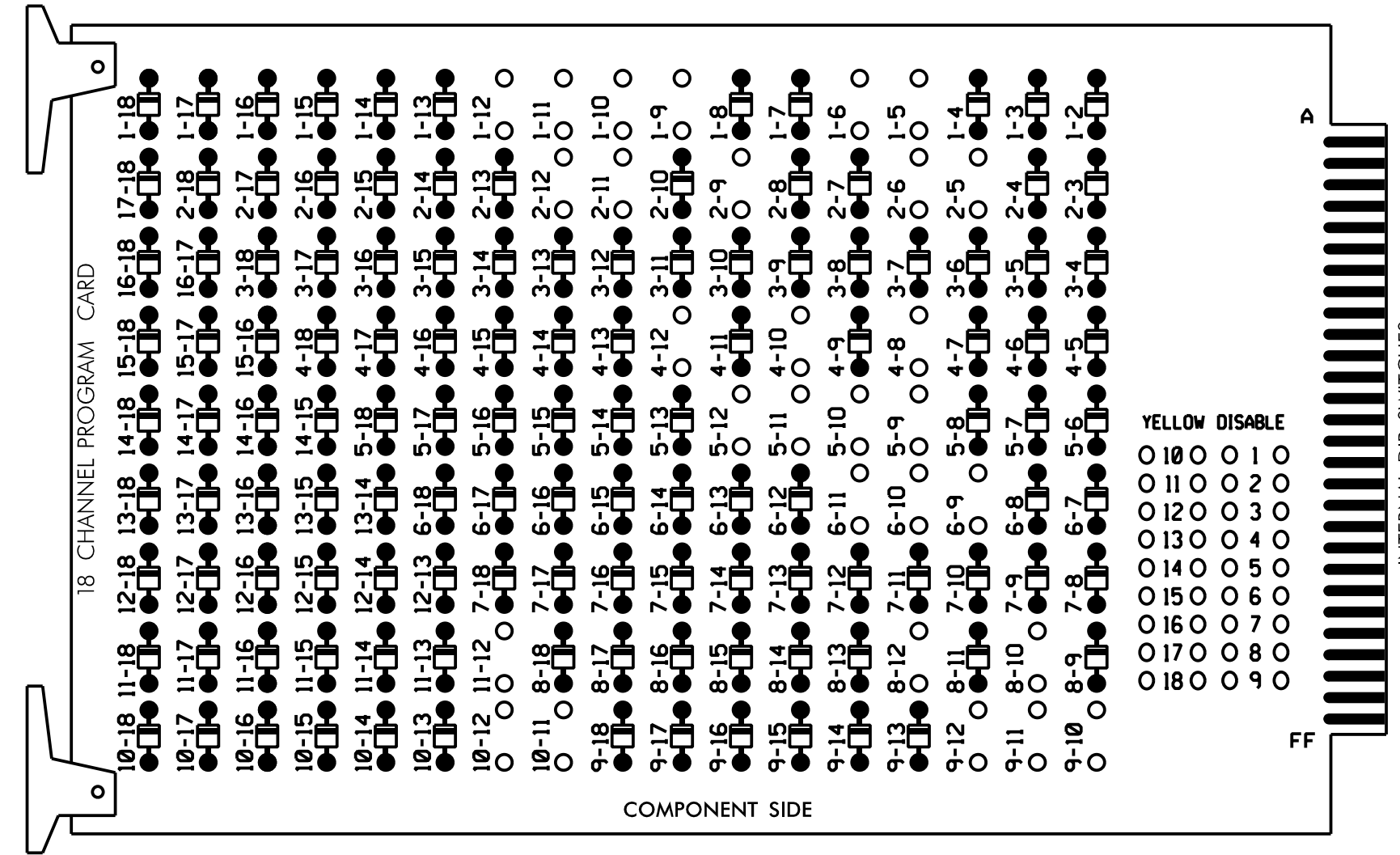


EDI MODEL 2018ECL-NC CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)

REMOVE DIODE JUMPERS 1-5, 1-6, 1-9, 1-10, 1-11, 1-12, 2-5, 2-6, 2-9, 2-11, 2-12, 4-8, 4-10, 4-12, 5-9, 5-10, 5-11, 5-12, 6-9, 6-10, 6-11, 6-10, 8-12, 9-10, 9-11, 9-12, 10-11, 10-12, and 11-12.



REMOVE JUMPERS AS SHOWN

NOTES:

- Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
- Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
- Ensure that Red Enable is active at all times during normal operation.
- Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

NOTES

- To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
- Program phases 4 and 8 for Dual Entry.
- Enable Simultaneous Gap-Out for all Phases.
- Program phases 2 and 6 for Variable Initial and Gap Reduction.
- Program phases 2 and 6 for Startup In Green.
- Program phases 2 and 6 for Yellow Flash, and overlaps 1 and 2 as Wag Overlaps.
- If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.

EQUIPMENT INFORMATION

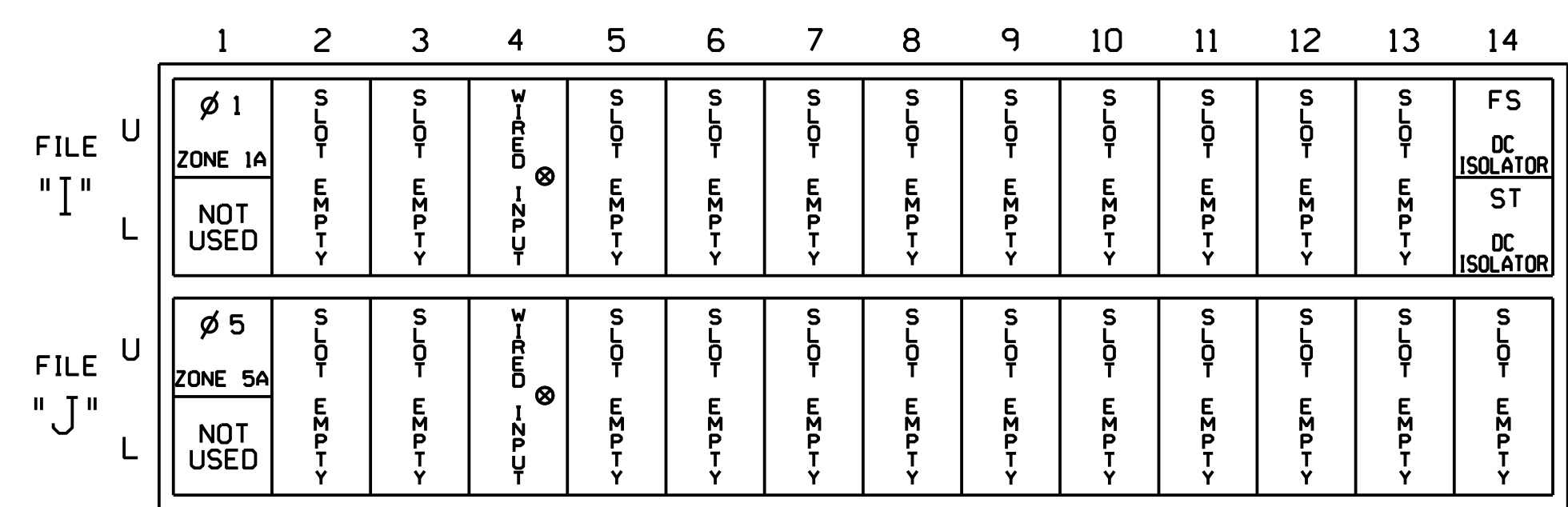
CONTROLLER.....2070E
 CABINET.....332 W/AUX
 SOFTWARE.....ECONOLITE OASIS
 CABINET MOUNT.....BASE
 OUTPUT FILE POSITIONS...18 WITH AUX. OUTPUT FILE
 LOAD SWITCHES USED.....S1,S2,S5,S7,S8,S11,AUX S1,AUX S2
 AUX S4,AUX S5
 PHASES USED.....1,2,4,5,6,8
 OVERLAP "A".....1+2
 OVERLAP "B".....1+8
 OVERLAP "C".....5+6
 OVERLAP "D".....4+5

SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	8	8 PED	OLA	OLB	SPARE	OLC	OLD	SPARE
SIGNAL HEAD NO.	11	21,22	NU	NU	41,42	NU	51	61,62	NU	NU	81,82	NU	11	83	NU	51	43	NU
RED		128			101			134			107			A124			A101	
YELLOW	*	129			102		*	135			108							
GREEN		130			103			136			109							
RED ARROW														A121			A114	
YELLOW ARROW														A122	A125		A115	A102
FLASHING YELLOW ARROW														A123	A126		A116	A103
GREEN ARROW	127							133										

NU = Not Used
 * Denotes install load resistor. See load resistor installation detail this sheet.
 ★ See pictorial of head wiring in detail this sheet.

INPUT FILE POSITION LAYOUT (front view)



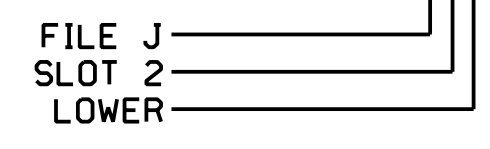
EX.: 1A, 2A, ETC. = LOOP NO.'S
 FS = FLASH SENSE
 ST = STOP TIME
 ⊗ Wired Input - Do not populate slot with detector card

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT ASSIGNMENT NO.	DETECTOR NO.	NEMA PHASE	CALL	EXTEND	FULL TIME DELAY	STRETCH TIME	DELAY TIME
ZONE 1A ¹	★	I1U	56	18	1	1	Y	Y			15
	-	J4U	48	10★	26	6	Y	Y			
ZONE 5A ²	★	J1U	55	17	5	5	Y	Y			15
	-	I4U	47	9★	22	2	Y	Y			
	-	J1U	55	17★	55	5	Y	Y			

- Add jumper from I1-W to J4-W, on rear of input file.
- Add jumper from J1-W to I4-W, on rear of input file.
- See Input Page Assignment programming details on sheets 3 and 4.
- ★★ Multizone Microwave Detector Zone. See Special Detector Note.

INPUT FILE POSITION LEGEND: J2L

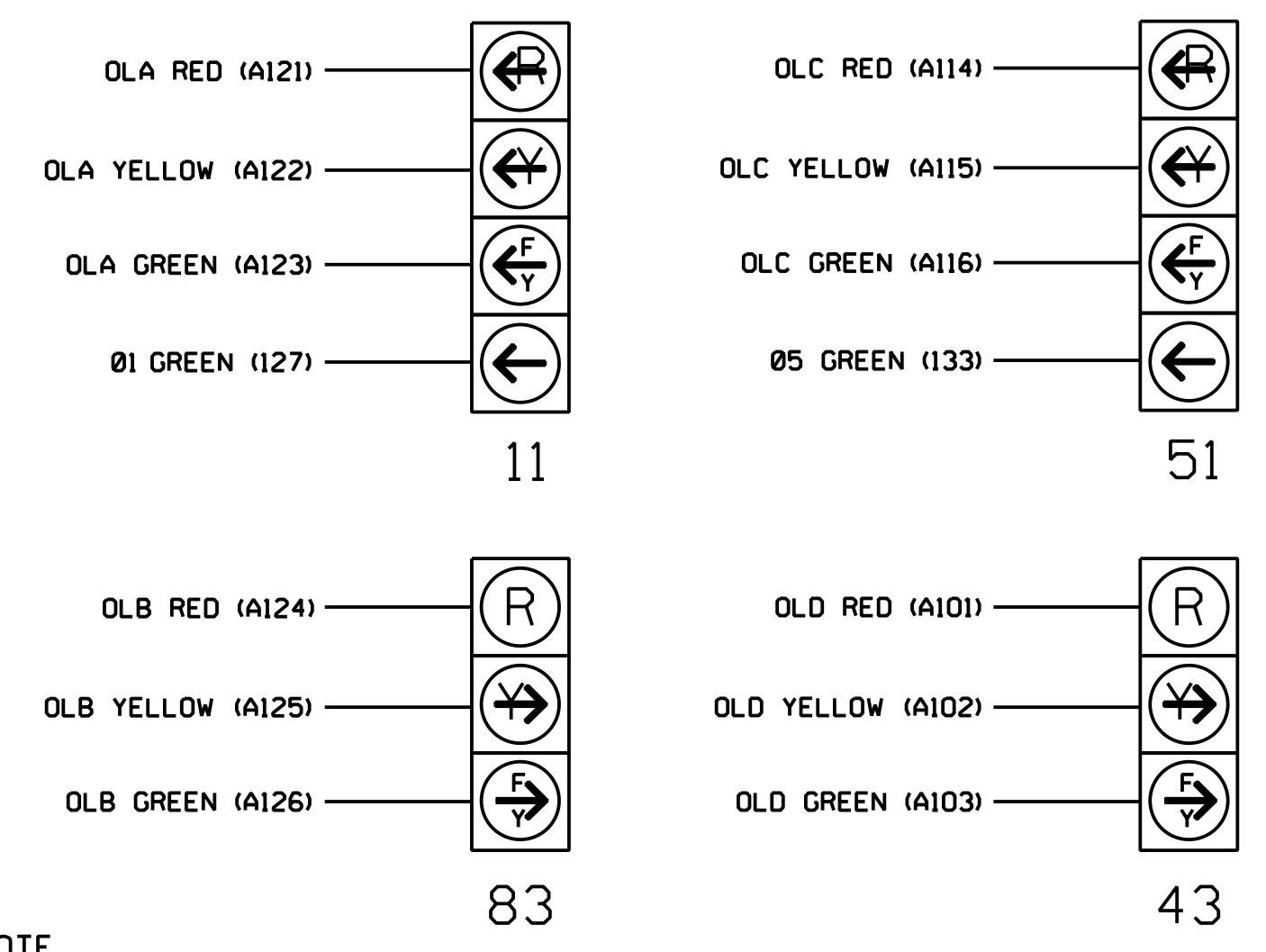


SPECIAL DETECTOR NOTE

Install a microwave detection system for vehicle detection. Perform installation according to manufacturer's directions and NCDOT engineer-approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

For loops 1A and 5A detector card placement and slots reserved for wired inputs are typical for a NCDOT installation. Inputs associated with these slots are compatible with the time of day instructions located on sheets 3, 4, and 5 of this electrical detail.

FYA SIGNAL WIRING DETAIL (wire signal heads as shown)

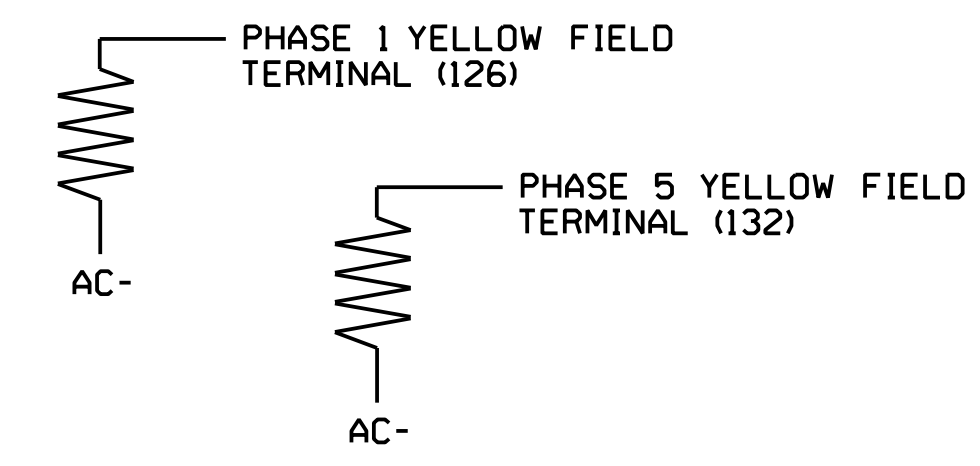


NOTE

The sequence display for signal heads 11 and 51 requires special logic programming. See sheet 2 for programming instructions.

LOAD RESISTOR INSTALLATION DETAIL (install resistors as shown)

VALUE (ohms)	WATTAGE
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-0977T3
 DESIGNED: June 2017
 SEALED: 9/10/2021
 REVISED: N/A

Electrical Detail - Sheet 1 of 5
 Signal Upgrade
 Temporary Design 3

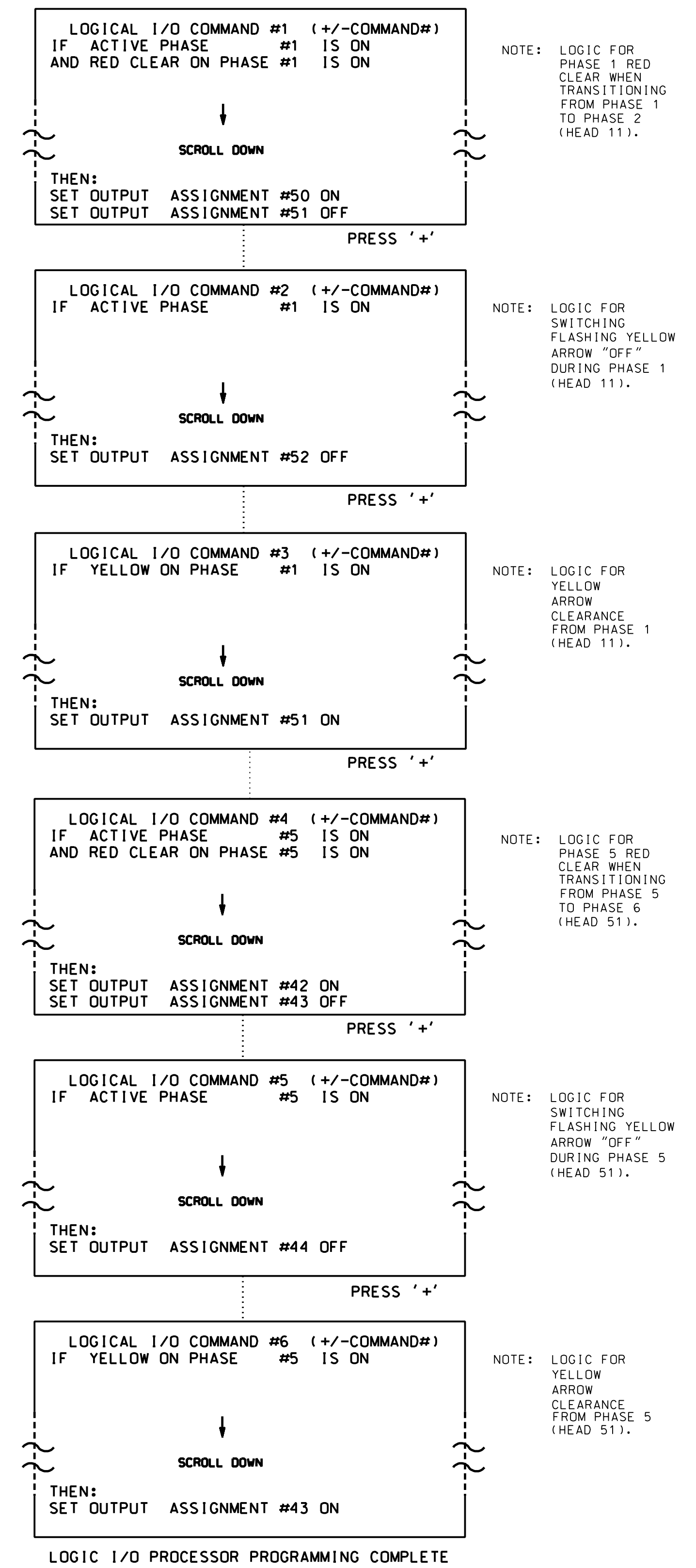
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

 HNTB NORTH CAROLINA, P.C. 343 E. Six Forks Road, Suite 200 Raleigh, North Carolina 27609 NC License No: C-1554 (919) 546-8997	Prepared for: 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	SEAL SEAL 031464 NORTH CAROLINA PROFESSIONAL ENGINEER NATASHA R. SIMMONS 9/10/2021
	Revisions table with columns: REVISIONS, INIT., DATE, SIGNATURE, DATE.	9/10/2021 SIG. INVENTORY NO. 03-0977T3

LOGICAL I/O PROCESSOR PROGRAMMING DETAIL TO PRODUCE SPECIAL FYA-PPLT SIGNAL SEQUENCE

(program controller as shown below)

- FROM MAIN MENU PRESS '2' (PHASE CONTROL), THEN '1' (PHASE CONTROL FUNCTIONS). SCROLL TO THE BOTTOM OF THE MENU AND ENABLE ACT LOGIC COMMANDS 1, 2, 3, 4, 5, AND 6.
- FROM MAIN MENU PRESS '6' (OUTPUTS), THEN '3' (LOGICAL I/O PROCESSOR).

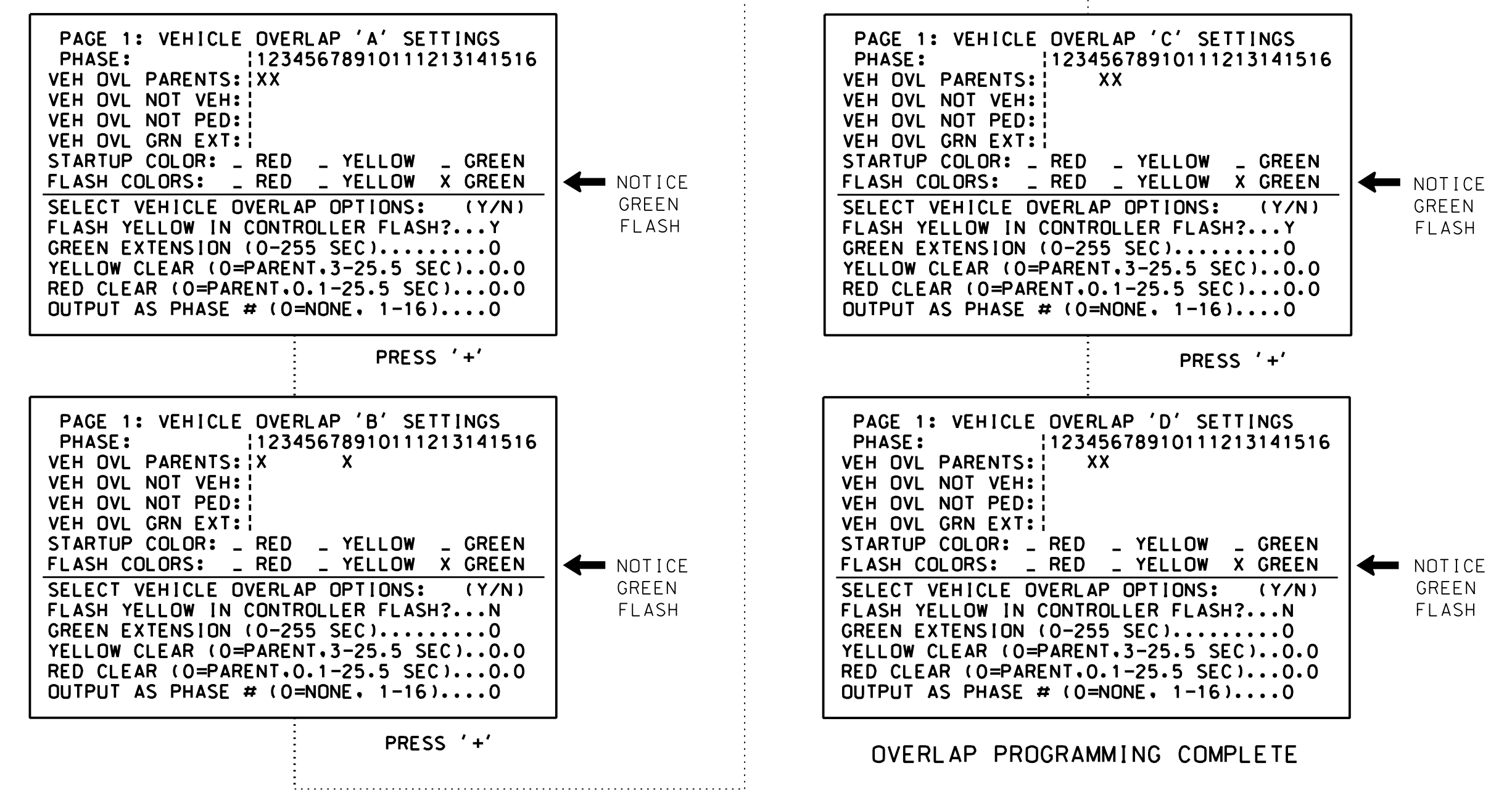


OUTPUT REFERENCE SCHEDULE	
USE TO INTERPRET LOGIC PROCESSOR	
OUTPUT 42 =	Overlap C Red
OUTPUT 43 =	Overlap C Yellow
OUTPUT 44 =	Overlap C Green
OUTPUT 50 =	Overlap A Red
OUTPUT 51 =	Overlap A Yellow
OUTPUT 52 =	Overlap A Green

OVERLAP PROGRAMMING DETAIL FOR DEFAULT PHASING

(program controller as shown below)

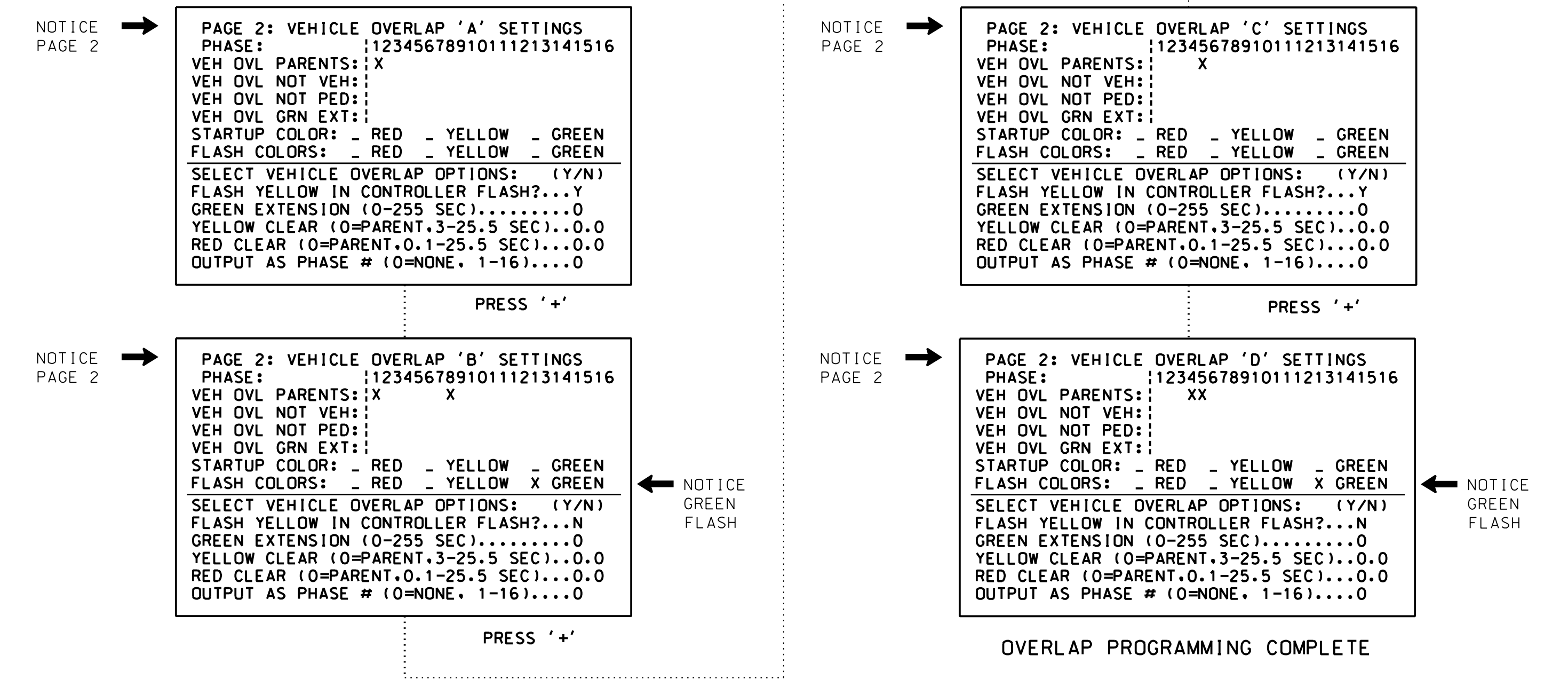
FROM MAIN MENU PRESS '8' (OVERLAPS), THEN '1' (VEHICLE OVERLAP SETTINGS).



