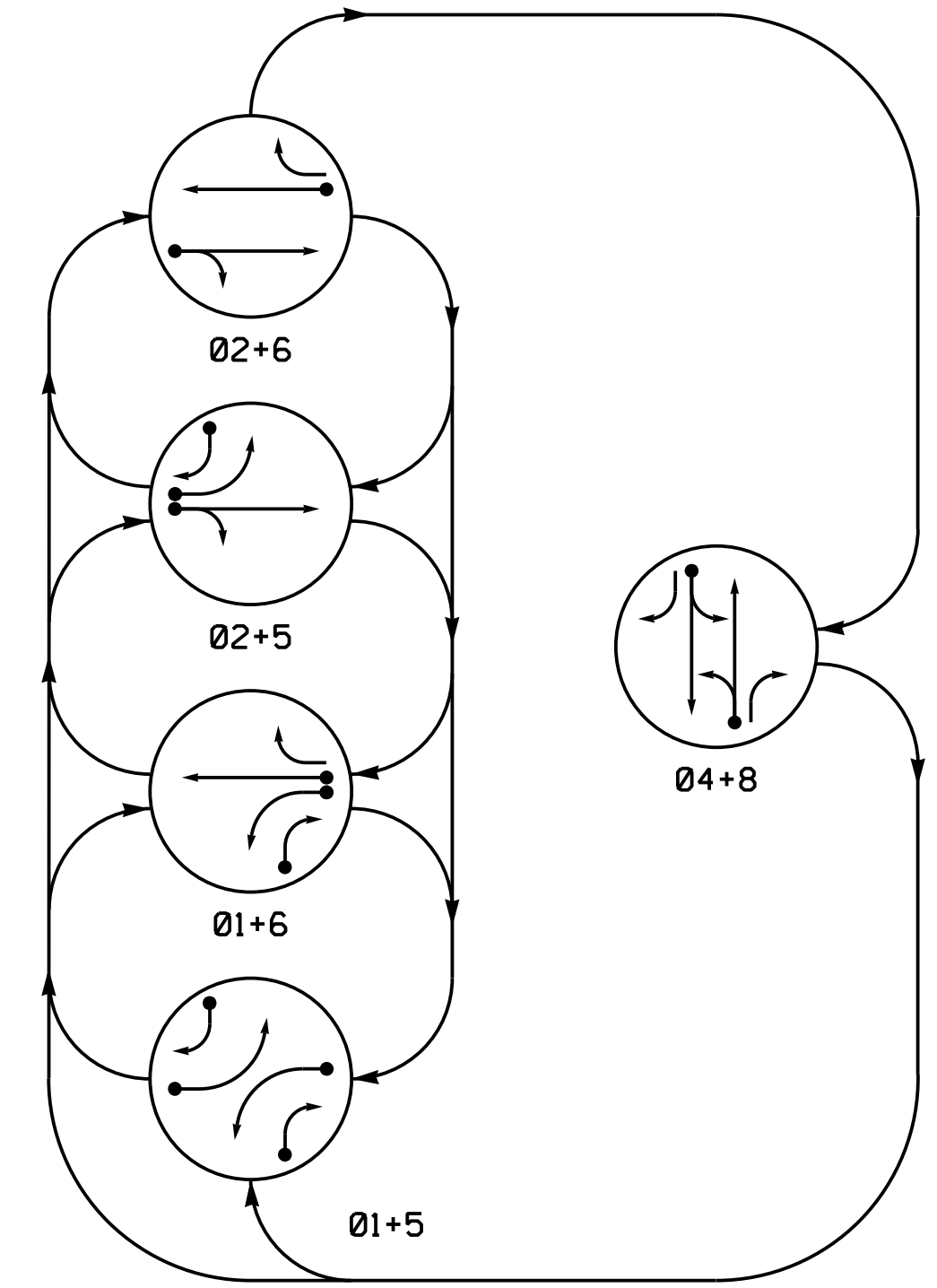


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

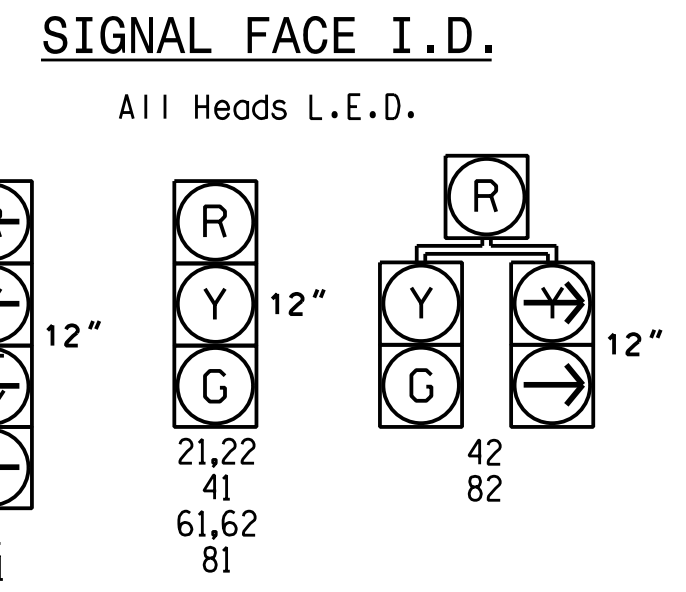
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- ⋯ UNSIGNALIZED MOVEMENT
- ⚡ PEDESTRIAN MOVEMENT

DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	04+8	F L T
11	—	—	F	F	R	Y
21,22	R	R	G	G	R	Y
41	R	R	R	R	G	R
42	R	R	R	R	G	R
51	—	—	F	F	R	Y
61,62	R	G	R	G	R	Y
81	R	R	R	R	G	R
82	R	R	R	R	G	R

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	04+8	F L T