OVERLAP PROGRAMMING DETAIL FOR ALTERNATE PHASING

(program controller as shown below)

FROM MAIN MENU PRESS '8' (OVERLAPS), THEN '1' (VEHICLE OVERLAP SETTINGS). PRESS 'NEXT' TO ADVANCE TO PAGE 2.



Electrical Detail - Sheet 2 of 5
Signal Upgrade
Temporary Design 3

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

	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
REVISIONS	INIT.	DATE
Signature: <i>Natasha Simmons</i>		DATE: 9/10/2021
SIGNATURE		DATE
SIG. INVENTORY NO. 03-09773		

HNTB HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554
(919) 546-8997

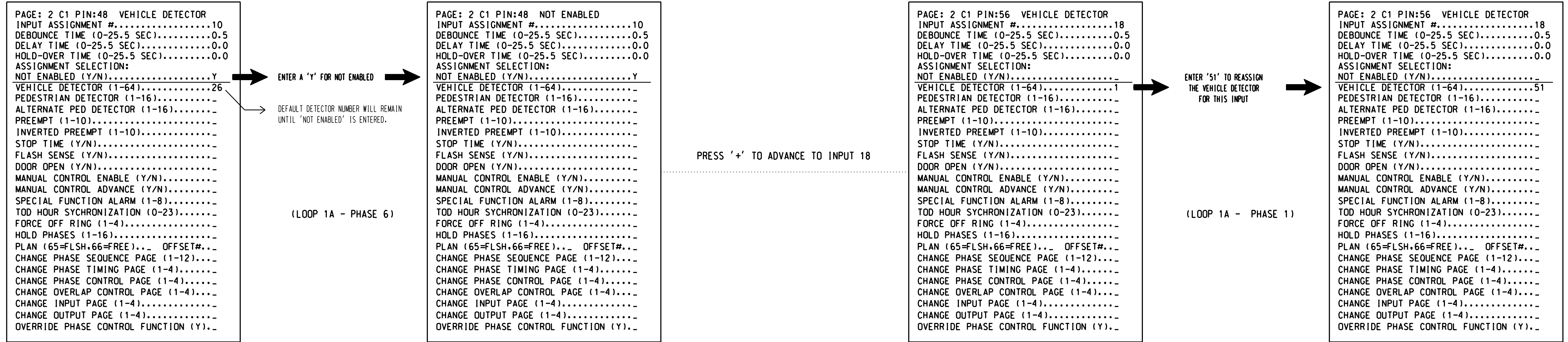
THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 03-09773
DESIGNED: June 2017
SEALED: 9/10/2021
REVISED: N/A

INPUT PAGE 2 ASSIGNMENT PROGRAMMING DETAIL FOR ALTERNATE PHASING - LOOP 1A

(program controller as shown below)

- NOTES: 1. THIS PROGRAMMING APPLIES FOR INPUT PAGE 2 ONLY. INPUT PAGE 1 WILL USE STANDARD DEFAULT SETTINGS. THIS PROGRAMMING IS NECESSARY FOR PROPER DETECTOR OPERATION DURING ALTERNATE PHASING OPERATION.
2. THE FIRST TASK THIS PROGRAMMING ACCOMPLISHES IS THE DISABLING OF INPUT #10 (DETECTOR 26) SO THAT A VEHICLE CALL WILL NOT BE PLACED TO PHASE 6 DURING ALTERNATE PHASING OPERATION. THE SECOND TASK THIS PROGRAMMING ACCOMPLISHES IS THAT IT REASSIGNS DETECTOR 51 TO INPUT #18 SO THAT THE DELAY ON LOOP 1A CAN BE REDUCED FROM 15 SECONDS TO 0 SECONDS.

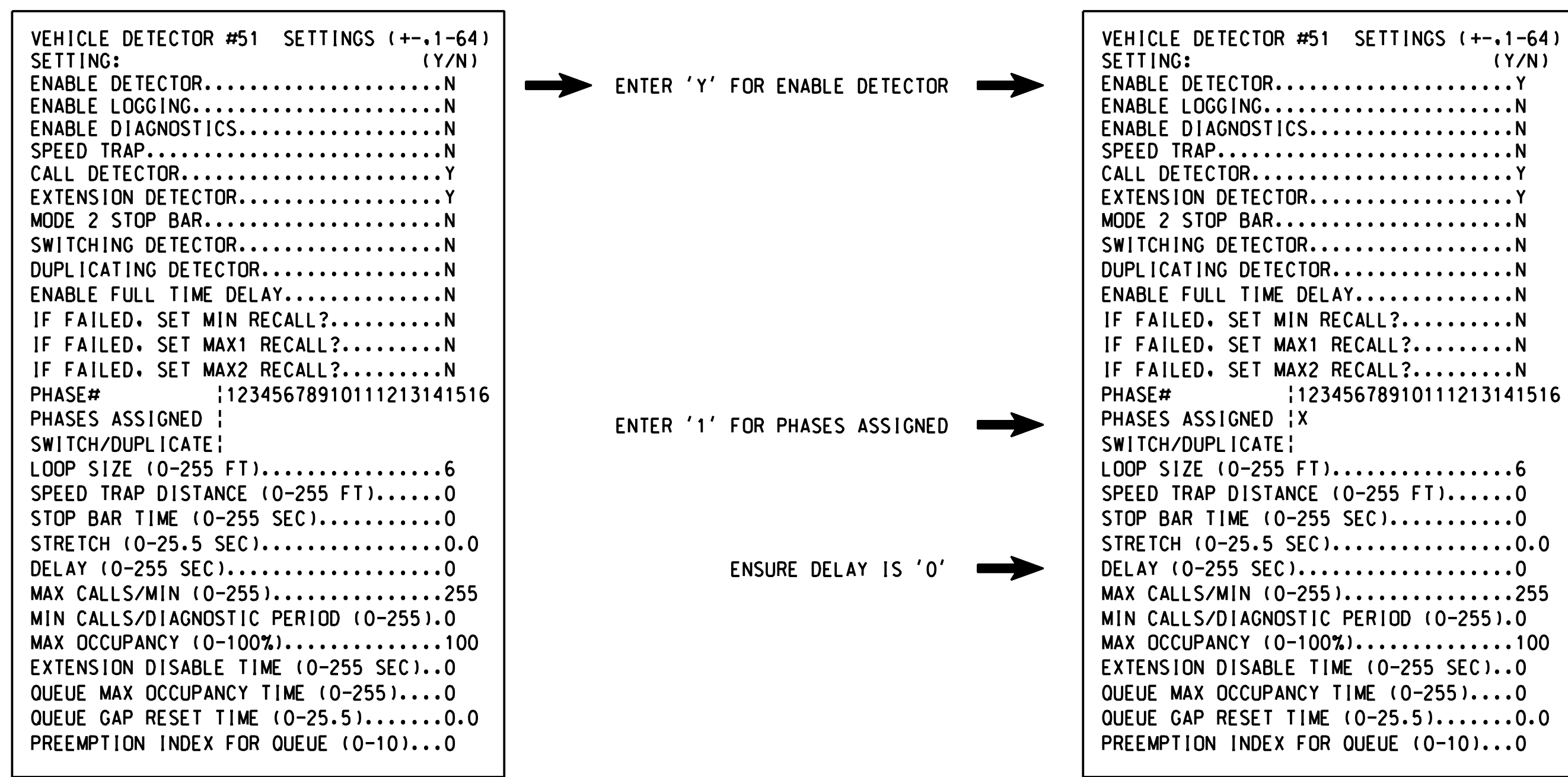
FROM MAIN MENU PRESS '5' (INPUTS), THEN PRESS 'NEXT' TO GET TO INPUT PAGE '2'. PRESS THE '+' KEY UNTIL INPUT 10 IS REACHED.



SPECIAL DETECTOR PROGRAMMING DETAIL - LOOP 1A (ALT.)

(program controller as shown below)

FROM MAIN MENU PRESS '7' (DETECTORS), THEN PRESS '1' FOR VEHICLE DETECTORS. PRESS THE '-' KEY TO GET TO VEHICLE DETECTOR #51.



NOTE: DETECTOR IS PROGRAMMED PER THE INPUT FILE CONNECTION AND PROGRAMMING CHART SHOWN ON SHEET 1.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-0977T3
 DESIGNED: June 2017
 SEALED: 9/10/2021
 REVISED: N/A

Electrical Detail - Sheet 3 of 5
 Signal Upgrade
 Temporary Design 3

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<p style="font-size: 8px;">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>	Prepared for: 	NC 211 (Southport-Supply Road) at St. James Drive Division 03 Brunswick Co. Southport	SEAL
	PLAN DATE: June 2017 REVIEWED BY: A.D. Klinksiek PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons	REVISIONS INIT. DATE	Signature: <i>Natasha Simmons</i> 9/10/2021 DATE: _____ SIGNATURE: _____ DATE: _____

INPUT PAGE 2 ASSIGNMENT PROGRAMMING DETAIL FOR ALTERNATE PHASING - LOOP 5A

(program controller as shown below)

- NOTES: 1. THIS PROGRAMMING APPLIES FOR INPUT PAGE 2 ONLY. INPUT PAGE 1 WILL USE STANDARD DEFAULT SETTINGS. THIS PROGRAMMING IS NECESSARY FOR PROPER DETECTOR OPERATION DURING ALTERNATE PHASING OPERATION. 2. THE FIRST TASK THIS PROGRAMMING ACCOMPLISHES IS THE DISABLING OF INPUT #9 (DETECTOR 22) SO THAT A VEHICLE CALL WILL NOT BE PLACED TO PHASE 2 DURING ALTERNATE PHASING OPERATION. THE SECOND TASK THIS PROGRAMMING ACCOMPLISHES IS THAT IT REASSIGNS DETECTOR 55 TO INPUT #17 SO THAT THE DELAY ON LOOP 5A CAN BE REDUCED FROM 15 SECONDS TO 0 SECONDS.

FROM MAIN MENU PRESS '5' (INPUTS), THEN PRESS 'NEXT' TO GET TO INPUT PAGE '2'. PRESS THE '+' KEY UNTIL INPUT 9 IS REACHED.

PAGE: 2 C1 PIN:47 VEHICLE DETECTOR INPUT ASSIGNMENT #.....9 DEBOUNCE TIME (0-25.5 SEC).....0.5 DELAY TIME (0-25.5 SEC).....0.0 HOLD-OVER TIME (0-25.5 SEC).....0.0 ASSIGNMENT SELECTION: NOT ENABLED (Y/N).....Y VEHICLE DETECTOR (1-64).....22 PEDESTRIAN DETECTOR (1-16)..... ALTERNATE PED DETECTOR (1-16)..... PREEMPT (1-10)..... INVERTED PREEMPT (1-10)..... STOP TIME (Y/N)..... FLASH SENSE (Y/N)..... DOOR OPEN (Y/N)..... MANUAL CONTROL ENABLE (Y/N)..... MANUAL CONTROL ADVANCE (Y/N)..... SPECIAL FUNCTION ALARM (1-8)..... TOD HOUR SYNCHRONIZATION (0-23)..... FORCE OFF RING (1-4)..... HOLD PHASES (1-16)..... PLAN (65=FLSH,66=FREE)..... OFFSET#..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE TIMING PAGE (1-4)..... CHANGE PHASE CONTROL PAGE (1-4)..... CHANGE OVERLAP CONTROL PAGE (1-4)..... CHANGE INPUT PAGE (1-4)..... CHANGE OUTPUT PAGE (1-4)..... OVERRIDE PHASE CONTROL FUNCTION (Y).....

ENTER A 'Y' FOR NOT ENABLED
DEFAULT DETECTOR NUMBER WILL REMAIN UNTIL 'NOT ENABLED' IS ENTERED.

(LOOP 5A - PHASE 2)

PAGE: 2 C1 PIN:47 NOT ENABLED INPUT ASSIGNMENT #.....9 DEBOUNCE TIME (0-25.5 SEC).....0.5 DELAY TIME (0-25.5 SEC).....0.0 HOLD-OVER TIME (0-25.5 SEC).....0.0 ASSIGNMENT SELECTION: NOT ENABLED (Y/N).....Y VEHICLE DETECTOR (1-64)..... PEDESTRIAN DETECTOR (1-16)..... ALTERNATE PED DETECTOR (1-16)..... PREEMPT (1-10)..... INVERTED PREEMPT (1-10)..... STOP TIME (Y/N)..... FLASH SENSE (Y/N)..... DOOR OPEN (Y/N)..... MANUAL CONTROL ENABLE (Y/N)..... MANUAL CONTROL ADVANCE (Y/N)..... SPECIAL FUNCTION ALARM (1-8)..... TOD HOUR SYNCHRONIZATION (0-23)..... FORCE OFF RING (1-4)..... HOLD PHASES (1-16)..... PLAN (65=FLSH,66=FREE)..... OFFSET#..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE TIMING PAGE (1-4)..... CHANGE PHASE CONTROL PAGE (1-4)..... CHANGE OVERLAP CONTROL PAGE (1-4)..... CHANGE INPUT PAGE (1-4)..... CHANGE OUTPUT PAGE (1-4)..... OVERRIDE PHASE CONTROL FUNCTION (Y).....

PRESS '+' TO ADVANCE TO INPUT 17

PAGE: 2 C1 PIN:55 VEHICLE DETECTOR INPUT ASSIGNMENT #.....17 DEBOUNCE TIME (0-25.5 SEC).....0.5 DELAY TIME (0-25.5 SEC).....0.0 HOLD-OVER TIME (0-25.5 SEC).....0.0 ASSIGNMENT SELECTION: NOT ENABLED (Y/N)..... VEHICLE DETECTOR (1-64).....5 PEDESTRIAN DETECTOR (1-16)..... ALTERNATE PED DETECTOR (1-16)..... PREEMPT (1-10)..... INVERTED PREEMPT (1-10)..... STOP TIME (Y/N)..... FLASH SENSE (Y/N)..... DOOR OPEN (Y/N)..... MANUAL CONTROL ENABLE (Y/N)..... MANUAL CONTROL ADVANCE (Y/N)..... SPECIAL FUNCTION ALARM (1-8)..... TOD HOUR SYNCHRONIZATION (0-23)..... FORCE OFF RING (1-4)..... HOLD PHASES (1-16)..... PLAN (65=FLSH,66=FREE)..... OFFSET#..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE TIMING PAGE (1-4)..... CHANGE PHASE CONTROL PAGE (1-4)..... CHANGE OVERLAP CONTROL PAGE (1-4)..... CHANGE INPUT PAGE (1-4)..... CHANGE OUTPUT PAGE (1-4)..... OVERRIDE PHASE CONTROL FUNCTION (Y).....

ENTER '55' TO REASSIGN THE VEHICLE DETECTOR FOR THIS INPUT

(LOOP 5A - PHASE 5)

PAGE: 2 C1 PIN:55 VEHICLE DETECTOR INPUT ASSIGNMENT #.....17 DEBOUNCE TIME (0-25.5 SEC).....0.5 DELAY TIME (0-25.5 SEC).....0.0 HOLD-OVER TIME (0-25.5 SEC).....0.0 ASSIGNMENT SELECTION: NOT ENABLED (Y/N)..... VEHICLE DETECTOR (1-64).....55 PEDESTRIAN DETECTOR (1-16)..... ALTERNATE PED DETECTOR (1-16)..... PREEMPT (1-10)..... INVERTED PREEMPT (1-10)..... STOP TIME (Y/N)..... FLASH SENSE (Y/N)..... DOOR OPEN (Y/N)..... MANUAL CONTROL ENABLE (Y/N)..... MANUAL CONTROL ADVANCE (Y/N)..... SPECIAL FUNCTION ALARM (1-8)..... TOD HOUR SYNCHRONIZATION (0-23)..... FORCE OFF RING (1-4)..... HOLD PHASES (1-16)..... PLAN (65=FLSH,66=FREE)..... OFFSET#..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE TIMING PAGE (1-4)..... CHANGE PHASE CONTROL PAGE (1-4)..... CHANGE OVERLAP CONTROL PAGE (1-4)..... CHANGE INPUT PAGE (1-4)..... CHANGE OUTPUT PAGE (1-4)..... OVERRIDE PHASE CONTROL FUNCTION (Y).....

PROGRAMMING COMPLETE

SPECIAL DETECTOR PROGRAMMING DETAIL - LOOP 5A (ALT.)

(program controller as shown below)

FROM MAIN MENU PRESS '7' (DETECTORS), THEN PRESS '1' FOR VEHICLE DETECTORS. PRESS THE '-' KEY TO GET TO VEHICLE DETECTOR #55.

VEHICLE DETECTOR #55 SETTINGS (+,-,1-64) SETTING: (Y/N) ENABLE DETECTOR.....N ENABLE LOGGING.....N ENABLE DIAGNOSTICS.....N SPEED TRAP.....N CALL DETECTOR.....Y EXTENSION DETECTOR.....Y MODE 2 STOP BAR.....N SWITCHING DETECTOR.....N DUPLICATING DETECTOR.....N ENABLE FULL TIME DELAY.....N IF FAILED, SET MIN RECALL?.....N IF FAILED, SET MAX1 RECALL?.....N IF FAILED, SET MAX2 RECALL?.....N PHASE# :12345678910111213141516 PHASES ASSIGNED : SWITCH/DUPLICATE: LOOP SIZE (0-255 FT).....6 SPEED TRAP DISTANCE (0-255 FT).....0 STOP BAR TIME (0-255 SEC).....0 STRETCH (0-25.5 SEC).....0.0 DELAY (0-255 SEC).....0 MAX CALLS/MIN (0-255).....255 MIN CALLS/DIAGNOSTIC PERIOD (0-255).....0 MAX OCCUPANCY (0-100%).....100 EXTENSION DISABLE TIME (0-255 SEC).....0 QUEUE MAX OCCUPANCY TIME (0-255).....0 QUEUE GAP RESET TIME (0-25.5).....0.0 PREEMPTION INDEX FOR QUEUE (0-10).....0

ENTER 'Y' FOR ENABLE DETECTOR

ENTER '5' FOR PHASES ASSIGNED

ENSURE DELAY IS '0'

VEHICLE DETECTOR #55 SETTINGS (+,-,1-64) SETTING: (Y/N) ENABLE DETECTOR.....Y ENABLE LOGGING.....N ENABLE DIAGNOSTICS.....N SPEED TRAP.....N CALL DETECTOR.....Y EXTENSION DETECTOR.....Y MODE 2 STOP BAR.....N SWITCHING DETECTOR.....N DUPLICATING DETECTOR.....N ENABLE FULL TIME DELAY.....N IF FAILED, SET MIN RECALL?.....N IF FAILED, SET MAX1 RECALL?.....N IF FAILED, SET MAX2 RECALL?.....N PHASE# :12345678910111213141516 PHASES ASSIGNED : X SWITCH/DUPLICATE: LOOP SIZE (0-255 FT).....6 SPEED TRAP DISTANCE (0-255 FT).....0 STOP BAR TIME (0-255 SEC).....0 STRETCH (0-25.5 SEC).....0.0 DELAY (0-255 SEC).....0 MAX CALLS/MIN (0-255).....255 MIN CALLS/DIAGNOSTIC PERIOD (0-255).....0 MAX OCCUPANCY (0-100%).....100 EXTENSION DISABLE TIME (0-255 SEC).....0 QUEUE MAX OCCUPANCY TIME (0-255).....0 QUEUE GAP RESET TIME (0-25.5).....0.0 PREEMPTION INDEX FOR QUEUE (0-10).....0

DETECTOR PROGRAMMING COMPLETE

NOTE: DETECTOR IS PROGRAMMED PER THE INPUT FILE CONNECTION AND PROGRAMMING CHART SHOWN ON SHEET 1.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-0977T3 DESIGNED: June 2017 SEALED: 9/10/2021 REVISED: N/A

Electrical Detail - Sheet 4 of 5
Signal Upgrade
Temporary Design 3

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Table with project details: NC 211 (Southport-Supply Road) at St. James Drive, Division 03 Brunswick Co. Southport. Includes HNTB logo, project location, and professional engineer seal for Natasha Simmons, License No. 031464, dated 9/10/2021.

ALTERNATE PHASING ACTIVATION DETAIL

TO RUN ALT. PHASING DURING COORDINATION - SELECT ALL PAGE CHANGES (AS SHOWN BELOW) WITHIN COORDINATION PLAN PROGRAMMING.

TO RUN ALT. PHASING DURING FREE RUN - PROGRAM PAGE CHANGES (SHOWN BELOW) IN SEPARATE TIME OF DAY EVENTS. IF PAGE 1 IS USED, NO EVENT PROGRAMMING IS NECESSARY FOR THAT PARTICULAR PAGE.

<u>PHASING</u>	<u>INPUTS PAGE</u>	<u>OVERLAPS PAGE</u>
ACTIVE PAGES REQUIRED TO RUN <u>DEFAULT PHASING</u>	1	1
ACTIVE PAGES REQUIRED TO RUN <u>ALTERNATE PHASING</u>	2	2

NOTE: PAGES NOT SHOWN (i.e. sequence, phase control, etc.) SHOULD REMAIN AS '1', OR AS DEFINED BY TIMING ENGINEER.

IMPORTANT: IF ALT. PHASING IS USED DURING FREE RUN AND COORDINATION, DO NOT OPERATE TIME OF DAY PAGE CHANGE EVENTS CONCURRENTLY WITH COORDINATION PLAN EVENTS IN THE EVENT SCHEDULER. (EX. FREE RUN PAGE CHANGE EVENT SHOULD END BEFORE COORDINATION PLAN EVENT STARTS AND VICE-VERSA).

ALTERNATE PHASING PAGE CHANGE SUMMARY

THE FOLLOWING IS A SUMMARY OF WHAT TAKES PLACE WHEN THESE OVERLAP/INPUT PAGE CHANGES ACTIVATE TO CALL THE "ALTERNATE PHASING":

OVERLAPS PAGE 2: Modifies overlap parent phases for heads 11 and 51 to run protected turns only.

INPUTS PAGE 2: Disables phase 6 call on loop 1A and reduces delay time for phase 1 call on loop 1A to 0 seconds.

Disables phase 2 call on loop 5A and reduces delay time for phase 5 call on loop 5A to 0 seconds.

FLASHER CIRCUIT MODIFICATION DETAIL

IN ORDER TO INSURE THAT SIGNALS FLASH CONCURRENTLY ON THE SAME APPROACH, MAKE THE FOLLOWING FLASHER CIRCUIT CHANGES:

1. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-4 AND TERMINATE ON T2-2.
2. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-5 AND TERMINATE ON T2-3.
3. REMOVE FLASHER UNIT 2.

THE CHANGES LISTED ABOVE TIES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.


THIS ELECTRICAL DETAIL IS FOR
 THE SIGNAL DESIGN: 03-0977T3
 DESIGNED: June 2017
 SEALED: 9/10/2021
 REVISED: N/A

Electrical Detail - Sheet 5 of 5
 Signal Upgrade
 Temporary Design 3

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 343 E. Six Forks Road, Suite 200
 Raleigh, North Carolina 27609
 NC License No: C-1554
 (919) 546-8997

ELECTRICAL AND PROGRAMMING
DETAILS FOR:

Prepared for:

 750 N. Greenfield Pkwy, Corner, NC 27529

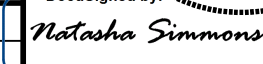
NC 211 (Southport-Supply Road)
at
St. James Drive

Division 03 Brunswick Co. Southport

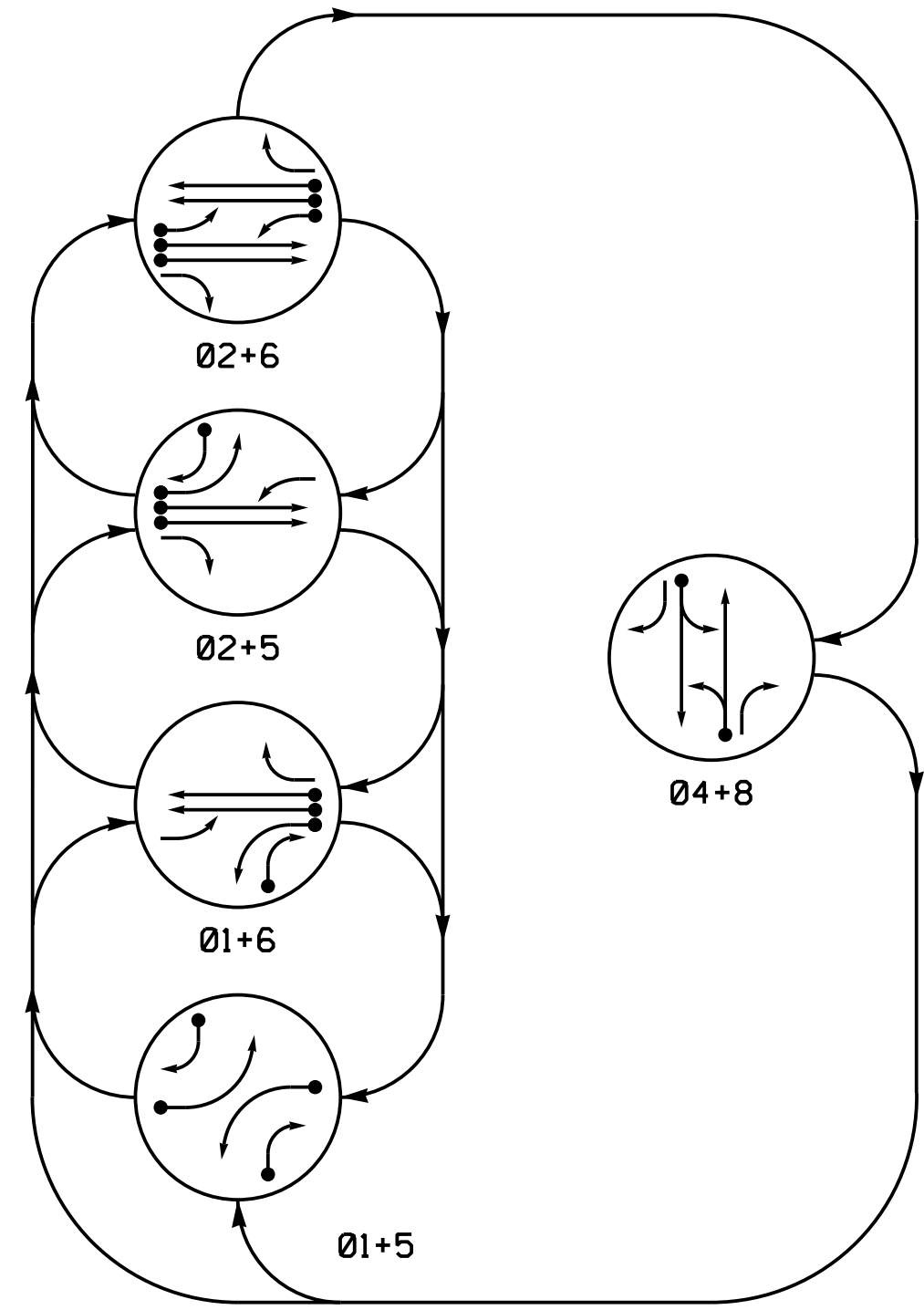
PLAN DATE: June 2017	REVIEWED BY: A.D. Klinksiek
PREPARED BY: A.H. Thornburg	REVIEWED BY: N.R. Simmons

REVISIONS	INIT.	DATE

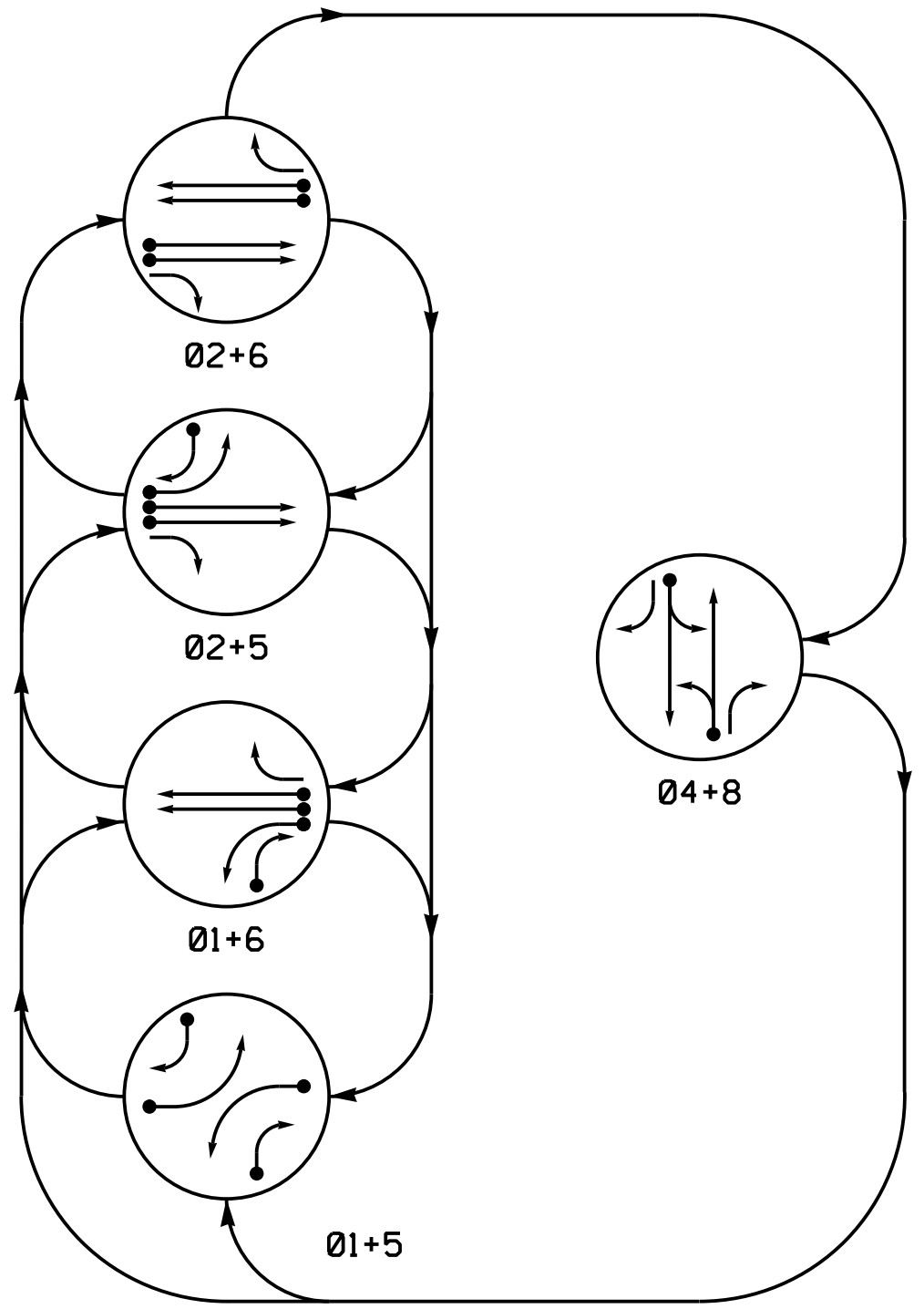
SEAL
 NORTH CAROLINA
 PROFESSIONAL
 ENGINEER
 SEAL
 031464
 NATASHA R. SIMMONS

DocuSigned by:

 9/10/2021
 SIGNATURE DATE
 SIG. INVENTORY NO. 03-0977T3

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
11	-	-	F	F	R	Y
21,22	R	R	G	G	R	Y
41,42	R	R	R	R	G	R
43	F	F	F	F	R	R
51	-	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

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	04+8	F
11	-	-	R	R	R	Y
21,22	R	R	G	G	R	Y
41,42	R	R	R	R	G	R
43	F	F	F	F	R	R
51	-	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

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING								
				PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD	
1A	6X40	0	2-4-2	-	1	Y	Y	-	-	**15	-	Y
1B	6X40	0	2-4-2	-	*6	Y	Y	-	-	-	-	Y
2A/S07	6X6	420	6	Y	2	Y	Y	-	-	-	-	Y
2B/S08	6X6	420	6	Y	2	Y	Y	-	-	-	-	Y
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	-	-	Y
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	**15	-	Y
5B	6X40	0	2-4-2	-	*2	Y	Y	-	-	-	-	Y
6A/S09	6X6	420	6	Y	6	Y	Y	-	-	-	-	Y
6B/S10	6X6	420	6	Y	6	Y	Y	-	-	-	-	Y
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	-	-	Y

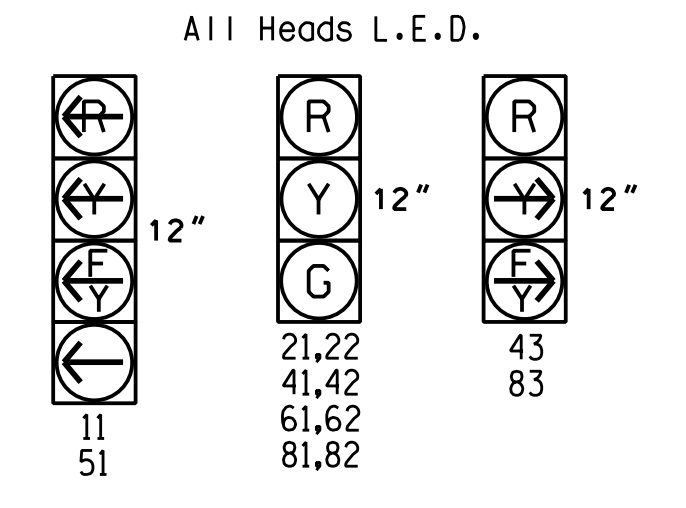
* Disable phase 2 and 6 call for 1A and 5A during alternate phasing operation.
 ** Reduce delay to 0 seconds during alternate phasing operation.

5 Phase Fully Actuated (NC 133 Closed Loop System)

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.
- Set all detector units to presence mode.
- 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.
- Closed loop system data: Controller Asset #: 0977.

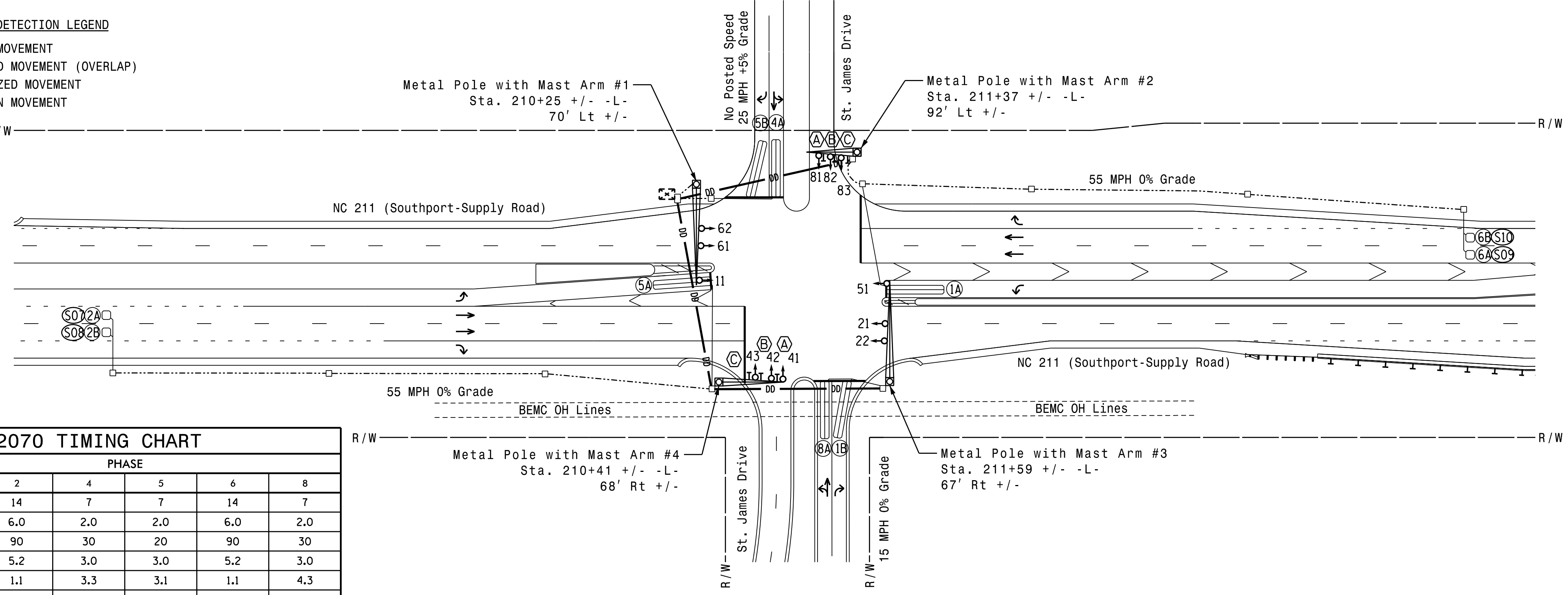
SIGNAL FACE I.D.



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	3.1	1.1	3.3	3.1	1.1	4.3
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1*	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-
Seconds Per Actuation*	-	1.5	-	-	1.5	-
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

Signal Upgrade - Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

HNTB NORTH CAROLINA, P.C.
 343 E. Six Forks Road, Suite 200
 Raleigh, North Carolina 27609
 NC License No: C-1554
 (919) 546-8997

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

SEAL

 N. R. SIMMONS
 ENGINEER
 031464

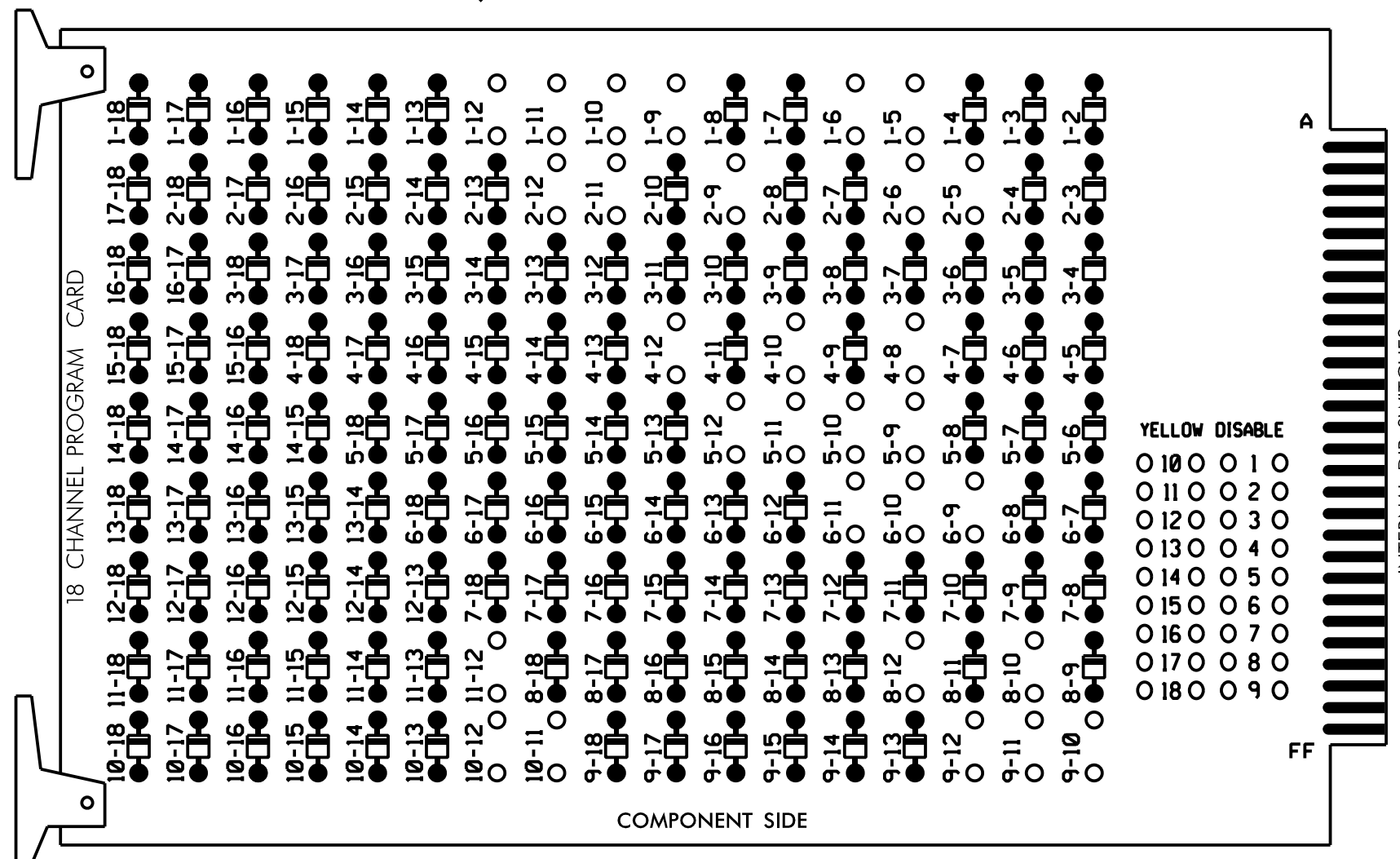
REVISIONS	INIT.	DATE

9/10/2021
 SIGNATURE DATE
 SIG. INVENTORY NO. 03-0977

EDI MODEL 2018ECL-NC CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)

REMOVE DIODE JUMPERS 1-5, 1-6, 1-9, 1-10, 1-11, 1-12, 2-5, 2-6, 2-9, 2-11, 2-12, 4-8, 4-10, 4-12, 5-9, 5-10, 5-11, 5-12, 6-9, 6-10, 6-11, 8-10, 8-12, 9-10, 9-11, 9-12, 10-11, 10-12, and 11-12.



REMOVE JUMPERS AS SHOWN

NOTES:

- Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
- Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
- Ensure that Red Enable is active at all times during normal operation.
- Connect serial cable from conflict monitor to comm. part 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

■ = DENOTES POSITION OF SWITCH

NOTES

- To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
- Program phases 4 and 8 for Dual Entry.
- Enable Simultaneous Gap-Out for all Phases.
- Program phases 2 and 6 for Variable Initial and Gap Reduction.
- Program phases 2 and 6 for Startup In Green.
- Program phases 2 and 6 for Yellow Flash, and overlaps 1 and 2 as Wag Overlaps.
- If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.
- The cabinet and controller are part of the NC 133 Closed Loop System.

EQUIPMENT INFORMATION

CONTROLLER.....2070E
 CABINET.....332 W/AUX
 SOFTWARE.....ECONOLITE OASIS
 CABINET MOUNT.....BASE
 OUTPUT FILE POSITIONS...18 WITH AUX. OUTPUT FILE
 LOAD SWITCHES USED.....S1,S2,S5,S7,S8,S11,AUX S1,AUX S2
 AUX S4,AUX S5
 PHASES USED.....1,2,4,5,6,8
 OVERLAP "A".....1+2
 OVERLAP "B".....1+8
 OVERLAP "C".....5+6
 OVERLAP "D".....4+5

SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6	
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18	
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	8	8 PED	OLA	OLB	SPARE	OLC	OLD	SPARE	
SIGNAL HEAD NO.	11	21,22	NU	NU	41,42	NU	51	61,62	NU	NU	81,82	NU	11	83	NU	51	43	NU	
RED		128			101			134			107			A124				A101	
YELLOW	*	129			102		*	135			108								
GREEN		130			103			136			109								
RED ARROW														A121				A114	
YELLOW ARROW														A122	A125			A115	A102
FLASHING YELLOW ARROW														A123	A126			A116	A103
GREEN ARROW	127							133											

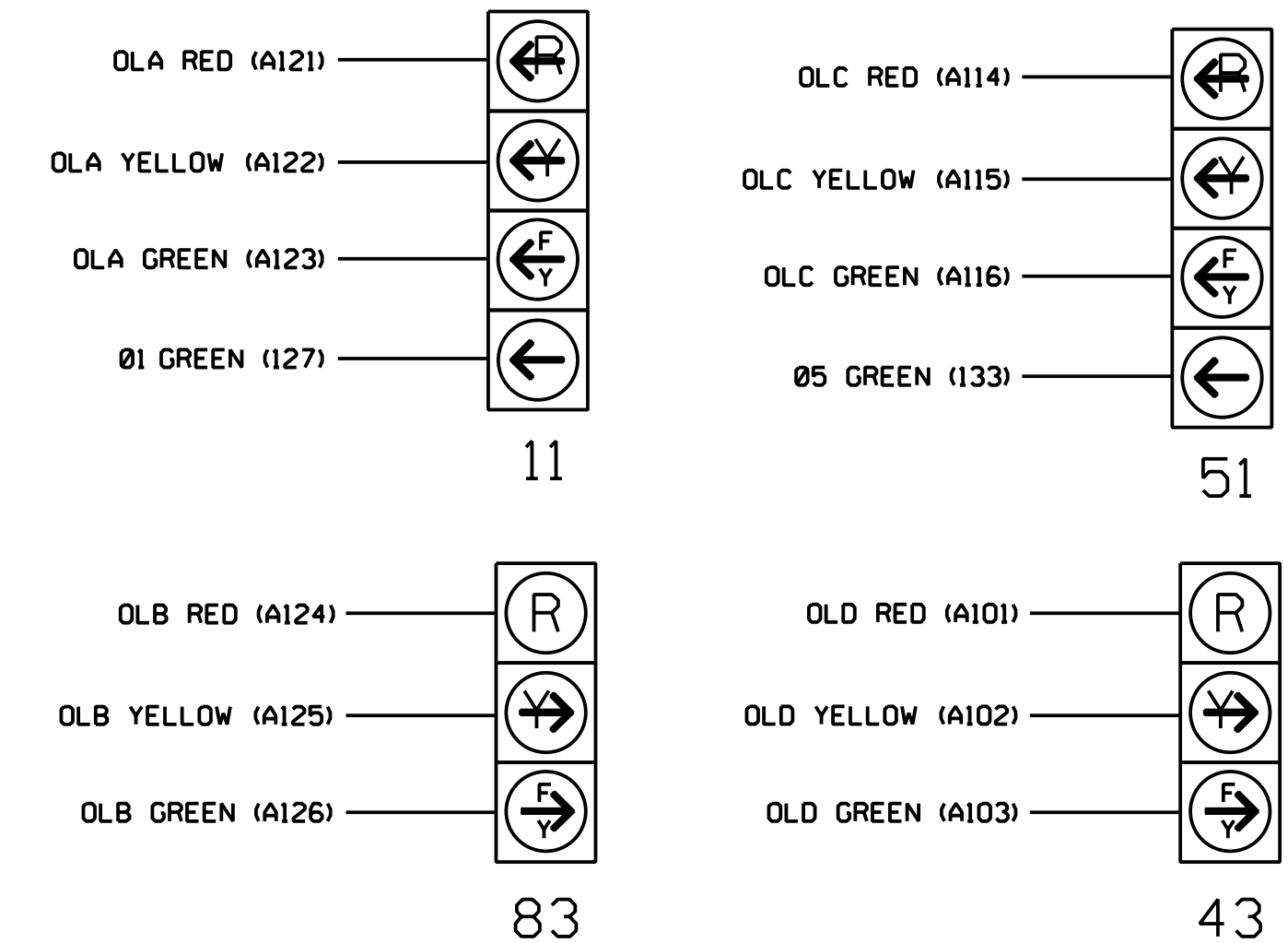
NU = Not Used

* Denotes install load resistor. See load resistor installation detail this sheet.

★ See pictorial of head wiring in detail this sheet.

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



NOTE

The sequence display for signal heads 11 and 51 requires special logic programming. See sheet 2 for programming instructions.

INPUT FILE POSITION LAYOUT

(front view)

FILE "I"	1	2	3	4	5	6	7	8	9	10	11	12	13	14
U	∅ 1	∅ 1	∅ 2/SYS	∅ 2/SYS	∅ 2/SYS	∅ 4	∅ 4	∅ 4	∅ 4	∅ 4	∅ 4	∅ 4	∅ 4	∅ 4
L	1A	1B	2A/S07	2A/S07	2A/S07	4A	4A	4A	4A	4A	4A	4A	4A	4A
	NOT USED	NOT USED	2B/S08	2B/S08	2B/S08	NOT USED	NOT USED	NOT USED	NOT USED	NOT USED	NOT USED	NOT USED	NOT USED	NOT USED
U	∅ 5	∅ 5	∅ 6/SYS	∅ 6/SYS	∅ 6/SYS	∅ 8	∅ 8	∅ 8	∅ 8	∅ 8	∅ 8	∅ 8	∅ 8	∅ 8
L	5A	5B	6A/S09	6A/S09	6A/S09	8A	8A	8A	8A	8A	8A	8A	8A	8A
	NOT USED	NOT USED	6B/S10	6B/S10	6B/S10	NOT USED	NOT USED	NOT USED	NOT USED	NOT USED	NOT USED	NOT USED	NOT USED	NOT USED

EX.: 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
 ST = STOP TIME

⊗ Wired Input - Do not populate slot with detector card

INPUT FILE CONNECTION & PROGRAMMING CHART

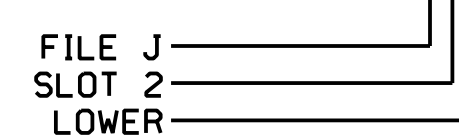
LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT ASSIGNMENT NO.	DETECTOR NO.	NEMA PHASE	CALL	EXTEND	FULL TIME DELAY	STRETCH TIME	DELAY TIME
1A ¹	TB2-1,2	I1U	56	18	1	1	Y	Y			15
	-	J4U	48	10★	26	6	Y	Y			
	-	I1U	56	18★	51	1	Y	Y			
1B	TB2-5,6	I2U	39	1	2	1	Y	Y			15
2A/S07	TB2-9,10	I3U	63	25	32	2/SYS	Y	Y			
2B/S08	TB2-11,12	I3L	76	38	42	2/SYS	Y	Y			
4A	TB4-9,10	I6U	41	3	4	4	Y	Y			
5A ²	TB3-1,2	J1U	55	17	5	5	Y	Y			15
	-	I4U	47	9★	22	2	Y	Y			
	-	J1U	55	17★	55	5	Y	Y			
5B	TB3-5,6	J2U	40	2	6	5	Y	Y			15
6A/S09	TB3-9,10	J3U	64	26	36	6/SYS	Y	Y			
6B/S10	TB3-11,12	J3L	77	39	46	6/SYS	Y	Y			
8A	TB5-9,10	J6U	42	4	8	8	Y	Y			

¹Add jumper from I1-W to J4-W, on rear of input file.

²Add jumper from J1-W to I4-W, on rear of input file.

★ See vehicle detector setup programming detail for alternate phasing on sheets 3 and 4.

INPUT FILE POSITION LEGEND: J2L

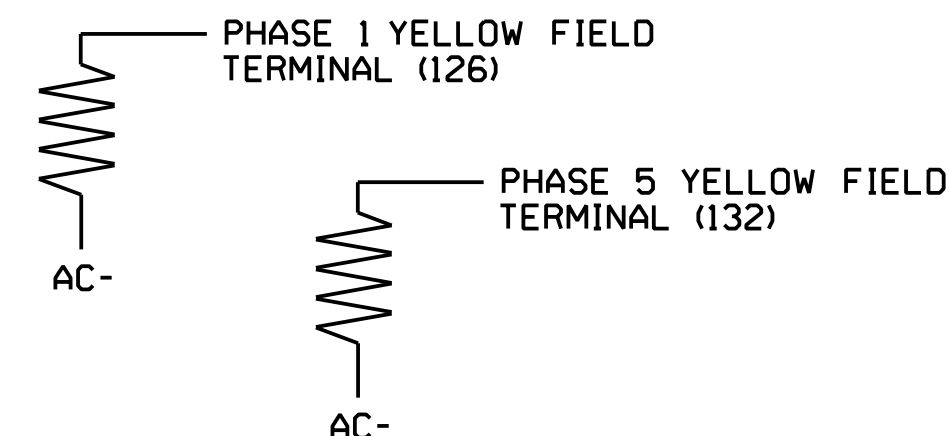


LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown)

ACCEPTABLE VALUES

VALUE (ohms)	WATTAGE
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



Electrical Detail - Sheet 1 of 5
 Signal Upgrade
 Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared for: **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

REVISIONS: _____ INITI. DATE _____

Signature: **Netasha Simmons** 9/10/2021

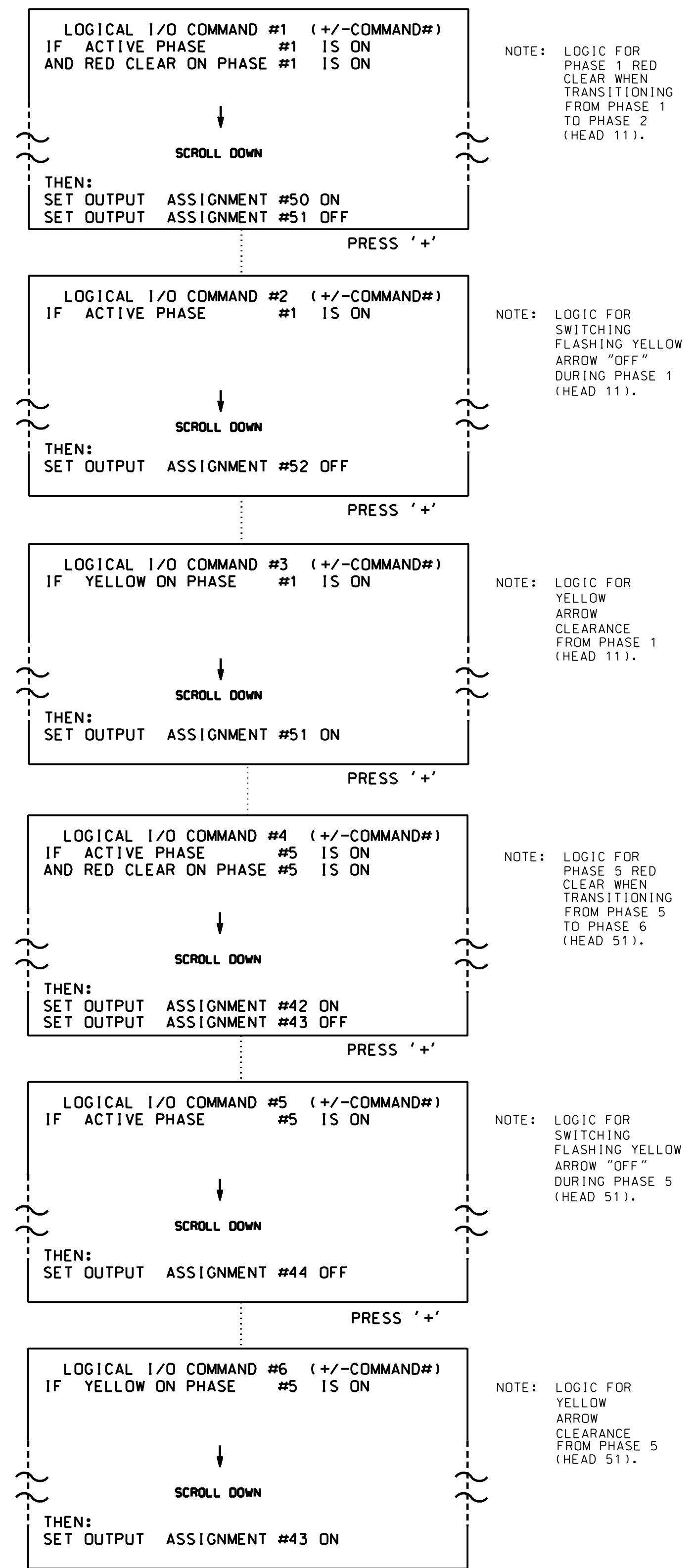
Signature: _____ DATE _____

SIG. INVENTORY NO. 03-0977

LOGICAL I/O PROCESSOR PROGRAMMING DETAIL TO PRODUCE SPECIAL FYA-PPLT SIGNAL SEQUENCE

(program controller as shown below)

- FROM MAIN MENU PRESS '2' (PHASE CONTROL), THEN '1' (PHASE CONTROL FUNCTIONS). SCROLL TO THE BOTTOM OF THE MENU AND ENABLE ACT LOGIC COMMANDS 1, 2, 3, 4, 5, AND 6.
- FROM MAIN MENU PRESS '6' (OUTPUTS), THEN '3' (LOGICAL I/O PROCESSOR).