11	—	—	R	R	R	Y
21,22	R	R	G	G	R	Y
41	R	R	R	R	G	R
42	R	R	R	R	G	R
51	—	—	R	R	R	Y
61,62	R	G	R	G	R	Y
81	R	R	R	R	G	R
82	R	R	R	R	G	R



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

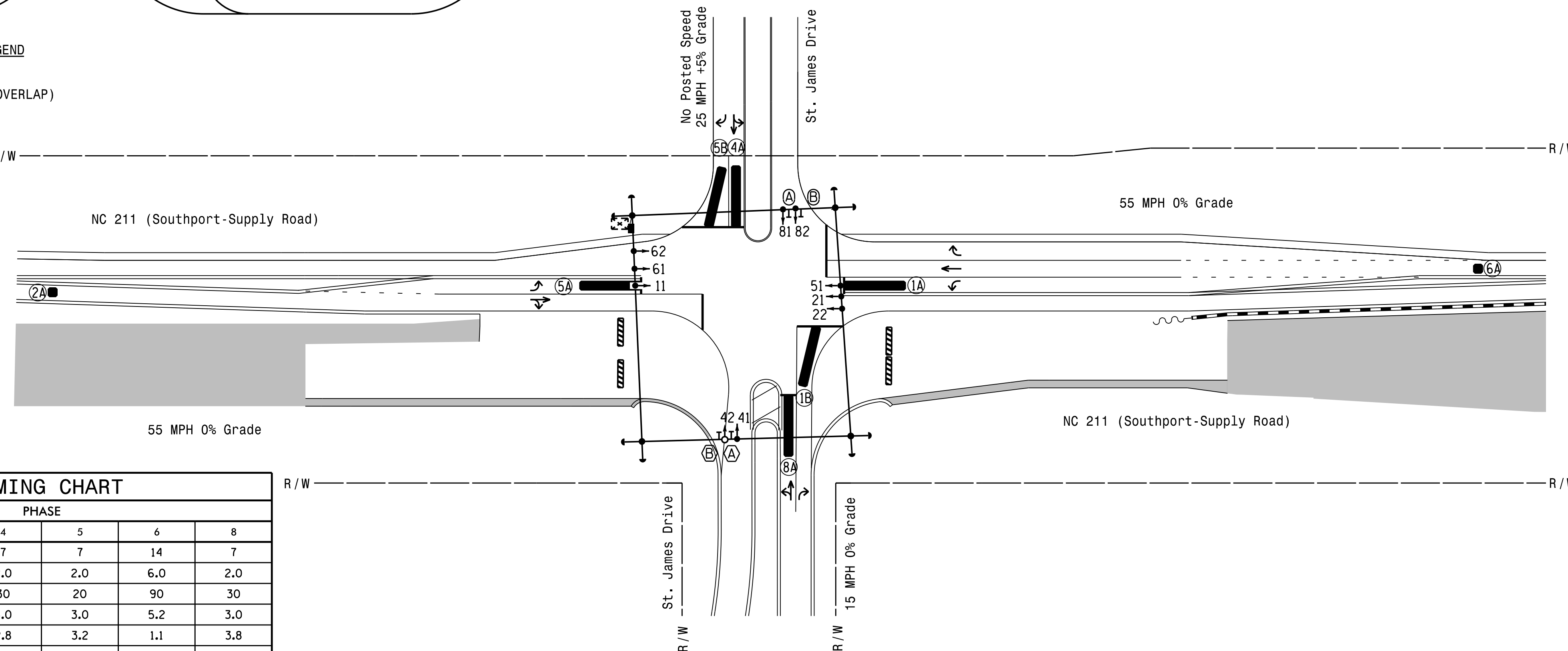
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY		
1A	6X40	0	*	*	1	Y	Y	-	***15	-
1B	6X40	0	*	*	**6	Y	Y	-	3	-
2A	6X6	420	*	*	2	Y	Y	-	-	-
4A	6X40	0	*	*	4	Y	Y	-	-	-
5A	6X40	0	*	*	5	Y	Y	-	***15	-
5B	6X40	0	*	*	**2	Y	Y	-	3	-
6A	6X6	420	*	*	6	Y	Y	-	-	-
8A	6X40	0	*	*	8	Y	Y	-	-	-