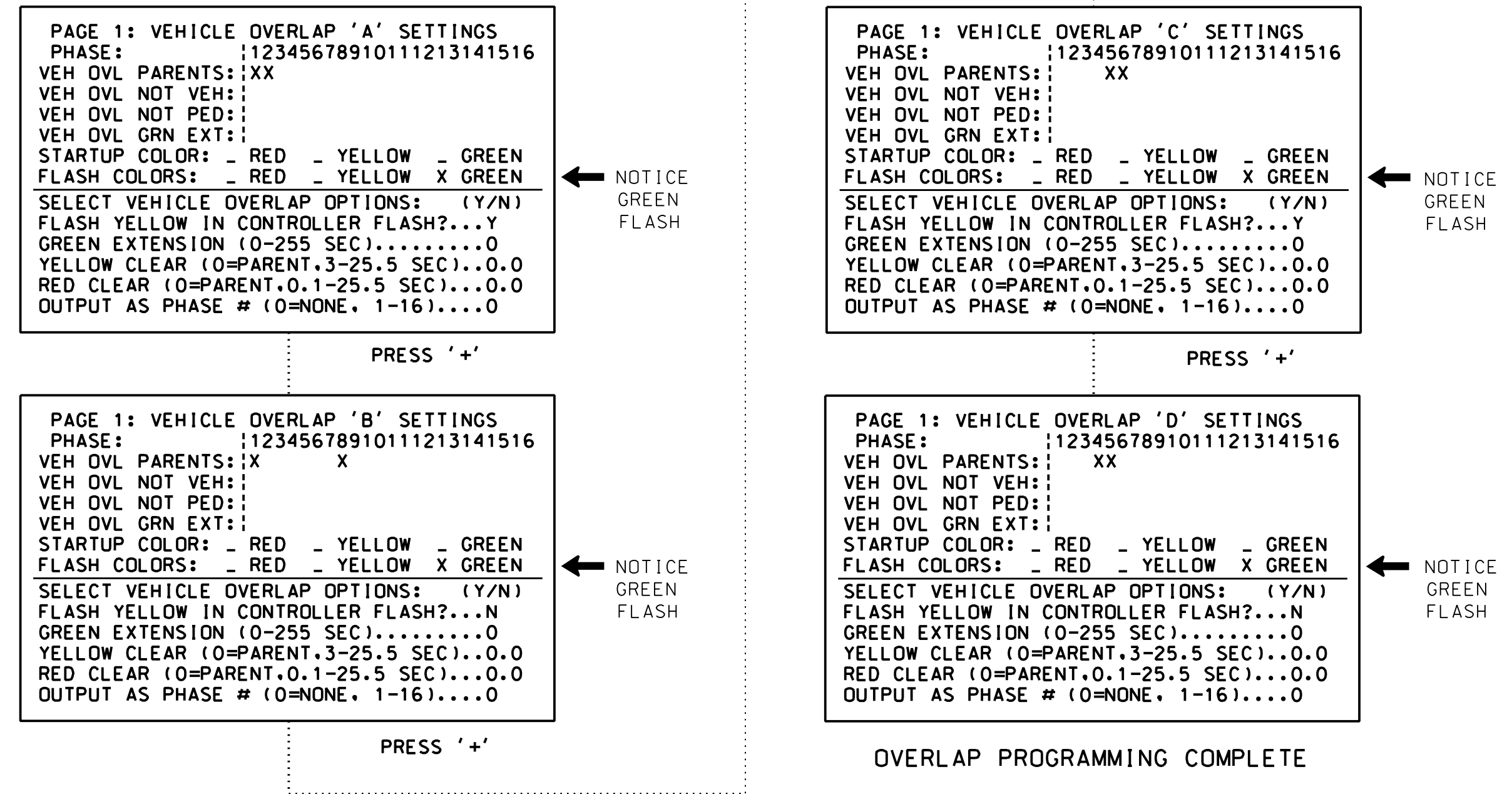
LOGIC I/O PROCESSOR PROGRAMMING COMPLETE

OUTPUT REFERENCE SCHEDULE	
USE TO INTERPRET LOGIC PROCESSOR	
OUTPUT 42 =	Overlap C Red
OUTPUT 43 =	Overlap C Yellow
OUTPUT 44 =	Overlap C Green
OUTPUT 50 =	Overlap A Red
OUTPUT 51 =	Overlap A Yellow
OUTPUT 52 =	Overlap A Green

OVERLAP PROGRAMMING DETAIL FOR DEFAULT PHASING

(program controller as shown below)

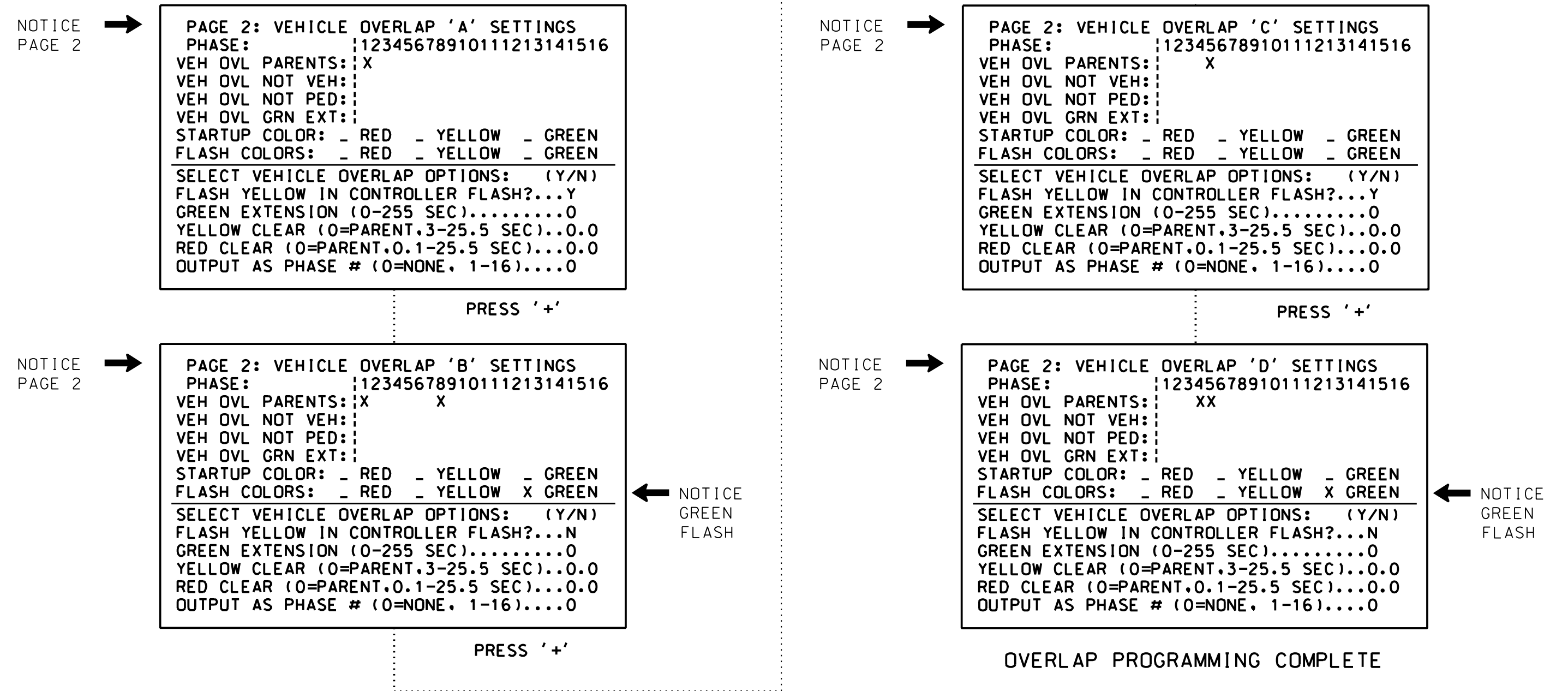
FROM MAIN MENU PRESS '8' (OVERLAPS), THEN '1' (VEHICLE OVERLAP SETTINGS).



OVERLAP PROGRAMMING DETAIL FOR ALTERNATE PHASING

(program controller as shown below)

FROM MAIN MENU PRESS '8' (OVERLAPS), THEN '1' (VEHICLE OVERLAP SETTINGS). PRESS 'NEXT' TO ADVANCE TO PAGE 2.



Electrical Detail - Sheet 2 of 5
Signal Upgrade
Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

HNTB HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1564
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THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-0977
DESIGNED: June 2017
SEALED: 9/10/2021
REVISED: N/A

	Prepared for: 		NC 211 (Southport-Supply Road) at St. James Drive Division 03 Brunswick Co. Southport	SEAL NORTH CAROLINA PROFESSIONAL ENGINEER NATASHA R. SIMMONS SEAL 031464
	PLAN DATE: June 2017 PREPARED BY: A.H. Thornburg	REVIEWED BY: A.D. Klinksiek REVIEWED BY: N.R. Simmons		

INPUT PAGE 2 ASSIGNMENT PROGRAMMING DETAIL FOR ALTERNATE PHASING - LOOP 5A

(program controller as shown below)

- NOTES: 1. THIS PROGRAMMING APPLIES FOR INPUT PAGE 2 ONLY. INPUT PAGE 1 WILL USE STANDARD DEFAULT SETTINGS. THIS PROGRAMMING IS NECESSARY FOR PROPER DETECTOR OPERATION DURING ALTERNATE PHASING OPERATION. 2. THE FIRST TASK THIS PROGRAMMING ACCOMPLISHES IS THE DISABLING OF INPUT #9 (DETECTOR 22) SO THAT A VEHICLE CALL WILL NOT BE PLACED TO PHASE 2 DURING ALTERNATE PHASING OPERATION. THE SECOND TASK THIS PROGRAMMING ACCOMPLISHES IS THAT IT REASSIGNS DETECTOR 55 TO INPUT #17 SO THAT THE DELAY ON LOOP 5A CAN BE REDUCED FROM 15 SECONDS TO 0 SECONDS.

FROM MAIN MENU PRESS '5' (INPUTS), THEN PRESS 'NEXT' TO GET TO INPUT PAGE '2'. PRESS THE '+' KEY UNTIL INPUT 9 IS REACHED.

PAGE: 2 C1 PIN:47 VEHICLE DETECTOR INPUT ASSIGNMENT #.....9 DEBOUNCE TIME (0-25.5 SEC).....0.5 DELAY TIME (0-25.5 SEC).....0.0 HOLD-OVER TIME (0-25.5 SEC).....0.0 ASSIGNMENT SELECTION: NOT ENABLED (Y/N).....Y VEHICLE DETECTOR (1-64).....22 PEDESTRIAN DETECTOR (1-16)..... ALTERNATE PED DETECTOR (1-16)..... PREEMPT (1-10)..... INVERTED PREEMPT (1-10)..... STOP TIME (Y/N)..... FLASH SENSE (Y/N)..... DOOR OPEN (Y/N)..... MANUAL CONTROL ENABLE (Y/N)..... MANUAL CONTROL ADVANCE (Y/N)..... SPECIAL FUNCTION ALARM (1-8)..... TOD HOUR SYNCHRONIZATION (0-23)..... FORCE OFF RING (1-4)..... HOLD PHASES (1-16)..... PLAN (65=FLSH,66=FREE)..... OFFSET#..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE TIMING PAGE (1-4)..... CHANGE PHASE CONTROL PAGE (1-4)..... CHANGE OVERLAP CONTROL PAGE (1-4)..... CHANGE INPUT PAGE (1-4)..... CHANGE OUTPUT PAGE (1-4)..... OVERRIDE PHASE CONTROL FUNCTION (Y).....

ENTER A 'Y' FOR NOT ENABLED
DEFAULT DETECTOR NUMBER WILL REMAIN UNTIL 'NOT ENABLED' IS ENTERED.

(LOOP 5A - PHASE 2)

PAGE: 2 C1 PIN:47 NOT ENABLED INPUT ASSIGNMENT #.....9 DEBOUNCE TIME (0-25.5 SEC).....0.5 DELAY TIME (0-25.5 SEC).....0.0 HOLD-OVER TIME (0-25.5 SEC).....0.0 ASSIGNMENT SELECTION: NOT ENABLED (Y/N).....Y VEHICLE DETECTOR (1-64)..... PEDESTRIAN DETECTOR (1-16)..... ALTERNATE PED DETECTOR (1-16)..... PREEMPT (1-10)..... INVERTED PREEMPT (1-10)..... STOP TIME (Y/N)..... FLASH SENSE (Y/N)..... DOOR OPEN (Y/N)..... MANUAL CONTROL ENABLE (Y/N)..... MANUAL CONTROL ADVANCE (Y/N)..... SPECIAL FUNCTION ALARM (1-8)..... TOD HOUR SYNCHRONIZATION (0-23)..... FORCE OFF RING (1-4)..... HOLD PHASES (1-16)..... PLAN (65=FLSH,66=FREE)..... OFFSET#..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE TIMING PAGE (1-4)..... CHANGE PHASE CONTROL PAGE (1-4)..... CHANGE OVERLAP CONTROL PAGE (1-4)..... CHANGE INPUT PAGE (1-4)..... CHANGE OUTPUT PAGE (1-4)..... OVERRIDE PHASE CONTROL FUNCTION (Y).....

PRESS '+' TO ADVANCE TO INPUT 17

PAGE: 2 C1 PIN:55 VEHICLE DETECTOR INPUT ASSIGNMENT #.....17 DEBOUNCE TIME (0-25.5 SEC).....0.5 DELAY TIME (0-25.5 SEC).....0.0 HOLD-OVER TIME (0-25.5 SEC).....0.0 ASSIGNMENT SELECTION: NOT ENABLED (Y/N)..... VEHICLE DETECTOR (1-64).....5 PEDESTRIAN DETECTOR (1-16)..... ALTERNATE PED DETECTOR (1-16)..... PREEMPT (1-10)..... INVERTED PREEMPT (1-10)..... STOP TIME (Y/N)..... FLASH SENSE (Y/N)..... DOOR OPEN (Y/N)..... MANUAL CONTROL ENABLE (Y/N)..... MANUAL CONTROL ADVANCE (Y/N)..... SPECIAL FUNCTION ALARM (1-8)..... TOD HOUR SYNCHRONIZATION (0-23)..... FORCE OFF RING (1-4)..... HOLD PHASES (1-16)..... PLAN (65=FLSH,66=FREE)..... OFFSET#..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE TIMING PAGE (1-4)..... CHANGE PHASE CONTROL PAGE (1-4)..... CHANGE OVERLAP CONTROL PAGE (1-4)..... CHANGE INPUT PAGE (1-4)..... CHANGE OUTPUT PAGE (1-4)..... OVERRIDE PHASE CONTROL FUNCTION (Y).....

ENTER '55' TO REASSIGN THE VEHICLE DETECTOR FOR THIS INPUT

(LOOP 5A - PHASE 5)

PAGE: 2 C1 PIN:55 VEHICLE DETECTOR INPUT ASSIGNMENT #.....17 DEBOUNCE TIME (0-25.5 SEC).....0.5 DELAY TIME (0-25.5 SEC).....0.0 HOLD-OVER TIME (0-25.5 SEC).....0.0 ASSIGNMENT SELECTION: NOT ENABLED (Y/N)..... VEHICLE DETECTOR (1-64).....55 PEDESTRIAN DETECTOR (1-16)..... ALTERNATE PED DETECTOR (1-16)..... PREEMPT (1-10)..... INVERTED PREEMPT (1-10)..... STOP TIME (Y/N)..... FLASH SENSE (Y/N)..... DOOR OPEN (Y/N)..... MANUAL CONTROL ENABLE (Y/N)..... MANUAL CONTROL ADVANCE (Y/N)..... SPECIAL FUNCTION ALARM (1-8)..... TOD HOUR SYNCHRONIZATION (0-23)..... FORCE OFF RING (1-4)..... HOLD PHASES (1-16)..... PLAN (65=FLSH,66=FREE)..... OFFSET#..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE TIMING PAGE (1-4)..... CHANGE PHASE CONTROL PAGE (1-4)..... CHANGE OVERLAP CONTROL PAGE (1-4)..... CHANGE INPUT PAGE (1-4)..... CHANGE OUTPUT PAGE (1-4)..... OVERRIDE PHASE CONTROL FUNCTION (Y).....

PROGRAMMING COMPLETE

SPECIAL DETECTOR PROGRAMMING DETAIL - LOOP 5A (ALT.)

(program controller as shown below)

FROM MAIN MENU PRESS '7' (DETECTORS), THEN PRESS '1' FOR VEHICLE DETECTORS. PRESS THE '-' KEY TO GET TO VEHICLE DETECTOR #55.

VEHICLE DETECTOR #55 SETTINGS (+,-,1-64) SETTING: (Y/N) ENABLE DETECTOR.....N ENABLE LOGGING.....N ENABLE DIAGNOSTICS.....N SPEED TRAP.....N CALL DETECTOR.....Y EXTENSION DETECTOR.....Y MODE 2 STOP BAR.....N SWITCHING DETECTOR.....N DUPLICATING DETECTOR.....N ENABLE FULL TIME DELAY.....N IF FAILED, SET MIN RECALL?.....N IF FAILED, SET MAX1 RECALL?.....N IF FAILED, SET MAX2 RECALL?.....N PHASE# :12345678910111213141516 PHASES ASSIGNED : SWITCH/DUPLICATE: LOOP SIZE (0-255 FT).....6 SPEED TRAP DISTANCE (0-255 FT).....0 STOP BAR TIME (0-255 SEC).....0 STRETCH (0-25.5 SEC).....0.0 DELAY (0-255 SEC).....0 MAX CALLS/MIN (0-255).....255 MIN CALLS/DIAGNOSTIC PERIOD (0-255).....0 MAX OCCUPANCY (0-100%).....100 EXTENSION DISABLE TIME (0-255 SEC).....0 QUEUE MAX OCCUPANCY TIME (0-255).....0 QUEUE GAP RESET TIME (0-25.5).....0.0 PREEMPTION INDEX FOR QUEUE (0-10).....0

ENTER 'Y' FOR ENABLE DETECTOR

ENTER '5' FOR PHASES ASSIGNED

ENSURE DELAY IS '0'

VEHICLE DETECTOR #55 SETTINGS (+,-,1-64) SETTING: (Y/N) ENABLE DETECTOR.....Y ENABLE LOGGING.....N ENABLE DIAGNOSTICS.....N SPEED TRAP.....N CALL DETECTOR.....Y EXTENSION DETECTOR.....Y MODE 2 STOP BAR.....N SWITCHING DETECTOR.....N DUPLICATING DETECTOR.....N ENABLE FULL TIME DELAY.....N IF FAILED, SET MIN RECALL?.....N IF FAILED, SET MAX1 RECALL?.....N IF FAILED, SET MAX2 RECALL?.....N PHASE# :12345678910111213141516 PHASES ASSIGNED : X SWITCH/DUPLICATE: LOOP SIZE (0-255 FT).....6 SPEED TRAP DISTANCE (0-255 FT).....0 STOP BAR TIME (0-255 SEC).....0 STRETCH (0-25.5 SEC).....0.0 DELAY (0-255 SEC).....0 MAX CALLS/MIN (0-255).....255 MIN CALLS/DIAGNOSTIC PERIOD (0-255).....0 MAX OCCUPANCY (0-100%).....100 EXTENSION DISABLE TIME (0-255 SEC).....0 QUEUE MAX OCCUPANCY TIME (0-255).....0 QUEUE GAP RESET TIME (0-25.5).....0.0 PREEMPTION INDEX FOR QUEUE (0-10).....0

DETECTOR PROGRAMMING COMPLETE

NOTE: DETECTOR IS PROGRAMMED PER THE INPUT FILE CONNECTION AND PROGRAMMING CHART SHOWN ON SHEET 1.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-0977 DESIGNED: June 2017 SEALED: 9/10/2021 REVISED: N/A

Electrical Detail - Sheet 4 of 5 Signal Upgrade Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Table with project details: NC 211 (Southport-Supply Road) at St. James Drive, Division 03 Brunswick Co. Southport. Includes signature of Natasha Simmons, date 9/10/2021, and seal information.

ALTERNATE PHASING ACTIVATION DETAIL

TO RUN ALT. PHASING DURING COORDINATION - SELECT ALL PAGE CHANGES (AS SHOWN BELOW) WITHIN COORDINATION PLAN PROGRAMMING.

TO RUN ALT. PHASING DURING FREE RUN - PROGRAM PAGE CHANGES (SHOWN BELOW) IN SEPARATE TIME OF DAY EVENTS. IF PAGE 1 IS USED, NO EVENT PROGRAMMING IS NECESSARY FOR THAT PARTICULAR PAGE.

<u>PHASING</u>	<u>INPUTS PAGE</u>	<u>OVERLAPS PAGE</u>
ACTIVE PAGES REQUIRED TO RUN <u>DEFAULT PHASING</u>	1	1
ACTIVE PAGES REQUIRED TO RUN <u>ALTERNATE PHASING</u>	2	2

NOTE: PAGES NOT SHOWN (i.e. sequence, phase control, etc.) SHOULD REMAIN AS '1', OR AS DEFINED BY TIMING ENGINEER.

IMPORTANT: IF ALT. PHASING IS USED DURING FREE RUN AND COORDINATION, DO NOT OPERATE TIME OF DAY PAGE CHANGE EVENTS CONCURRENTLY WITH COORDINATION PLAN EVENTS IN THE EVENT SCHEDULER. (EX. FREE RUN PAGE CHANGE EVENT SHOULD END BEFORE COORDINATION PLAN EVENT STARTS AND VICE-VERSA).

ALTERNATE PHASING PAGE CHANGE SUMMARY

THE FOLLOWING IS A SUMMARY OF WHAT TAKES PLACE WHEN THESE OVERLAP/INPUT PAGE CHANGES ACTIVATE TO CALL THE "ALTERNATE PHASING":

OVERLAPS PAGE 2: Modifies overlap parent phases for heads 11 and 51 to run protected turns only.

INPUTS PAGE 2: Disables phase 6 call on loop 1A and reduces delay time for phase 1 call on loop 1A to 0 seconds.

Disables phase 2 call on loop 5A and reduces delay time for phase 5 call on loop 5A to 0 seconds.

FLASHER CIRCUIT MODIFICATION DETAIL

IN ORDER TO INSURE THAT SIGNALS FLASH CONCURRENTLY ON THE SAME APPROACH, MAKE THE FOLLOWING FLASHER CIRCUIT CHANGES:

1. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-4 AND TERMINATE ON T2-2.
2. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-5 AND TERMINATE ON T2-3.
3. REMOVE FLASHER UNIT 2.


THE CHANGES LISTED ABOVE TIES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 03-0977
DESIGNED: June 2017
SEALED: 9/10/2021
REVISED: N/A

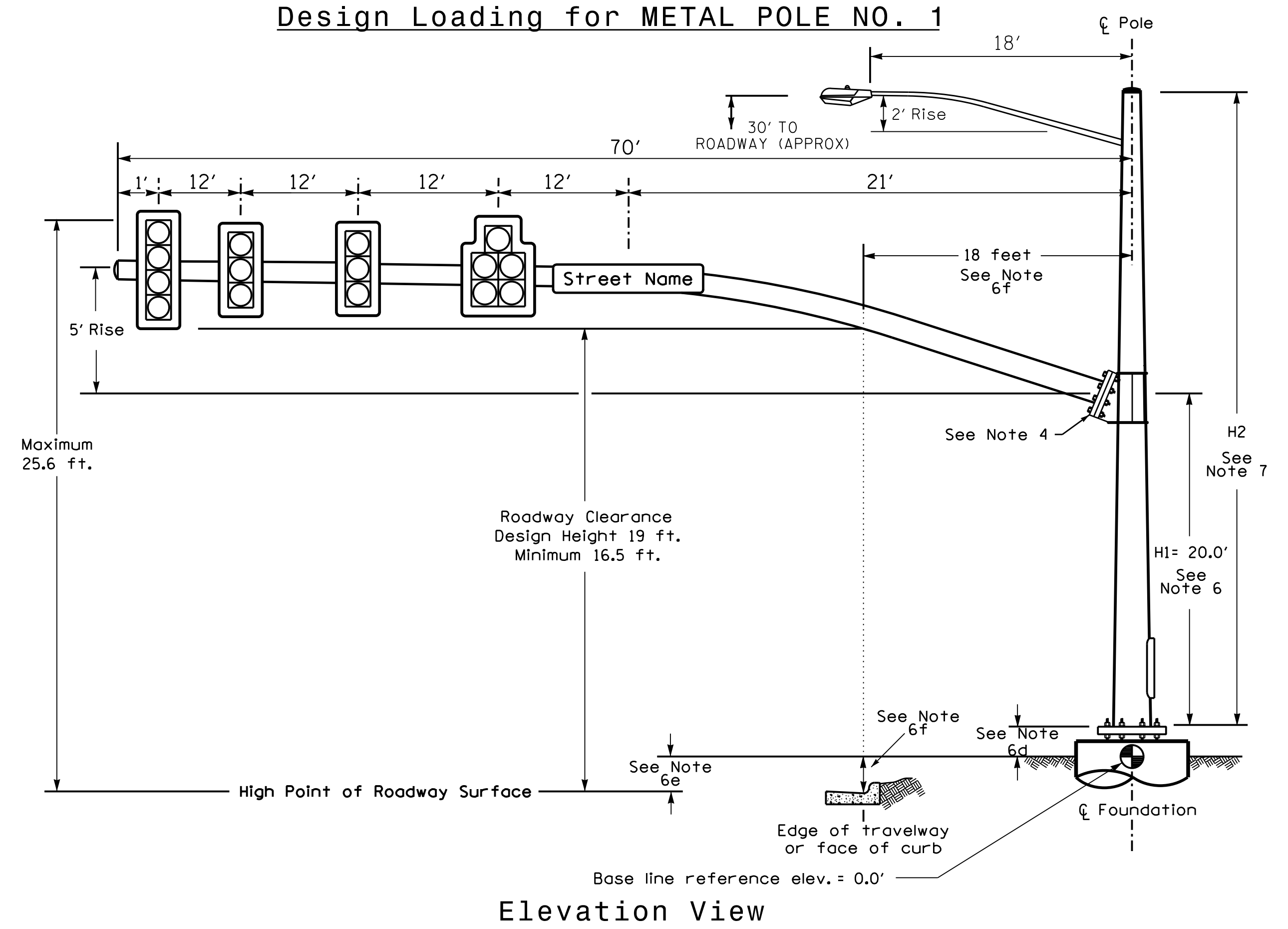
Electrical Detail - Sheet 5 of 5
Signal Upgrade
Final Design

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HNTB HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554
(919) 546-8997

ELECTRICAL AND PROGRAMMING DETAILS FOR:	NC 211 (Southport-Supply Road) at St. James Drive Division 03 Brunswick Co. Southport	SEAL NORTH CAROLINA PROFESSIONAL ENGINEER NATASHA R. SIMMONS												
Prepared for:  STATE OF NORTH CAROLINA Department of Transportation Mobility and Safety Division	PLAN DATE: June 2017 REVIEWED BY: A.D. Klinksiek PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons	DocuSigned by: Natasha Simmons 9/10/2021												
750 N. Greenfield Pkwy, Corner, NC 27529	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">REVISIONS</th> <th style="text-align: left;">INIT.</th> <th style="text-align: left;">DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	REVISIONS	INIT.	DATE										SIGNATURE DATE _____ _____ SIG. INVENTORY NO. 03-0977
REVISIONS	INIT.	DATE												

Design Loading for METAL POLE NO. 1

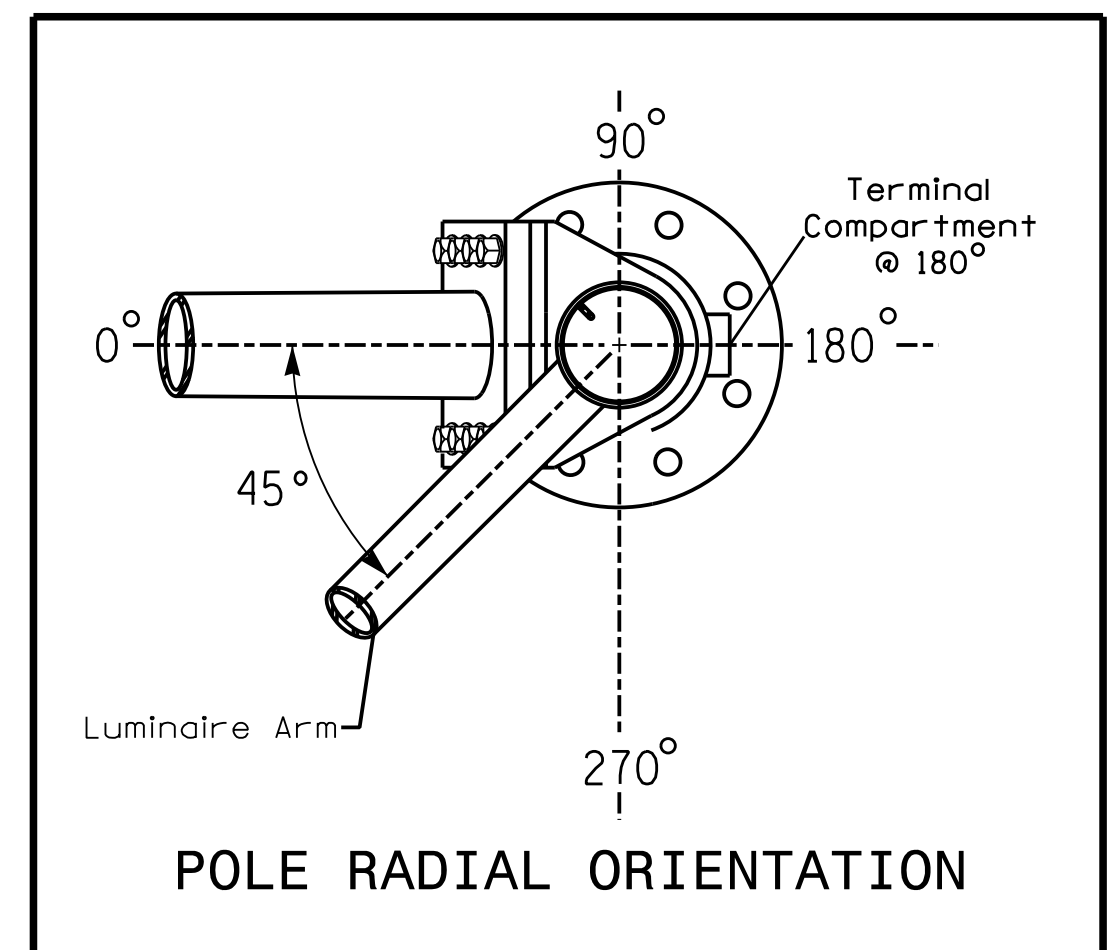


Elevation View

SPECIAL NOTE
The contractor is responsible for verifying that the mast arm attachment height (H1) will provide the "Design Height" clearance from the roadway before submitting final shop drawings for approval. Verify elevation data below which was obtained by field measurement or from available project survey data.

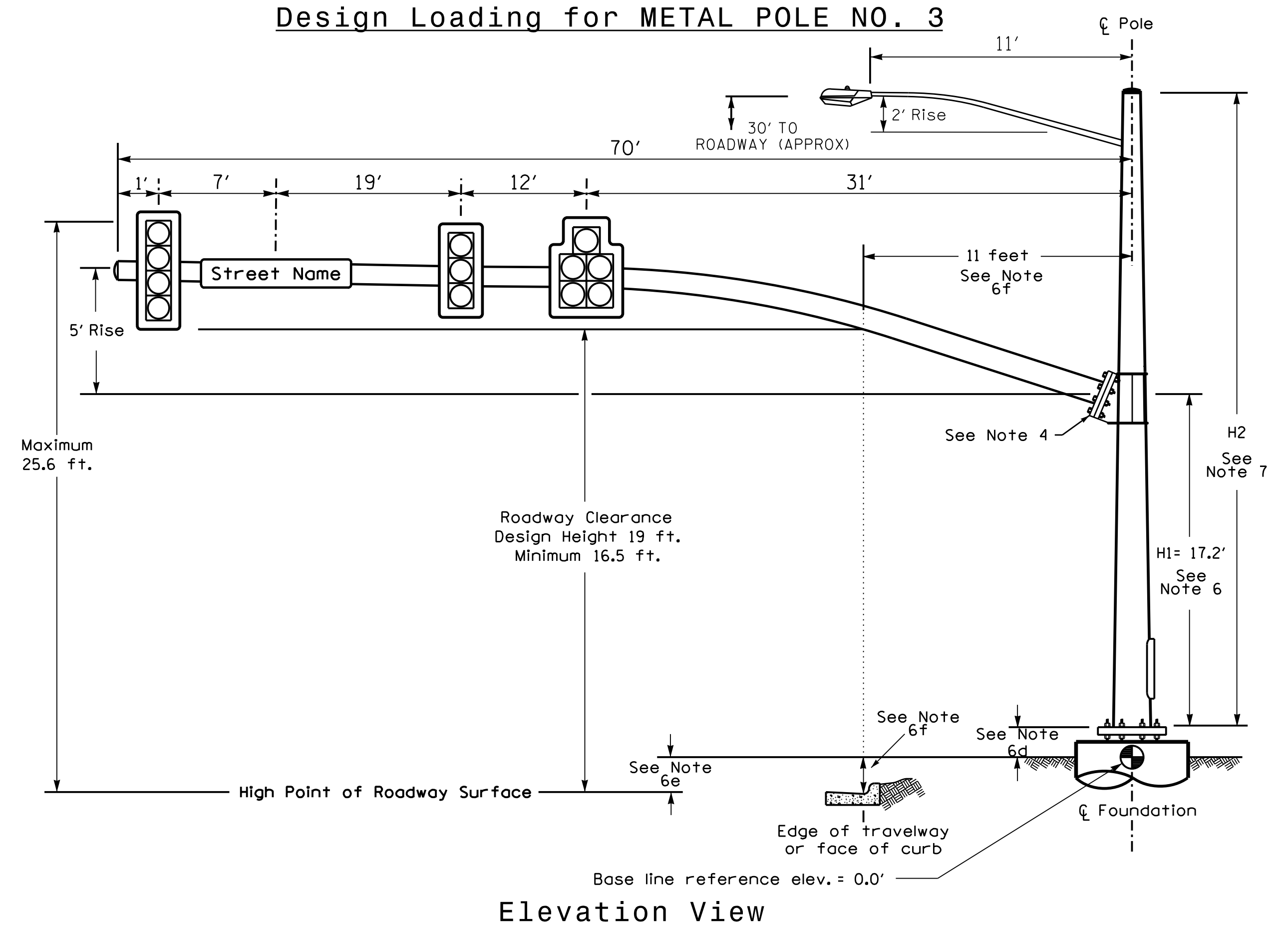
Elevation Data for Mast Arm Attachment (H1)

Elevation Differences for:	Pole 1	Pole 3
Baseline reference point at \odot Foundation @ ground level	0.0 ft.	0.0 ft.
Elevation difference at High point of roadway surface	+3.99 ft.	+1.15 ft.
Elevation difference at Edge of travelway or face of curb	+2.96 ft.	-0.39 ft.

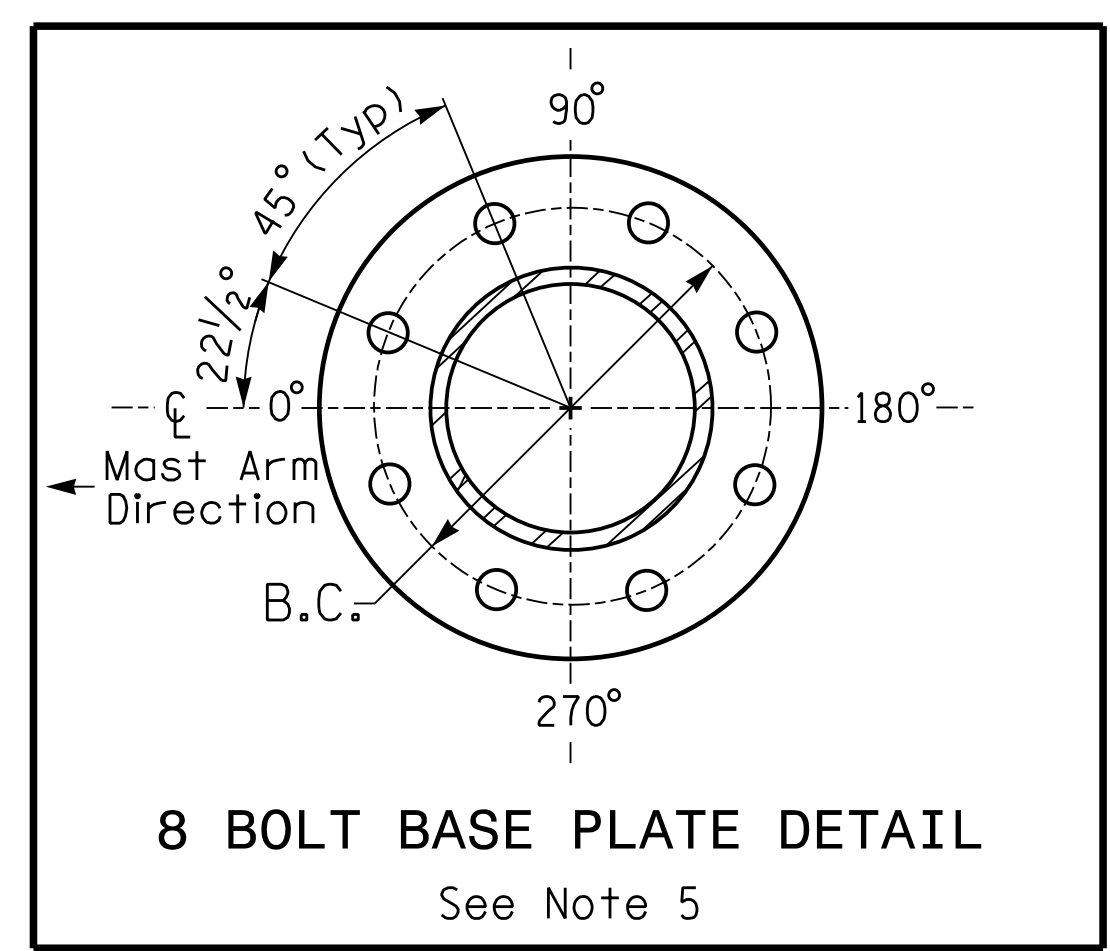


POLE RADIAL ORIENTATION

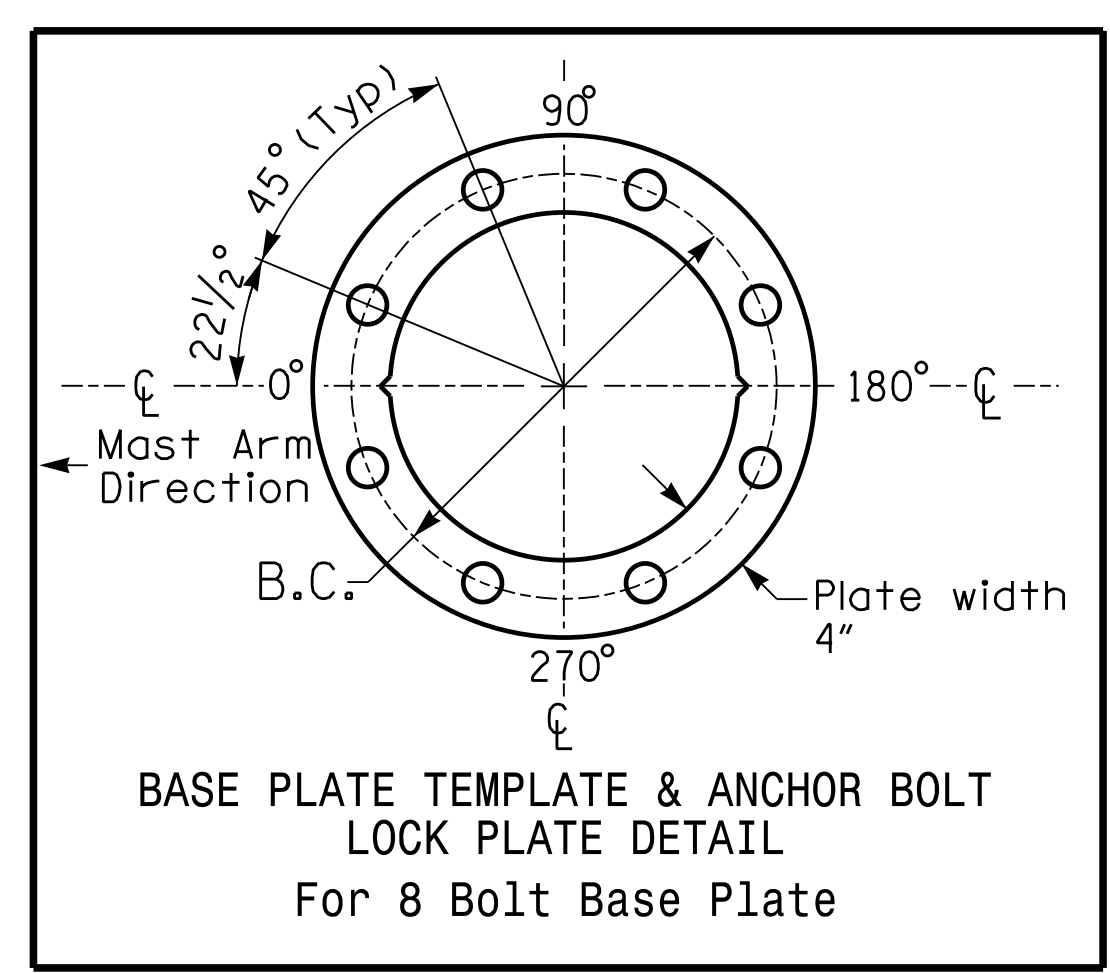
Design Loading for METAL POLE NO. 3



Elevation View



8 BOLT BASE PLATE DETAIL



BASE PLATE TEMPLATE & ANCHOR BOLT LOCK PLATE DETAIL For 8 Bolt Base Plate

MAST ARM LOADING SCHEDULE

LOADING SYMBOL	DESCRIPTION	AREA	SIZE	WEIGHT
	RIGID MOUNTED SIGNAL HEAD 12"-3 SECTION-WITH BACKPLATE	9.3 S.F.	25.5" W X 52.5" L	60 LBS
	RIGID MOUNTED SIGNAL HEAD 12"-4 SECTION-WITH BACKPLATE	11.5 S.F.	25.5" W X 66.0" L	74 LBS
	RIGID MOUNTED SIGNAL HEAD 12"-5 SECTION-WITH BACKPLATE	16.3 S.F.	42.0" W X 56.0" L	103 LBS
	STREET NAME SIGN RIGID MOUNTED	16.0 S.F.	24.0" W X 96.0" L	36 LBS
	LUMINAIRE	EPA 0.87 S.F.	13.25" W X 26.25" L	35 LBS

NOTES

DESIGN REFERENCE MATERIAL

- Design the traffic signal structure and foundation in accordance with:
 - The 6th Edition 2013 AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, including all of the latest interim revisions.
 - The 2018 NCDOT "Standard Specifications for Roads and Structures." The latest addenda to the specifications can be found in the traffic signal project special provisions.
 - The 2018 NCDOT Roadway Standard Drawings.
 - The traffic signal project plans and special provisions.
 - The NCDOT "Metal Pole Standards" located at the following NCDOT website: <https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx>

DESIGN REQUIREMENTS

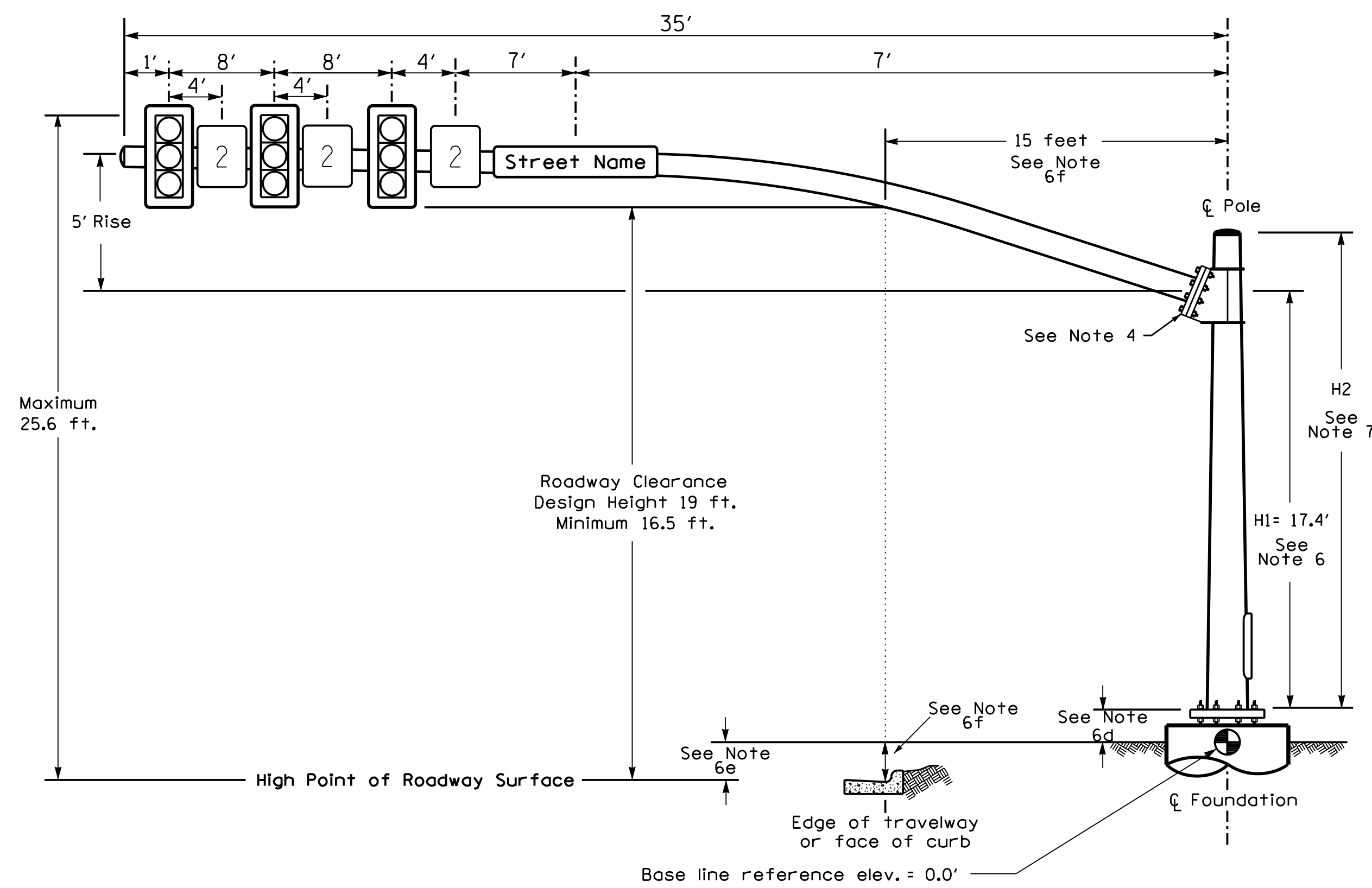
- Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signal plans for the actual loads that will be applied at the time of the installation.
- Design all signal supports using stress ratios that do not exceed 0.9.
- A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design requirements.
- Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts.
- The mast arm attachment height (H1) shown is based on the following design assumptions:
 - Nominal vertical rise in mast arm is 5 feet as measured from the centerline of the arm base to the centerline of the free end of the arm.
 - Signal heads are rigidly mounted and vertically centered on the mast arm.
 - The roadway clearance height for design is as shown in the elevation views.
 - The top of the pole base plate is 0.75 feet above the ground elevation.
 - Refer to the Elevation Data Chart for the elevation differences between the proposed foundation ground level and the high point of the roadway.
 - Provide horizontal distance from the proposed centerline of the foundation to the edge of travelway. Refer to the Elevation Data Chart for elevation difference between the proposed foundation ground level and the edge of travelway. This information is necessary to ensure that the roadway clearance is maintained at the edge of the travelway and to aid in the camber design of the arm.
- The pole manufacturer will determine the total height (H2) of each pole based on the luminaire height requirement of 30 ft.
- If pole location adjustments are required, the contractor must gain approval from the Engineer as this may affect the mast arm lengths and arm attachment heights. The contractor may contact the Signal Design Section Senior Structural Engineer for assistance at (919) 814-5000.
- The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway.
- The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.
- Comply with NEC code 230.2(E) concerning service equipment disconnect.
- Lighting fixture and luminaire arm represent a load condition to the pole and may not represent exactly how the fixtures will be mounted. The contractor is responsible for ensuring that any required factory preps for mounting fixtures to the pole are included on the shop drawings.
- Design the luminaire support arm using design dimensions as shown on elevations views. Refer to the Radial Orientation Detail for attachment to the signal pole. Design arm end for a nominal 2 inch slip fit socket connection for light assembly.

All metal poles and arms should be BLACK in color as specified in the project special provisions.

NCDOT Wind Zone 2 (130 mph)

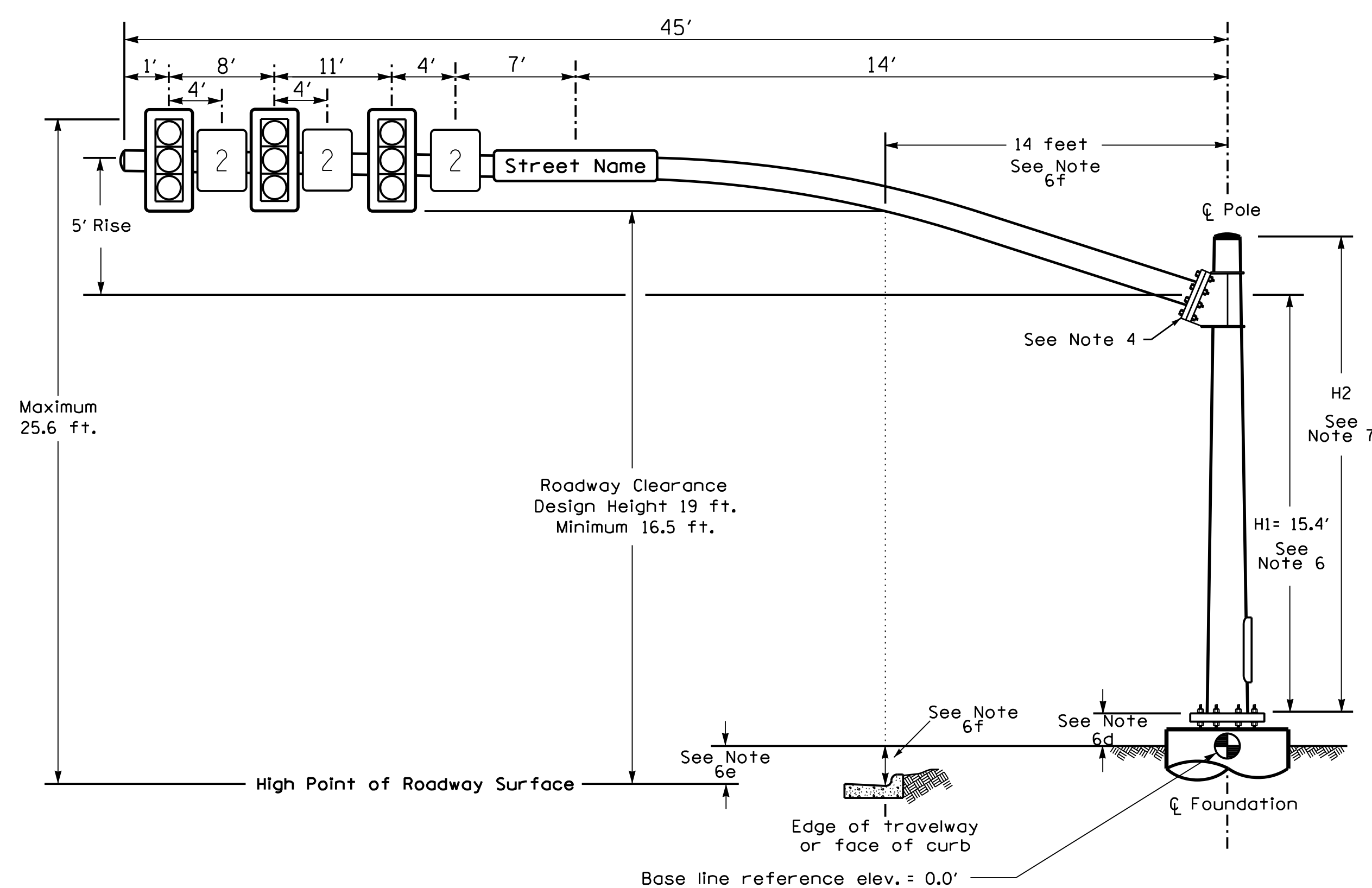
	NC 211 (Southport-Supply Road) at St. James Drive		
	Division 03 Brunswick Co. Southport	PLAN DATE: June 2017 REVIEWED BY: A.D. Klinskiesk	
SCALE: 0 N/A N/A	PREPARED BY: A.H. Thornburg	REVIEWED BY: N.R. Simmons	DATE: 9/10/2021

Design Loading for METAL POLE NO. 2



Elevation View

Design Loading for METAL POLE NO. 4



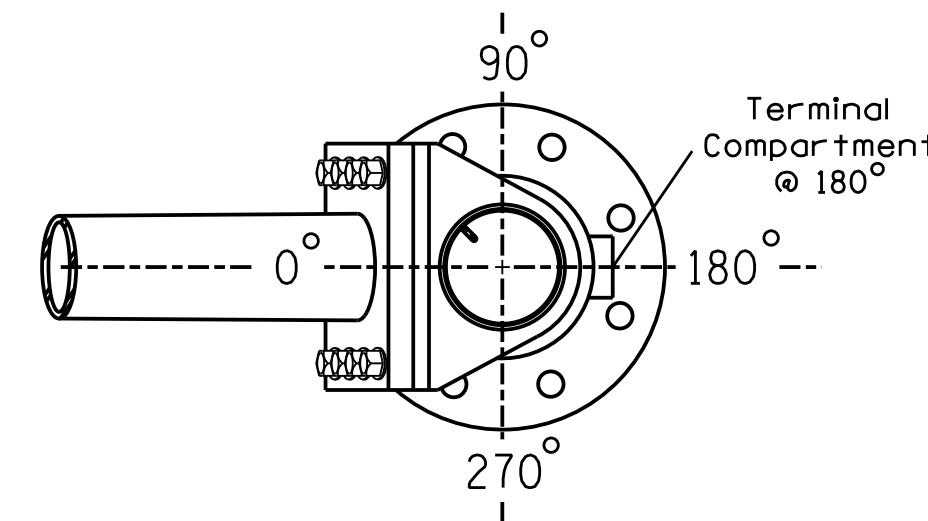
Elevation View

SPECIAL NOTE

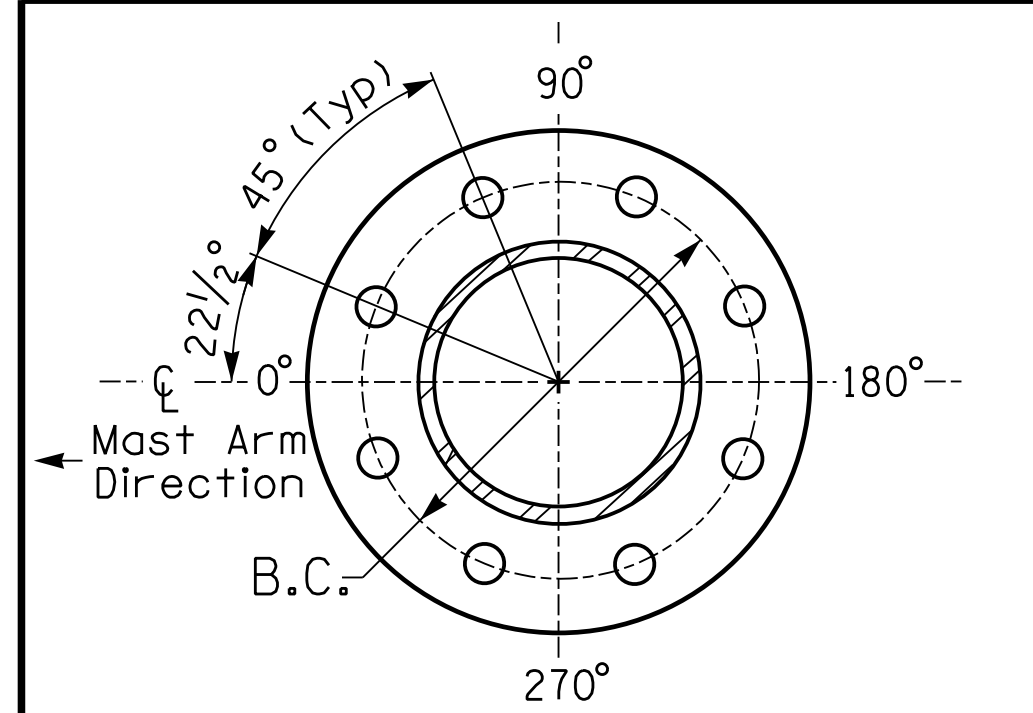
The contractor is responsible for verifying that the mast arm attachment height (H1) will provide the "Design Height" clearance from the roadway before submitting final shop drawings for approval. Verify elevation data below which was obtained by field measurement or from available project survey data.