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

5 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.
- Phase 1 and/or phase 5 may be lagged.
- Reposition existing signal heads numbered 11,21,22,41,51,61 and 62.
- 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					
	1	2	4	5	6	8
Min Green 1 *	7	14	7	7	14	7
Extension 1 *	2.0	6.0	2.0	2.0	6.0	2.0
Max Green 1 *	20	90	30	20	90	30
Yellow Clearance	3.0	5.2	3.0	3.0	5.2	3.0
Red Clearance	2.3	1.1	2.8	3.2	1.1	3.8
Red Revert	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	-	-	15	-
Time To Reduce *	-	30	-	-	30	-
Minimum Gap	-	3.4	-	-	3.4	-
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.

LEGEND

PROPOSED	EXISTING
○ → Traffic Signal Head	● → N/A
○ → Modified Signal Head	○ → N/A
⊥ Pedestrian Signal Head With Push Button & Sign	⊥ → N/A
⊥ Signal Pole with Guy	⊥ → N/A
⊥ Signal Pole with Sidewalk Guy	⊥ → N/A
⊠ Controller & Cabinet	⊠ → N/A
⊠ Junction Box	⊠ → N/A
— 2-in Underground Conduit	— → N/A
— Right of Way	— → N/A
→ Directional Arrow	→ → N/A
▬ Microwave Detection Zone	▬ → N/A
▬ Guardrail	▬ → N/A
▬ Construction Zone	▬ → N/A
▬ Construction Barrier	▬ → N/A
▬ Construction Barricade	▬ → N/A
Ⓐ Combined Through and Left Arrow Sign (R3-6L)	Ⓐ → N/A
Ⓑ Right Arrow "ONLY" Sign (R3-5R)	Ⓑ → N/A

Signal Upgrade
Temporary Design 2
Construction Phase 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared for
TRANSPORTATION MOBILITY AND SAFETY DIVISION
STATE OF NORTH CAROLINA
SIGNAL DESIGN SECTION

750 N. Greenfield Pkwy, Corner, NC 27526

NC 211 (Southport-Supply Road)
at
St. James Drive

Division 03 Brunswick Co. Southport

PLAN DATE: June 2017 REVIEWED BY: A.D. Klinksiek

PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons

SCALE: 1"=50'

REVISIONS: INITI. DATE

Signature: *Natasha Simmons* DATE: 9/10/2021

SIG. INVENTORY NO. 03-09772