Elevation Data for Mast Arm Attachment (H1)

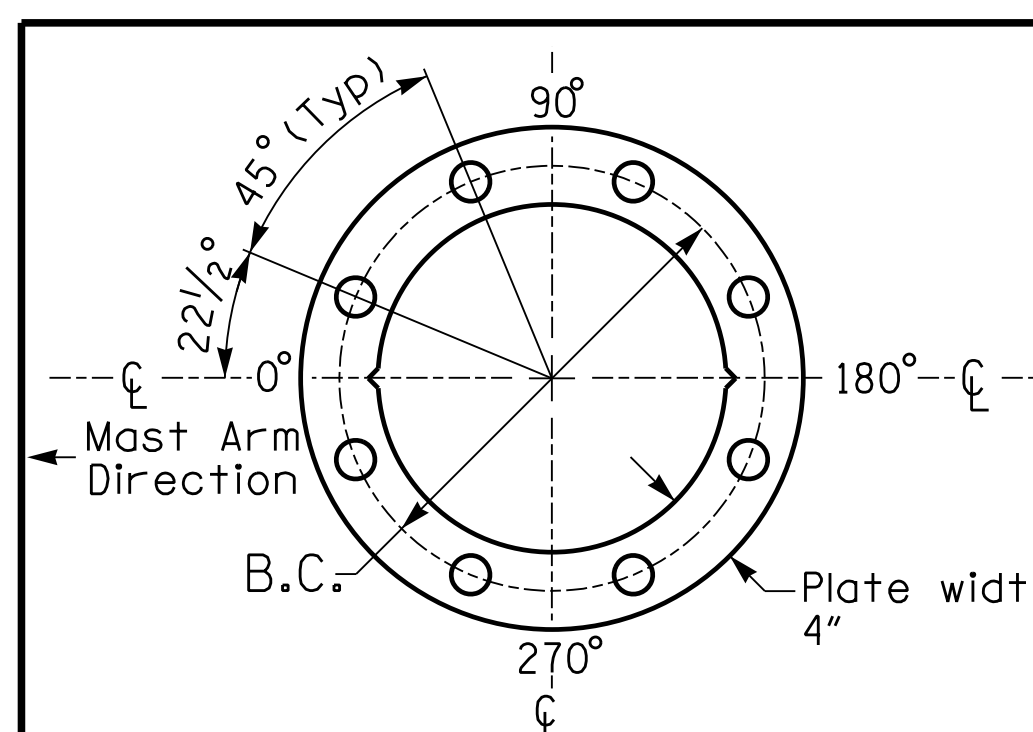
Elevation Differences for:	Pole 2	Pole 4
Baseline reference point at \odot Foundation @ ground level	0.0 ft.	0.0 ft.
Elevation difference at High point of roadway surface	+1.96 ft.	-0.03 ft.
Elevation difference at Edge of travelway or face of curb	+1.70 ft.	-0.30 ft.



POLE RADIAL ORIENTATION



8 BOLT BASE PLATE DETAIL
See Note 5



BASE PLATE TEMPLATE & ANCHOR BOLT LOCK PLATE DETAIL
For 8 Bolt Base Plate

MAST ARM LOADING SCHEDULE

LOADING SYMBOL	DESCRIPTION	AREA	SIZE	WEIGHT
	RIGID MOUNTED SIGNAL HEAD 12"-3 SECTION-WITH BACKPLATE	9.3 S.F.	25.5" W X 52.5" L	60 LBS
	SIGN RIGID MOUNTED	7.5 S.F.	30.0" W X 36.0" L	14 LBS
	STREET NAME SIGN RIGID MOUNTED	16.0 S.F.	24.0" W X 96.0" L	36 LBS

NOTES

DESIGN REFERENCE MATERIAL

- Design the traffic signal structure and foundation in accordance with:
 - The 6th Edition 2013 AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, including all of the latest interim revisions.
 - The 2018 NCDOT "Standard Specifications for Roads and Structures." The latest addenda to the specifications can be found in the traffic signal project special provisions.
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 - The NCDOT "Metal Pole Standards" located at the following NCDOT website: <https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx>

DESIGN REQUIREMENTS

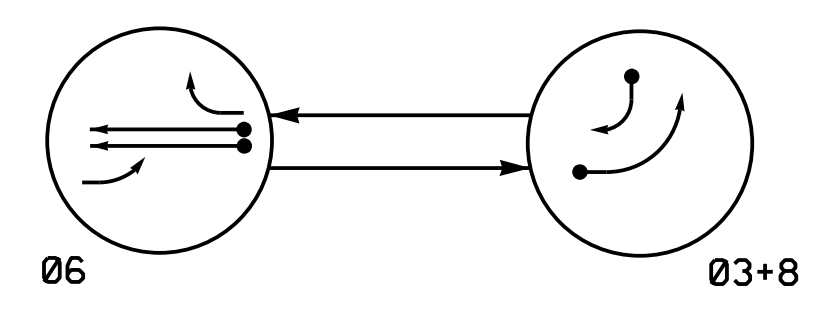
- Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signal plans for the actual loads that will be applied at the time of the installation.
- Design all signal supports using stress ratios that do not exceed 0.9.
- A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design requirements.
- Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts.
- The mast arm attachment height (H1) shown is based on the following design assumptions:
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 - The top of the pole base plate is 0.75 feet above the ground elevation.
 - Refer to the Elevation Data Chart for the elevation differences between the proposed foundation ground level and the high point of the roadway.
 - Provide horizontal distance from the proposed centerline of the foundation to the edge of travelway. Refer to the Elevation Data Chart for elevation difference between the proposed foundation ground level and the edge of travelway. This information is necessary to ensure that the roadway clearance is maintained at the edge of the travelway and to aid in the camber design of the arm.
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- The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway.
- The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.
- Comply with NEC code 230.2(E) concerning service equipment disconnect.
- Lighting fixture and luminaire arm represent a load condition to the pole and may not represent exactly how the fixtures will be mounted. The contractor is responsible for ensuring that any required factory preps for mounting fixtures to the pole are included on the shop drawings.
- Design the luminaire support arm using design dimensions as shown on elevations views. Refer to the Radial Orientation Detail for attachment to the signal pole. Design arm end for a nominal 2 inch slip fit socket connection for light assembly.

All metal poles and arms should be BLACK in color as specified in the project special provisions.

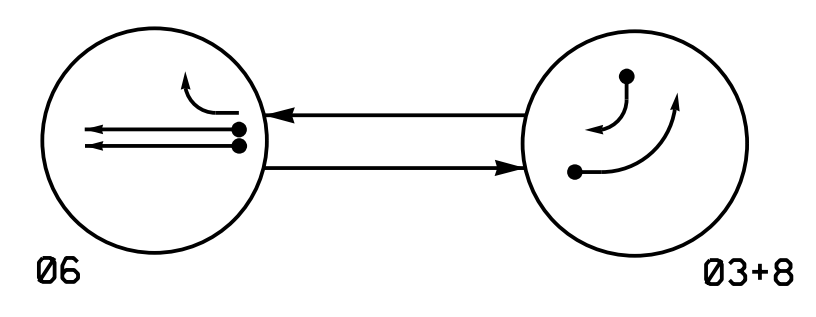
NCDOT Wind Zone 2 (130 mph)

	NC 211 (Southport-Supply Road) at St. James Drive Division 03 Brunswick Co. Southport	SEAL
	PLAN DATE: June 2017 PREPARED BY: A.H. Thornburg SCALE: 0 N/A N/A	

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+8	FLASH
61,62	G	R	Y
31,32	Y	-	-Y
81,82	R	-	R

ALTERNATE PHASING TABLE OF OPERATION

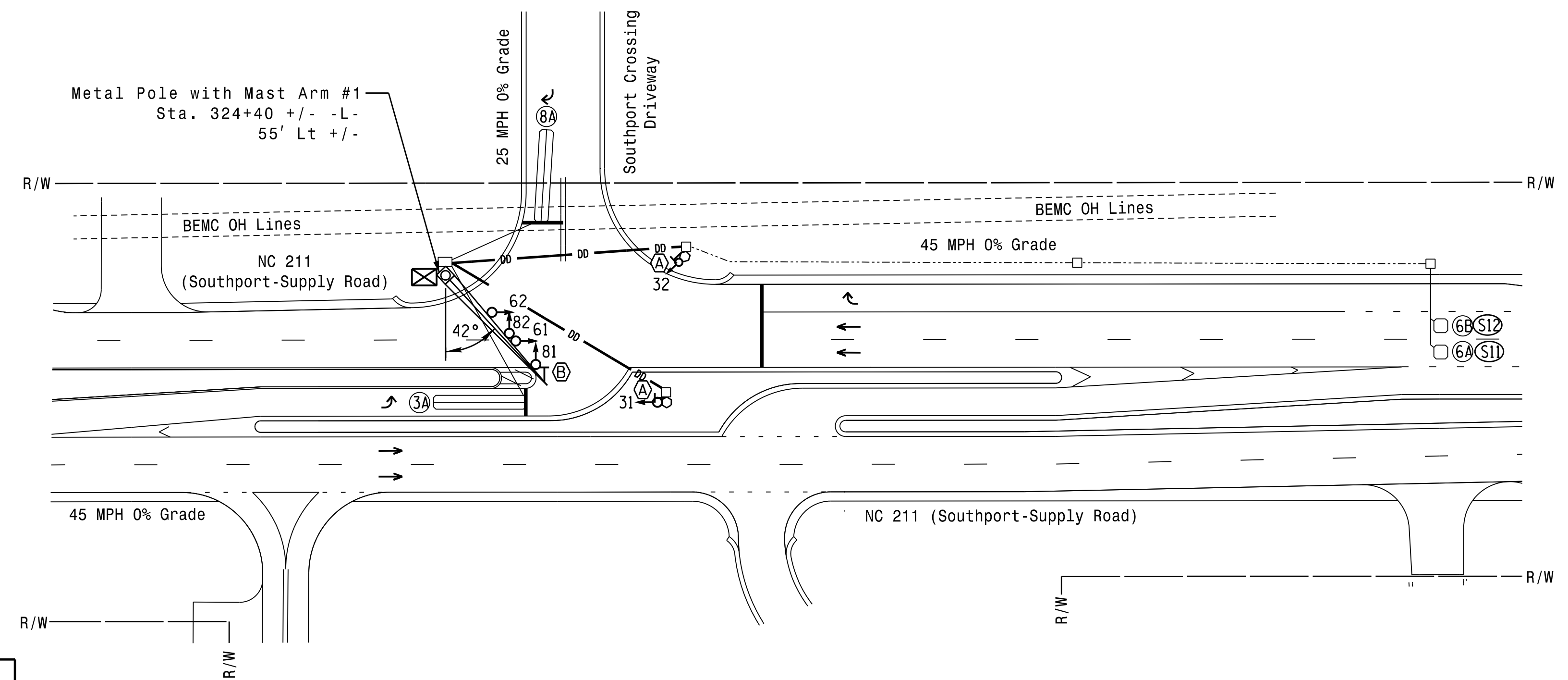
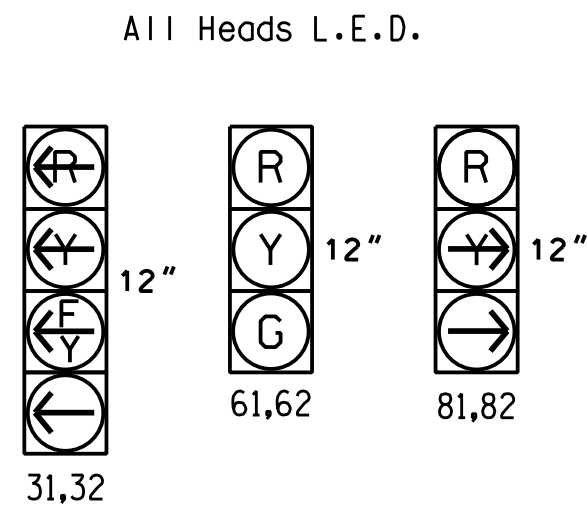
SIGNAL FACE	PHASE		
	06	03+8	FLASH
61,62	G	R	Y
31,32	R	-	-Y
81,82	R	-	R

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	STRETCH TIME			DELAY TIME
3A	6X40	0	2-4-2	Y	3	Y	Y	-	-	*15	-	Y
6A/S11	6X6	300	4	Y	6	Y	Y	-	-	-	Y	Y
6B/S12	6X6	300	4	Y	6	Y	Y	-	-	-	Y	Y
8A	6X40	0	2-4-2	Y	8	Y	Y	-	-	15	-	Y

* Reduce delay to 0 seconds during alternate phasing operation.

SIGNAL FACE I.D.



OASIS 2070 TIMING CHART

FEATURE	PHASE		
	3	6	8
Min Green 1 *	7	12	7
Extension 1 *	2.0	6.0	2.0
Max Green 1 *	20	60	20
Yellow Clearance	3.0	4.5	3.0
Red Clearance	2.1	1.7	2.1
Red Revert	2.0	2.0	2.0
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	ON	-	ON
Simultaneous Gap	ON	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.

2 Phase Fully Actuated (NC 133 Closed Loop System)

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.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- 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.
- Closed loop system data: Controller Asset #: 1124.

LEGEND

PROPOSED	EXISTING

New Installation

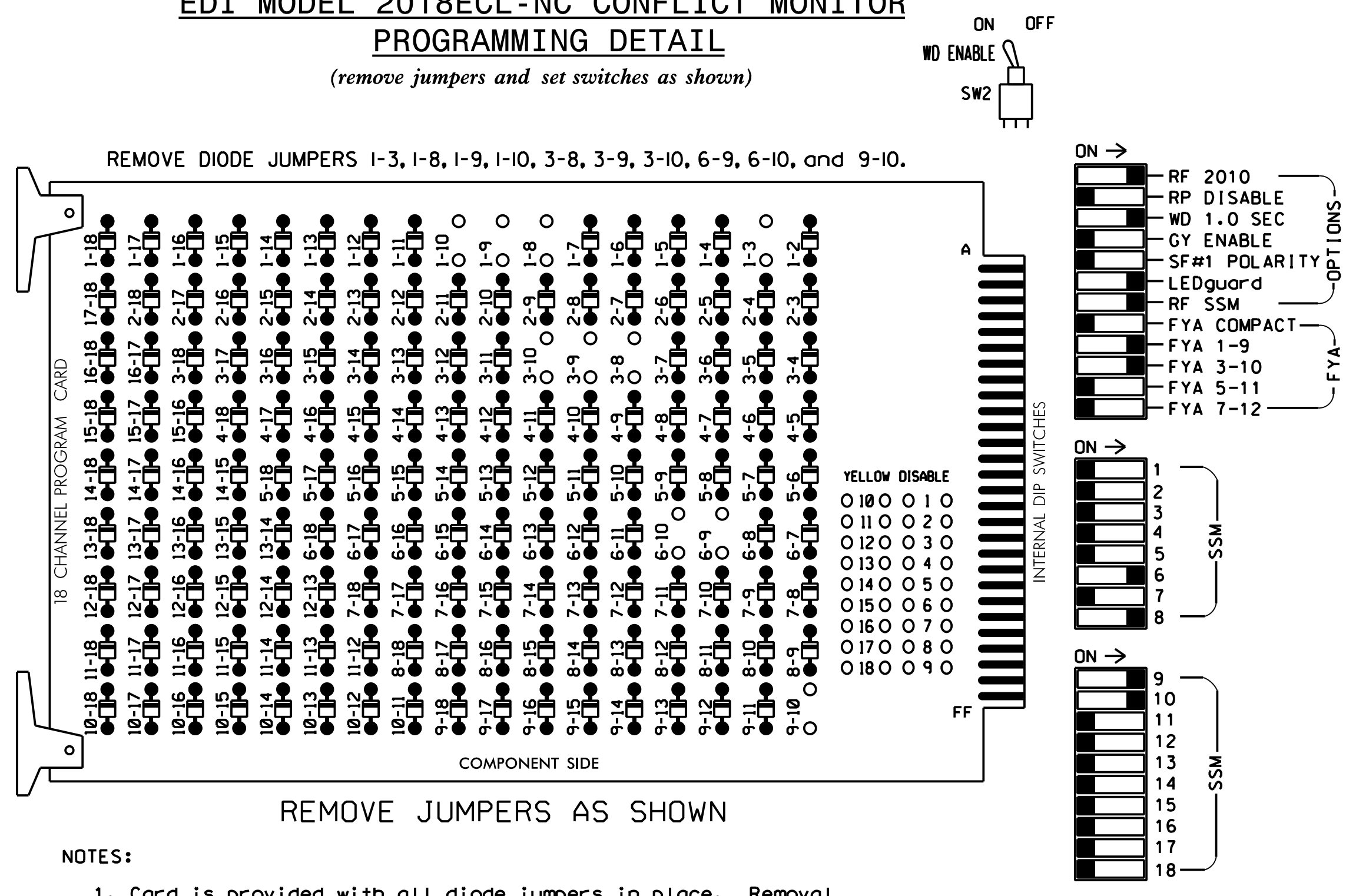
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

	NC 211 (Southport-Supply Road) at Southport Crossing Driveway		
	Division 03 Brunswick Co. Southport	PLAN DATE: June 2017 REVIEWED BY: A.D. Klinksiek	
SCALE 1"=40'		REVISIONS	
SIGNATURE		DATE	
SIG. INVENTORY NO. 03-1124		DATE 10/29/2021	

HNTB HNTB NORTH CAROLINA, P.C. 343 E. Six Forks Road, Suite 200 Raleigh, North Carolina 27609 NC License No: C-1554 (919) 546-8997

EDI MODEL 2018ECL-NC CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)



NOTES:

- Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
- Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
- Ensure that Red Enable is active at all times during normal operation.
- Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

NOTES

- To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
- Program phases 3 and 8 for Dual Entry.
- Enable Simultaneous Gap-Out for all Phases.
- Program phase 6 for Variable Initial and Gap Reduction.
- Program phase 6 for Startup In Green.
- Program phase 6 for Yellow Flash.
- If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.
- The cabinet and controller are part of the NC 133 Closed Loop System.

EQUIPMENT INFORMATION

CONTROLLER.....2070E
 CABINET.....332 W/ AUX
 SOFTWARE.....ECONOLITE OASIS
 CABINET MOUNT.....BASE
 OUTPUT FILE POSITIONS...18 WITH AUX. OUTPUT FILE
 LOAD SWITCHES USED.....S1,S4,S8,S11,AUX S1,AUX S2
 PHASES USED.....3,6,8
 OVERLAP "A".....3+6
 OVERLAP "B".....3+6
 OVERLAP "C".....NOT USED
 OVERLAP "D".....NOT USED
 OVERLAP "G".....3

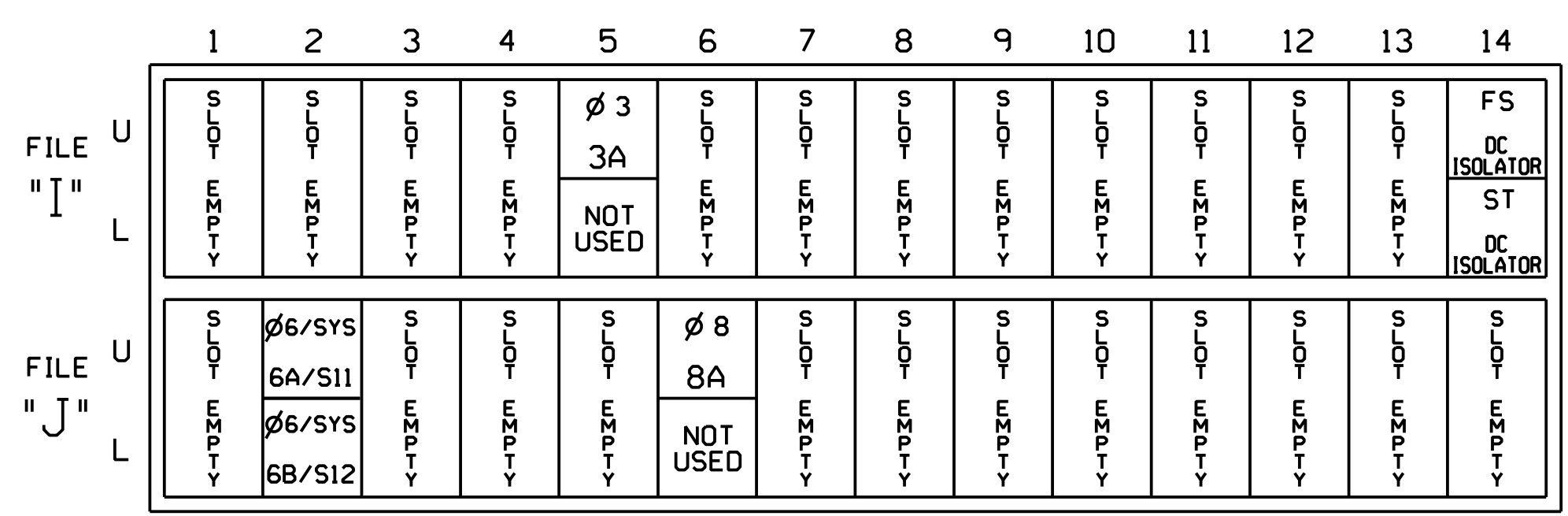
SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18
PHASE	** DLG	2	2 PED	3	4	4 PED	5	6	6 PED	7	8	8 PED	OLA	OLB	SPARE	OLC	OLD	SPARE
SIGNAL HEAD NO.	32	NU	NU	31	NU	NU	NU	61,62	NU	NU	81,82	NU	32	31	NU	NU	NU	NU
RED								134			107							
YELLOW	*			*				135										
GREEN								136										
RED ARROW													A121	A124				
YELLOW ARROW											108		A122	A125				
FLASHING YELLOW ARROW													A123	A126				
GREEN ARROW	127				118						109							

NU = Not Used
 * Denotes install load resistor. See load resistor installation detail this sheet.
 * See pictorial of head wiring in detail this sheet.
 ** Requires special programming and output remapping. See sheets 2 and 3.

INPUT FILE POSITION LAYOUT

(front view)



EX. : 1A, 2A, ETC. = LOOP NO.'S

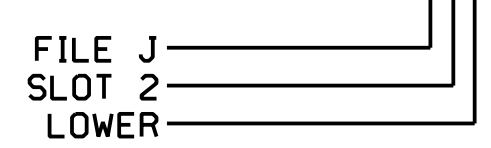
FS = FLASH SENSE
 ST = STOP TIME

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT ASSIGNMENT NO.	DETECTOR NO.	NEMA PHASE	CALL	EXTEND	FULL TIME DELAY	STRETCH TIME	DELAY TIME
3A	TB4-5,6	I5U	58	20	3	3	Y	Y			15
	-	I5U	58	20*	53	3	Y	Y			
6A/S11	TB3-5,6	J2U	40	2	6	6/SYS	Y	Y			
6B/S12	TB3-7,8	J2L	44	6	16	6/SYS	Y	Y			
8A	TB5-9,10	J6U	42	4	8	8	Y	Y			15

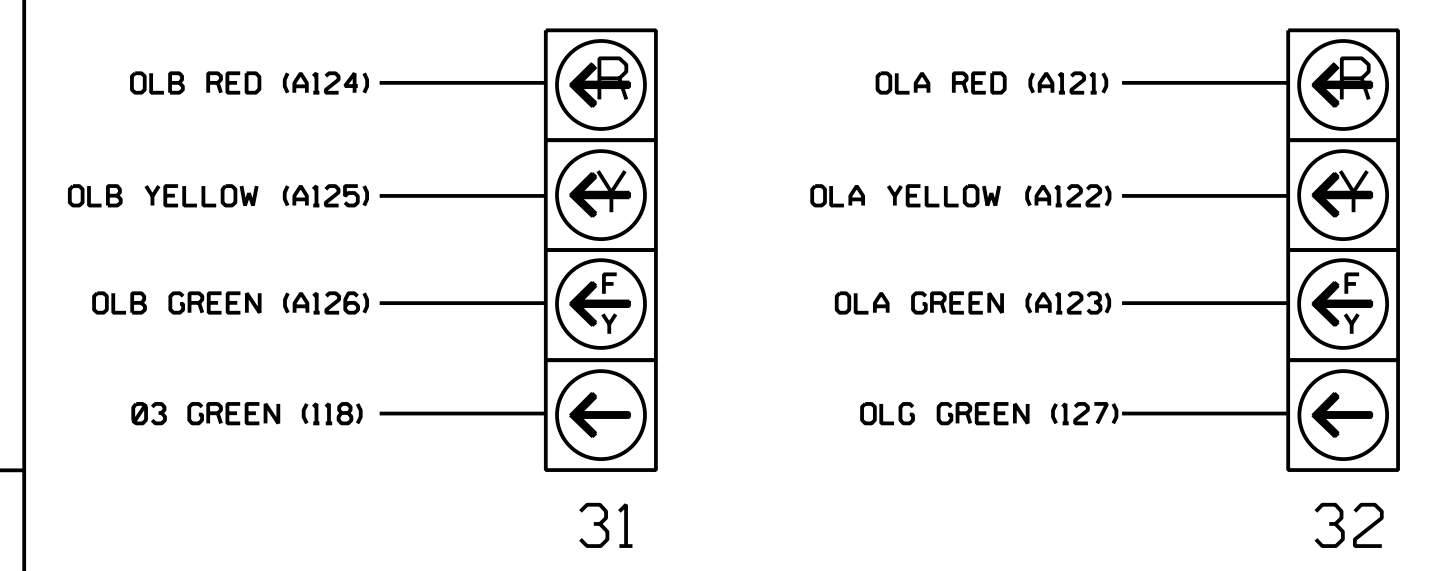
* See Input Page Assignment programming details on sheet 3.

INPUT FILE POSITION LEGEND: J2L



FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



NOTE

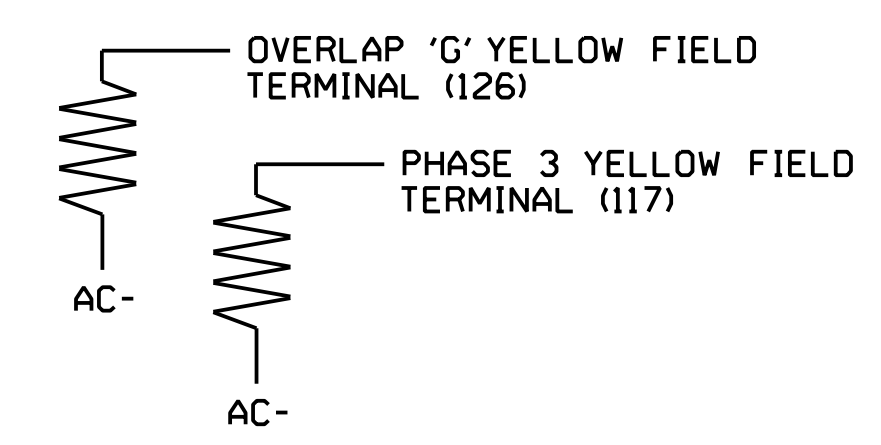
The sequence display for signal heads 31,32 requires special logic programming. See sheet 2 for programming instructions.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-1124
 DESIGNED: June 2017
 SEALED: 10/29/2021
 REVISED: N/A

LOAD RESISTOR INSTALLATION DETAIL

(install resistor as shown below)

VALUE (ohms)	WATTAGE
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



Electrical Detail - Sheet 1 of 5
 New Installation

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

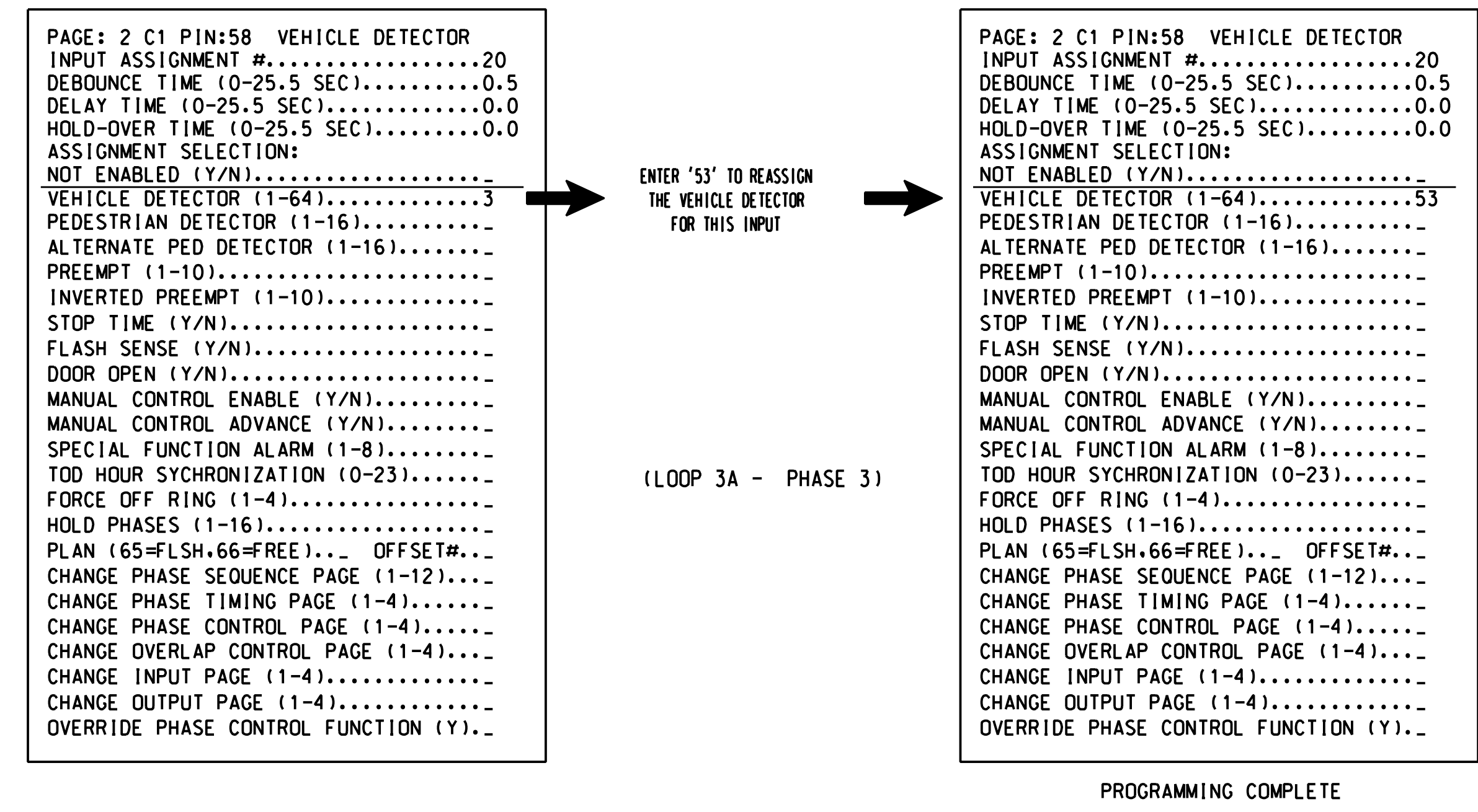
	Prepared for: NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF SIGNALS MANAGEMENT		NC 211 (Southport-Supply Road) at Southport Crossing Driveway Division 03 Brunswick Co. Southport PLAN DATE: June 2017 REVIEWED BY: A.D. Klinksiek PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons	SEAL
	HNTB NORTH CAROLINA, P.C. 343 E. Six Forks Road, Suite 200 Raleigh, North Carolina 27609 NC License No: C-1554 (919) 546-8997			

INPUT PAGE 2 ASSIGNMENT PROGRAMMING DETAIL FOR ALTERNATE PHASING - LOOP 3A

(program controller as shown below)

- NOTES: 1. THIS PROGRAMMING APPLIES FOR INPUT PAGE 2 ONLY. INPUT PAGE 1 WILL USE STANDARD DEFAULT SETTINGS. THIS PROGRAMMING IS NECESSARY FOR PROPER DETECTOR OPERATION DURING ALTERNATE PHASING OPERATION. 2. THE TASK THIS PROGRAMMING ACCOMPLISHES IS THAT IT REASSIGNS DETECTOR 53 TO INPUT #20 SO THAT THE DELAY ON LOOP 3A CAN BE REDUCED FROM 15 SECONDS TO 0 SECONDS.

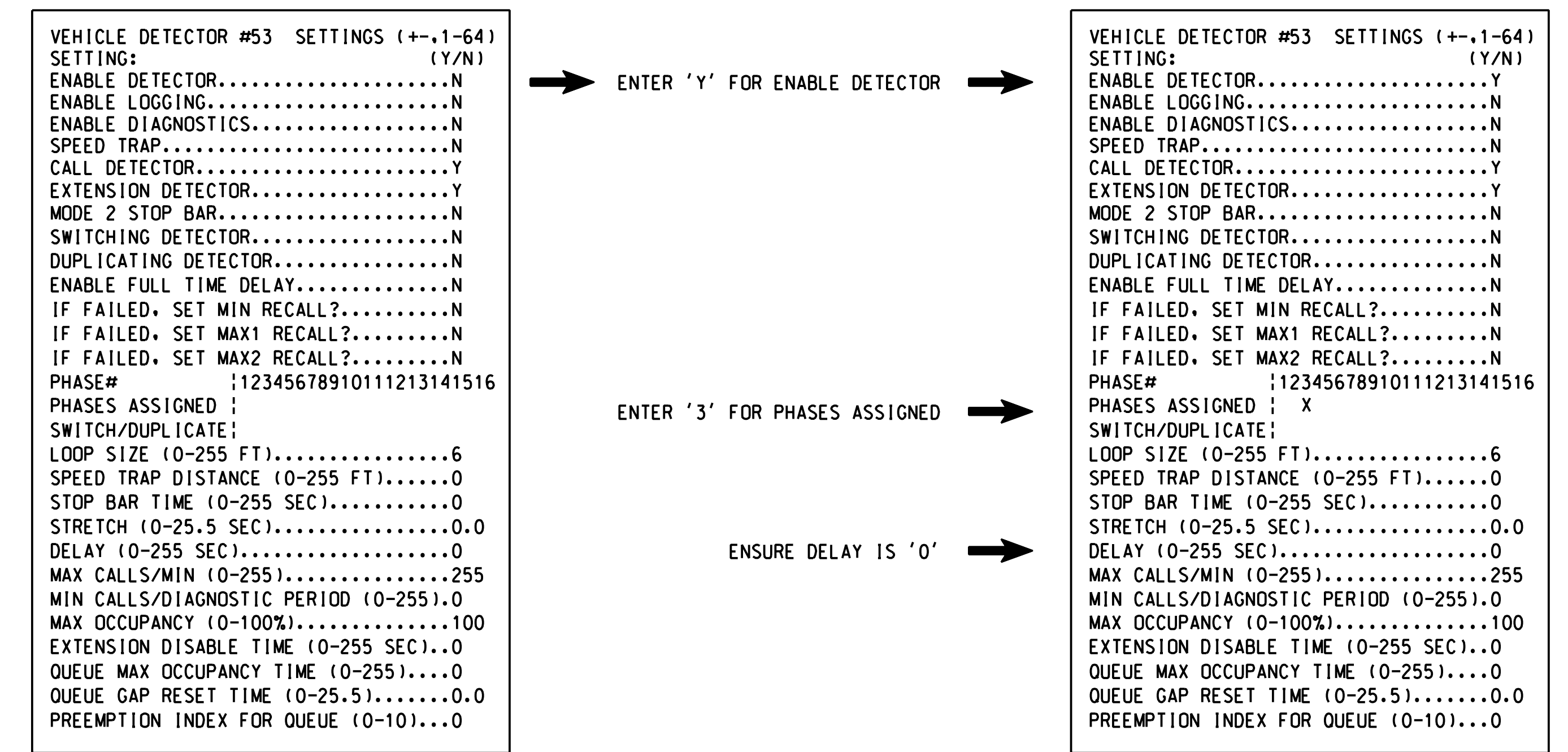
FROM MAIN MENU PRESS '5' (INPUTS), THEN PRESS 'NEXT' TO GET TO INPUT PAGE '2'. PRESS THE '+' KEY UNTIL INPUT 20 IS REACHED.



SPECIAL DETECTOR PROGRAMMING DETAIL - LOOP 3A (ALT.)

(program controller as shown below)

FROM MAIN MENU PRESS '7' (DETECTORS), THEN PRESS '1' FOR VEHICLE DETECTORS. PRESS THE '-' KEY TO GET TO VEHICLE DETECTOR #53.



NOTE: DETECTOR IS PROGRAMMED PER THE INPUT FILE CONNECTION AND PROGRAMMING CHART SHOWN ON SHEET 1.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-1124
DESIGNED: June 2017
SEALED: 10/29/2021
REVISED: N/A

Electrical Detail - Sheet 4 of 5
New Installation

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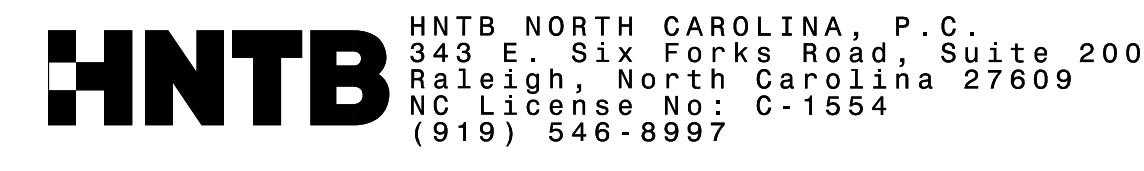


Table with project details: NC 211 (Southport-Supply Road) at Southport Crossing Driveway, Division 03 Brunswick Co. Southport. Includes dates (June 2017), reviewers (A.D. Klinksiek, N.R. Simmons), and a signature block for Natasha R. Simmons, dated 10/29/2021. Includes a professional seal for Natasha R. Simmons, Engineer No. 031464.

ALTERNATE PHASING ACTIVATION DETAIL

TO RUN ALT. PHASING DURING COORDINATION - SELECT ALL PAGE CHANGES (AS SHOWN BELOW) WITHIN COORDINATION PLAN PROGRAMMING.

TO RUN ALT. PHASING DURING FREE RUN - PROGRAM PAGE CHANGES (SHOWN BELOW) IN SEPARATE TIME OF DAY EVENTS. IF PAGE 1 IS USED, NO EVENT PROGRAMMING IS NECESSARY FOR THAT PARTICULAR PAGE.

<u>PHASING</u>	<u>INPUTS PAGE</u>	<u>OVERLAPS PAGE</u>
ACTIVE PAGES REQUIRED TO RUN <u>DEFAULT PHASING</u>	1	1
ACTIVE PAGES REQUIRED TO RUN <u>ALTERNATE PHASING</u>	2	2

NOTE: PAGES NOT SHOWN (i.e. sequence, phase control, etc.) SHOULD REMAIN AS '1', OR AS DEFINED BY TIMING ENGINEER.

IMPORTANT: IF ALT. PHASING IS USED DURING FREE RUN AND COORDINATION, DO NOT OPERATE TIME OF DAY PAGE CHANGE EVENTS CONCURRENTLY WITH COORDINATION PLAN EVENTS IN THE EVENT SCHEDULER. (EX. FREE RUN PAGE CHANGE EVENT SHOULD END BEFORE COORDINATION PLAN EVENT STARTS AND VICE-VERSA).

ALTERNATE PHASING PAGE CHANGE SUMMARY

THE FOLLOWING IS A SUMMARY OF WHAT TAKES PLACE WHEN THESE OVERLAP/INPUT PAGE CHANGES ACTIVATE TO CALL THE "ALTERNATE PHASING":

OVERLAPS PAGE 2: Modifies overlap parent phase for heads 31.32 to run protected turn only.


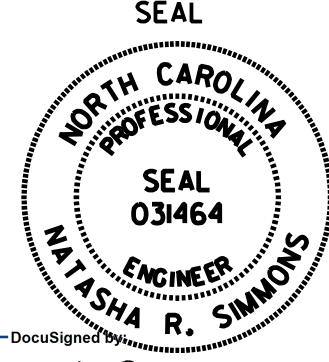
INPUTS PAGE 2: Reduces delay time for phase 3 call on loop 3A to 0 seconds.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-1124
 DESIGNED: June 2017
 SEALED: 10/29/2021
 REVISED: N/A

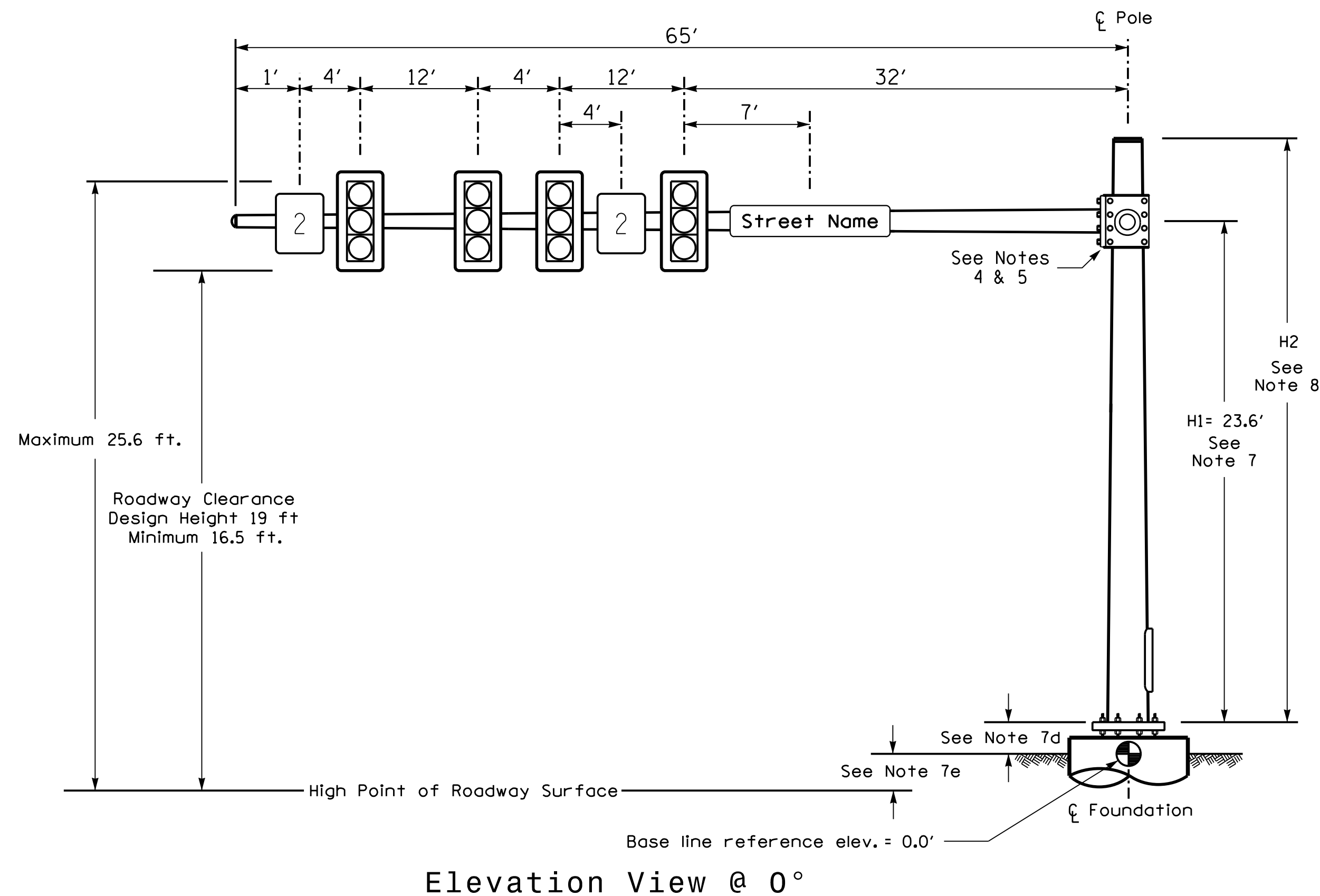
Electrical Detail - Sheet 5 of 5
New Installation

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 (919) 546-8997

	Prepared for: NC 211 (Southport-Supply Road) at Southport Crossing Driveway	
	Division 03 Brunswick Co. Southport PLAN DATE: June 2017 REVIEWED BY: A.D. Klinksiek PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons	
REVISIONS INIT. DATE		DocuSigned by: Natasha Simmons 10/29/2021 SIGNATURE DATE SIG. INVENTORY NO. 03-1124

Design Loading for METAL POLE NO. 1



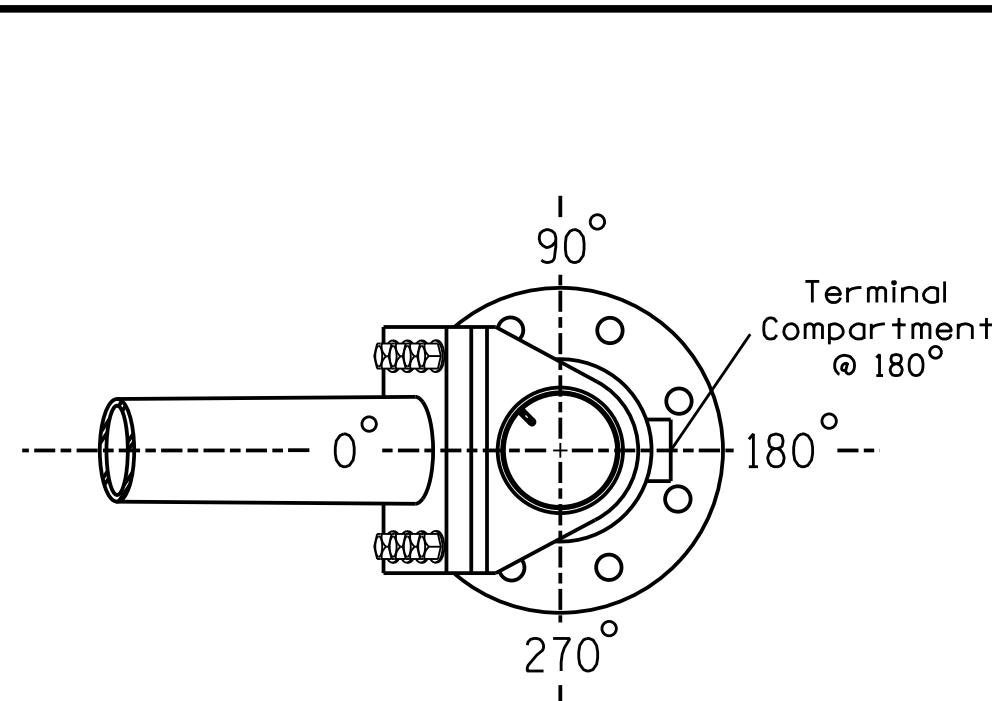
Elevation View @ 0°

SPECIAL NOTE

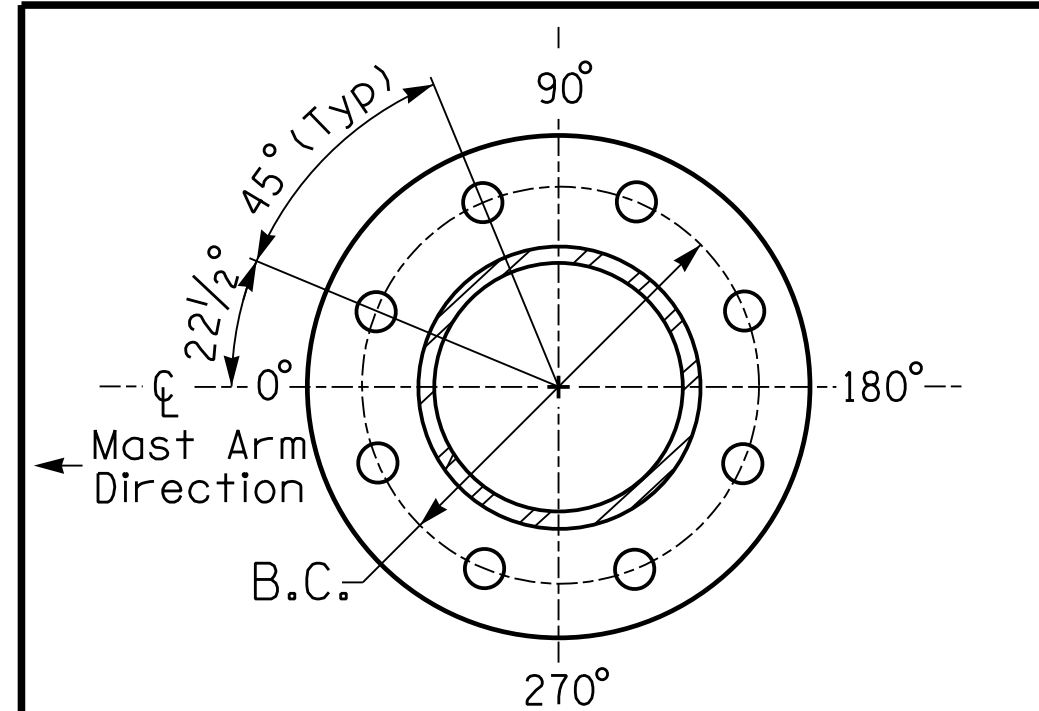
The contractor is responsible for verifying that the mast arm attachment height (H1) will provide the "Design Height" clearance from the roadway before submitting final shop drawings for approval. Verify elevation data below which was obtained by field measurement or from available project survey data.

Elevation Data for Mast Arm Attachment (H1)

Elevation Differences for:	Pole 1
Baseline reference point at ϕ Foundation @ ground level	0.0 ft.
Elevation difference at High point of roadway surface	+3.18 ft.
Elevation difference at Edge of travelway or face of curb	+1.62 ft.

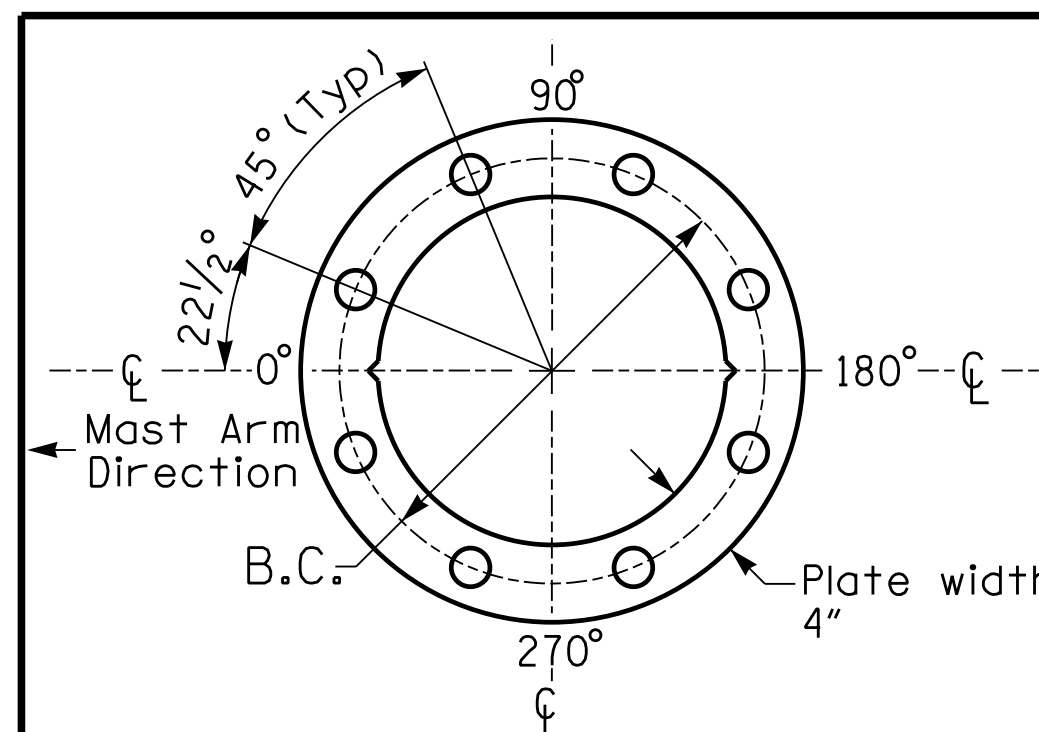


POLE RADIAL ORIENTATION



8 BOLT BASE PLATE DETAIL

See Note 6



BASE PLATE TEMPLATE & ANCHOR BOLT LOCK PLATE DETAIL
For 8 Bolt Base Plate



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METAL POLE No. 1

PROJECT REFERENCE NO.	SHEET NO.
R-5021	Fig. 14.6

MAST ARM LOADING SCHEDULE

LOADING SYMBOL	DESCRIPTION	AREA	SIZE	WEIGHT
	RIGID MOUNTED SIGNAL HEAD 12"-3 SECTION-WITH BACKPLATE	9.3 S.F.	25.5" W X 52.5" L	60 LBS
2	SIGN RIGID MOUNTED	7.5 S.F.	30.0" W X 36.0" L	14 LBS
	STREET NAME SIGN RIGID MOUNTED	16.0 S.F.	24.0" W X 96.0" L	36 LBS

NOTES

DESIGN REFERENCE MATERIAL

- Design the traffic signal structure and foundation in accordance with:
 - The 6th Edition 2013 AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, including all of the latest interim revisions.
 - The 2018 NCDOT "Standard Specifications for Roads and Structures." The latest addenda to the specifications can be found in the traffic signal project special provisions.
 - The 2018 NCDOT Roadway Standard Drawings.
 - The traffic signal project plans and special provisions.
 - The NCDOT "Metal Pole Standards" located at the following NCDOT website: <https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx>

DESIGN REQUIREMENTS

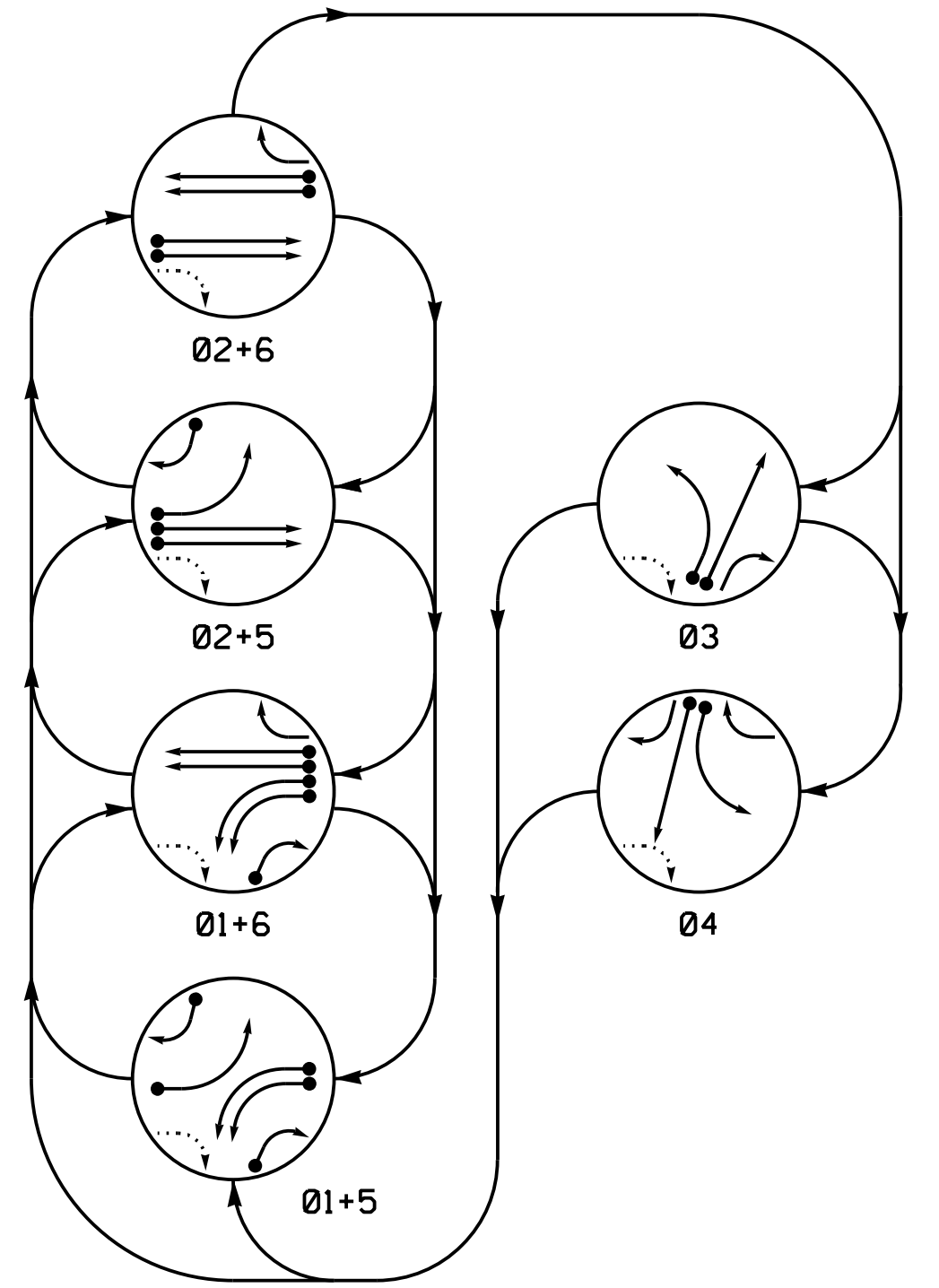
- Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signal plans for the actual loads that will be applied at the time of the installation.
- Design all signal supports using stress ratios that do not exceed 0.9.
- The camber design for the mast arm deflection should provide an appearance of a low pitched arch where the tip or the free end of the mast arm does not deflect below horizontal when fully loaded.
- A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design requirements.
- Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts.
- The mast arm attachment height (H1) shown is based on the following design assumptions:
 - Mast arm slope and deflection are not considered in determining the arm attachment height as they are assumed to offset each other.
 - Signal heads are rigidly mounted and vertically centered on the mast arm.
 - The roadway clearance height for design is as shown in the elevation views.
 - The top of the pole base plate is 0.75 feet above the ground elevation.
 - Refer to the Elevation Data Chart for the elevation differences between the proposed foundation ground level and the high point of the roadway.
- The pole manufacturer will determine the total height (H2) of each pole using the greater of the following:
 - Mast arm attachment height (H1) plus 2 feet, or
 - H1 plus 1/2 of the total height of the mast arm attachment assembly plus 1 foot.
- If pole location adjustments are required, the contractor must gain approval from the Engineer as this may affect the mast arm lengths and arm attachment heights. The contractor may contact the Signal Design Section Senior Structural Engineer for assistance at (919) 814-5000.
- The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway.
- The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.

NCDOT Wind Zone 2 (130 mph)

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

 Prepared in the Offices of: TRANSPORTATION MOBILITY AND SAFETY DIVISION DIVISION OF TRANSPORTATION PLANNING AND DESIGN Signal Design Section 750 N. Greenfield Pkwy, Garner, NC 27529	NC 211 (Southport-Supply Road) at Southport Crossing Driveway Division 03 Brunswick Co. Southport		SEAL Natasha Simmons 10/29/2021
	PLAN DATE: June 2017 PREPARED BY: A.H. Thornburg SCALE: 0 N/A N/A	REVIEWED BY: A.D. Klinskiak REVIEWED BY: N.R. Simmons REVISIONS: _____ INITI. DATE: _____	

PHASING DIAGRAM



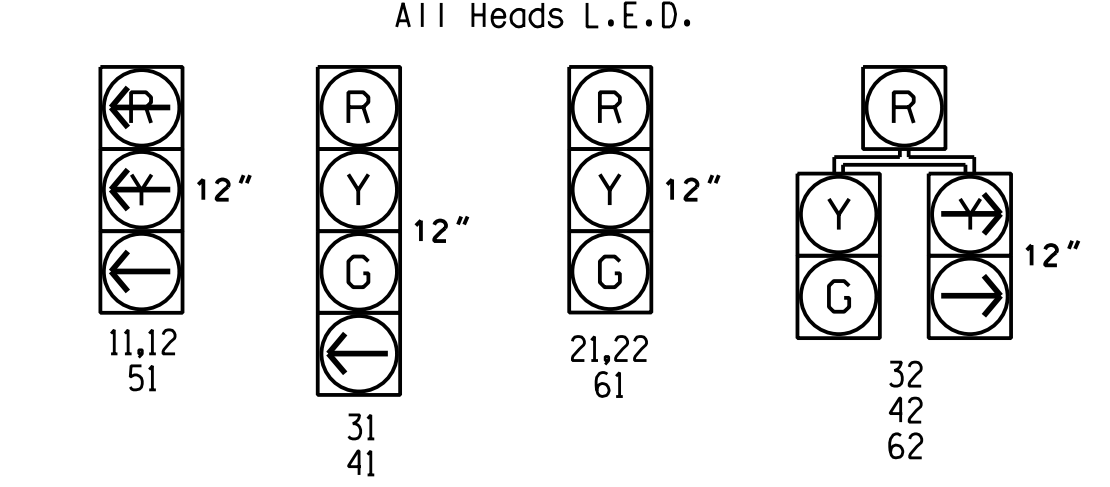
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE						FLASH
	01+5	01+6	02+5	02+6	03	04	
11,12							
21,22	R	R	G	G	R	R	Y
31	R	R	R	R	G	R	R
32	R	R	R	R	G	R	R
41	R	R	R	R	G	R	R
42	R	R	R	R	G	R	R
51							
61	R	G	R	G	R	R	Y
62	R	G	R	G	R	R	Y

SIGNAL FACE I.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

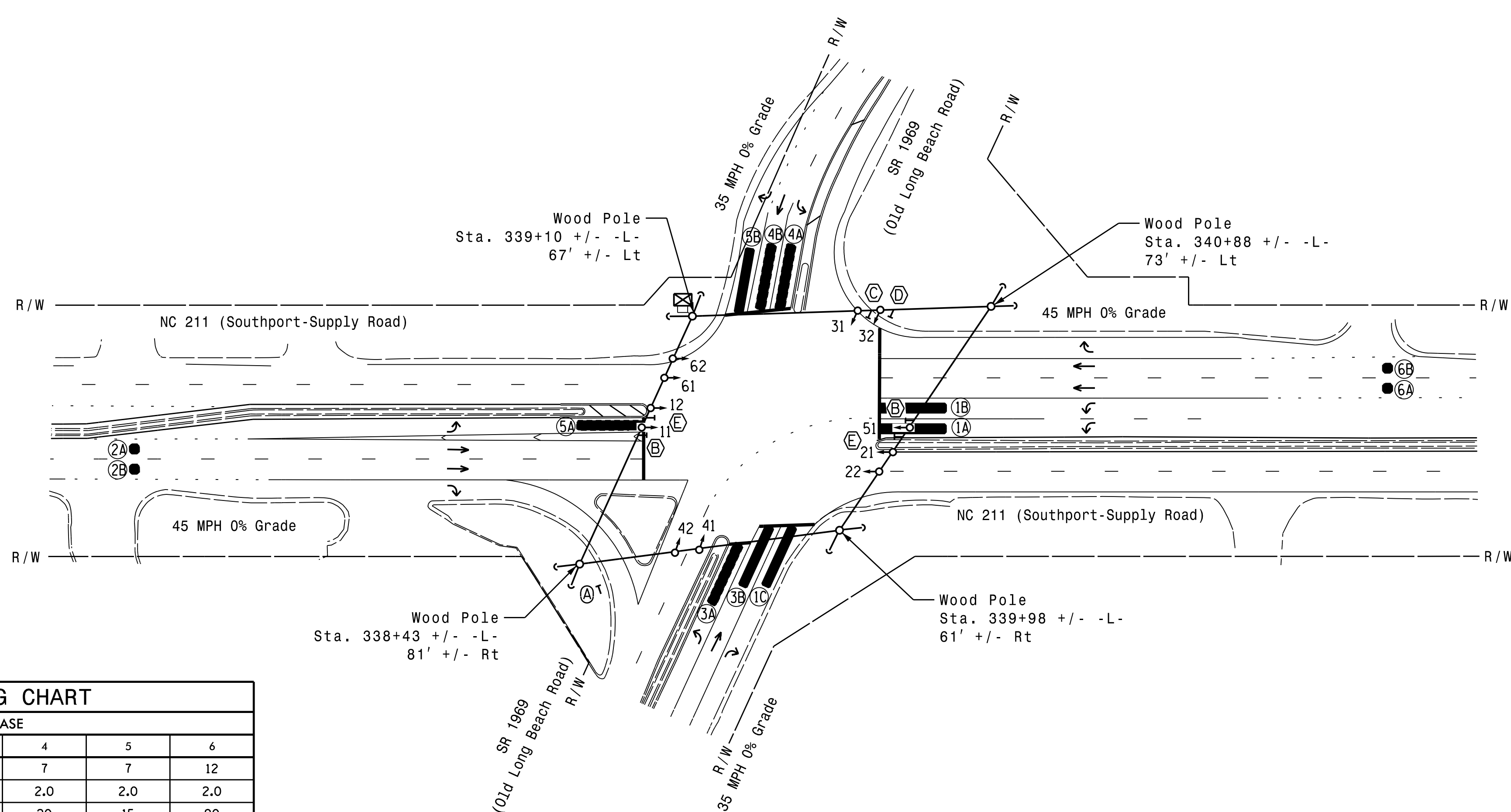
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY			STRETCH TIME
1A	6X40	0	*	*	1	Y	Y	-	-	-	Y
1B	6X40	0	*	*	1	Y	Y	-	-	-	Y
1C	6X40	0	*	*	1	Y	Y	-	-	15	Y
2A	6X6	300	*	*	2	Y	Y	-	-	-	Y
2B	6X6	300	*	*	2	Y	Y	-	-	-	Y
3A	6X40	0	*	*	3	Y	Y	-	-	-	Y
3B	6X40	0	*	*	3	Y	Y	-	-	-	Y
4A	6X40	0	*	*	4	Y	Y	-	-	-	Y
4B	6X40	0	*	*	4	Y	Y	-	-	-	Y
5A	6X40	0	*	*	5	Y	Y	-	-	-	Y
5B	6X40	0	*	*	5	Y	Y	-	-	15	Y
6A	6X6	300	*	*	6	Y	Y	-	-	-	Y
6B	6X6	300	*	*	6	Y	Y	-	-	-	Y

* Multizone Microwave Detection.

6 Phase Fully Actuated (NC 133 Closed Loop System)

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 or 5 may be lagged.
- The order of phase 3 and phase 4 may be reversed.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- The cabinet should be designed to include an Auxiliary Output File for future use.
- 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.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Closed loop system data: Master Asset #10317 Controller Asset #0626



OASIS 2070 TIMING CHART

FEATURE	PHASE					
	1	2	3	4	5	6
Min Green 1 *	7	12	7	7	7	12
Extension 1	2.0	2.0	2.0	2.0	2.0	2.0
Max Green 1 *	15	90	25	20	15	90
Yellow Clearance	3.0	4.5	3.8	3.8	3.0	4.5
Red Clearance	3.3	1.7	2.3	2.3	3.4	1.6
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-
Seconds Per Actuation *	-	1.5	-	-	-	1.5
Max Variable Initial *	-	34	-	-	-	34
Time Before Reduction *	-	15	-	-	-	15
Time To Reduce *	-	45	-	-	-	45
Minimum Gap	-	3.0	-	-	-	3.0
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW
Dual Entry	-	-	-	-	-	-
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	● Traffic Signal Head
○ Modified Signal Head	N/A
○ Pedestrian Signal Head With Push Button & Sign	N/A
○ Signal Pole with Guy	○ Signal Pole with Guy
○ Signal Pole with Sidewalk Guy	○ Signal Pole with Sidewalk Guy
□ Controller & Cabinet Junction Box	□ Controller & Cabinet Junction Box
□ 2-in Underground Conduit	□ 2-in Underground Conduit
N/A Right of Way	N/A Right of Way
→ Directional Arrow	→ Directional Arrow
▬ Microwave Detection Zone	▬ Microwave Detection Zone
(A) "YIELD" Sign (R1-2)	(A) "YIELD" Sign (R1-2)
(B) "U-TURN YIELD TO RIGHT TURN" Sign (R10-16)	(B) "U-TURN YIELD TO RIGHT TURN" Sign (R10-16)
(C) Through "ONLY" Sign (R3-5A)	(C) Through "ONLY" Sign (R3-5A)
(D) Right Arrow "ONLY" Sign (R3-5R)	(D) Right Arrow "ONLY" Sign (R3-5R)
(E) No U-turn "Trucks and Buses" Sign	(E) No U-turn "Trucks and Buses" Sign

Signal Upgrade
Temporary Design 1
Mobilization

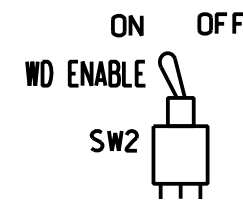
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

	NC 211 (Southport-Supply Road) at SR 1969 (Old Long Beach Road)		SEAL NORTH CAROLINA PROFESSIONAL ENGINEER W. T. SIMMONS SEAL 031464
	Division 03 Brunswick Co. Southport PLAN DATE: June 2017 REVIEWED BY: A.D. Klinksiek	PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons	
REVISIONS	INIT.	DATE	SIGNATURE
SCALE 0 50 1"=50'			SIG. INVENTORY NO. 03-062611

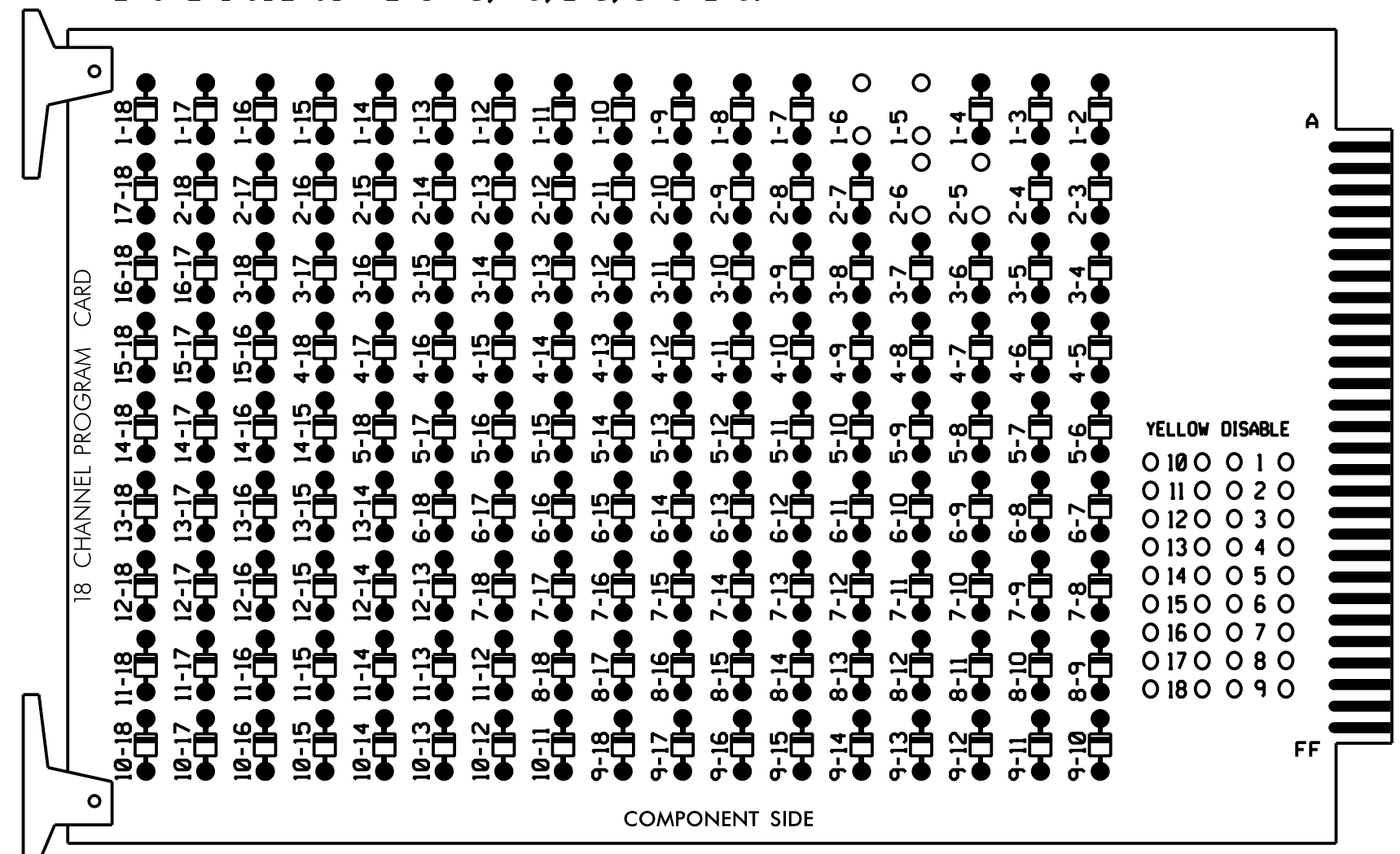
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343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554
(919) 546-8997

EDI MODEL 2018ECL-NC CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)



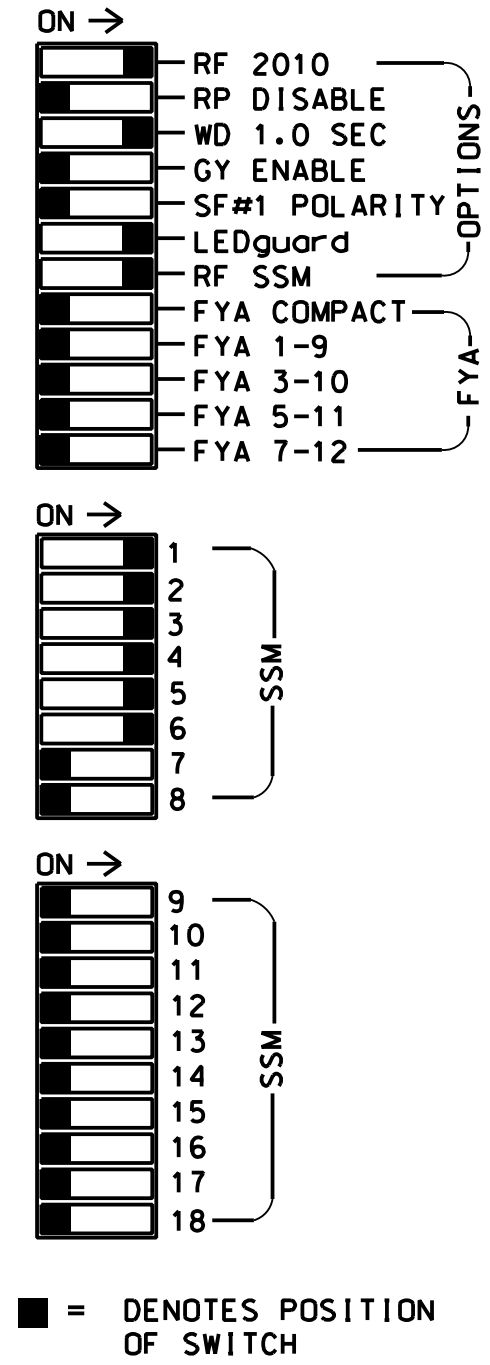
REMOVE DIODE JUMPERS 1-5, 1-6, 2-5, and 2-6.



REMOVE JUMPERS AS SHOWN

NOTES:

- Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
- Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
- Ensure that Red Enable is active at all times during normal operation.
- Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.



NOTES

- To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
- Enable Simultaneous Gap-Out for all Phases.
- Program phases 2 and 6 for Variable Initial and Gap Reduction.
- Program phases 2 and 6 for Startup In Green.
- Program phases 2 and 6 for Yellow Flash.
- If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.
- The cabinet and controller are part of the NC 133 Closed Loop System.

EQUIPMENT INFORMATION

CONTROLLER.....2070E
 CABINET.....332 W/AUX
 SOFTWARE.....ECONOLITE OASIS
 CABINET MOUNT.....BASE
 OUTPUT FILE POSITIONS...18 WITH AUX. OUTPUT FILE
 LOAD SWITCHES USED.....S1,S2,S4,S5,S7,S8
 PHASES USED.....1,2,3,4,5,6
 OVERLAP "A".....NOT USED
 OVERLAP "B".....NOT USED
 OVERLAP "C".....NOT USED
 OVERLAP "D".....NOT USED

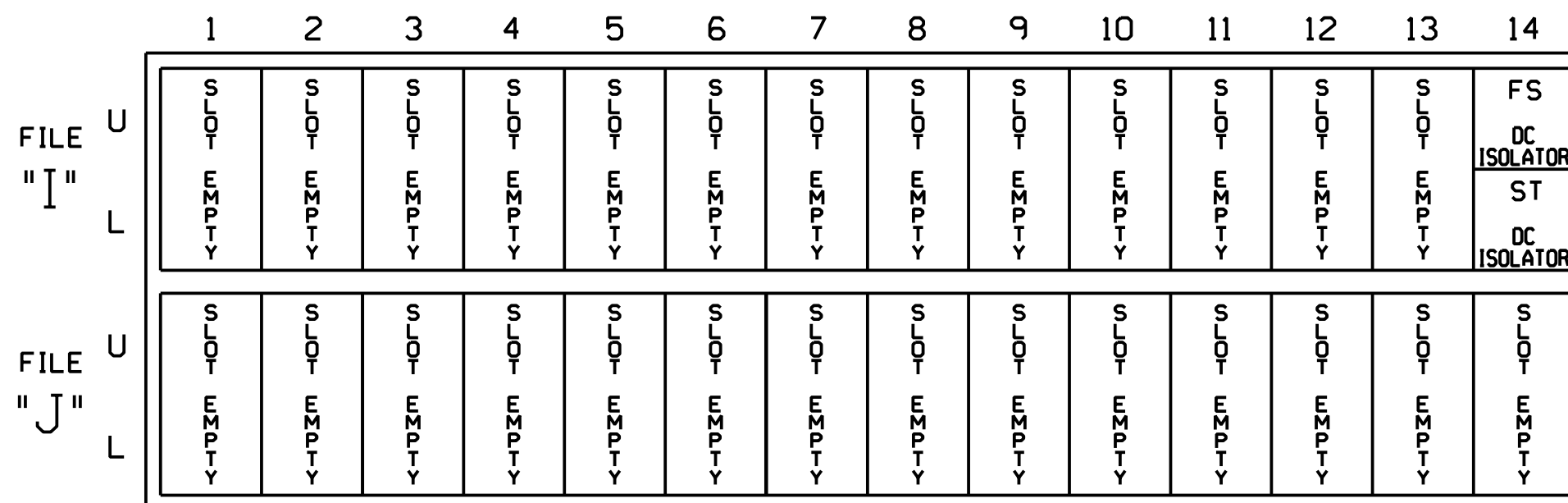
SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	8	8 PED	OLA	OLB	SPARE	OLC	OLD	SPARE
SIGNAL HEAD NO.	11,12	32	21,22	31	32	41	42	62	NU	42	51	61,62	NU	NU	NU	NU	NU	NU
RED		128		116	116	101	101					134						
YELLOW		129		117	117	102	102					135						
GREEN		130		118	118	103	103					136						
RED ARROW	125											131						
YELLOW ARROW	126	126						102		132	132							
FLASHING YELLOW ARROW																		
GREEN ARROW	127	127		118	103	103			133	133								

NU = Not Used

INPUT FILE POSITION LAYOUT

(front view)



EX.: 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
 ST = STOP TIME

SPECIAL DETECTOR NOTE

Install a microwave detection system for vehicle detection. Perform installation according to manufacturer's directions and NCDOT engineer-approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-0626T1
 DESIGNED: June 2017
 SEALED: 9/10/2021
 REVISED: N/A

Electrical Detail
 Signal Upgrade
 Temporary Design 1

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

ELECTRICAL AND PROGRAMMING DETAILS FOR: NC 211 (Southport-Supply Road) at SR 1969 (Old Long Beach Road)

Division 03 Brunswick Co. Southport

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

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

REVISIONS: INIT. DATE

Prepared for: NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 031464

Signature: Natasha R. Simmons

DATE: 9/10/2021

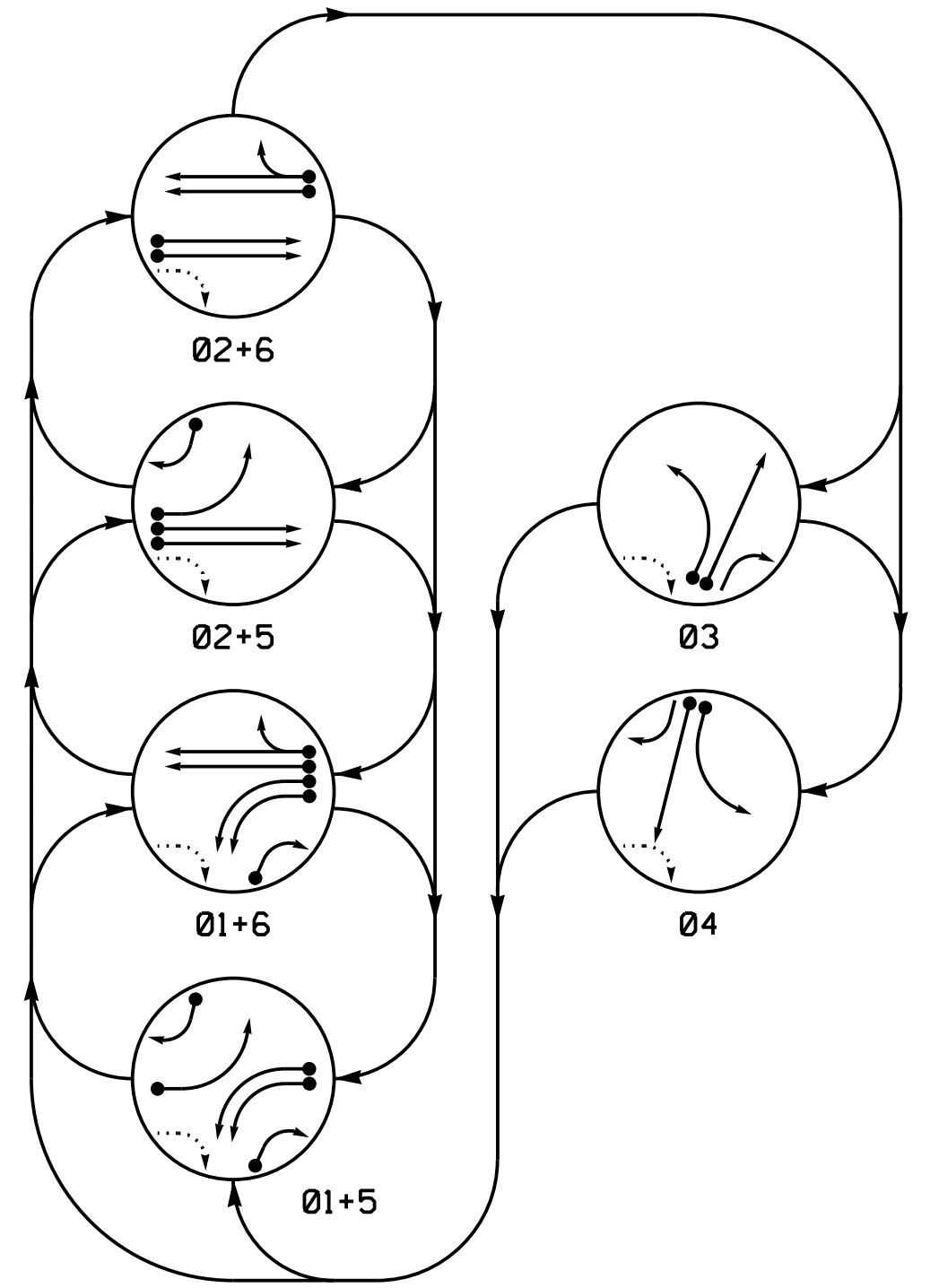
SIGNATURE DATE

SIG. INVENTORY NO. 03-0626T1

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 NC License No: C-1554
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750 N. Greenfield Pkwy, Corner, NC 27529

PHASING DIAGRAM



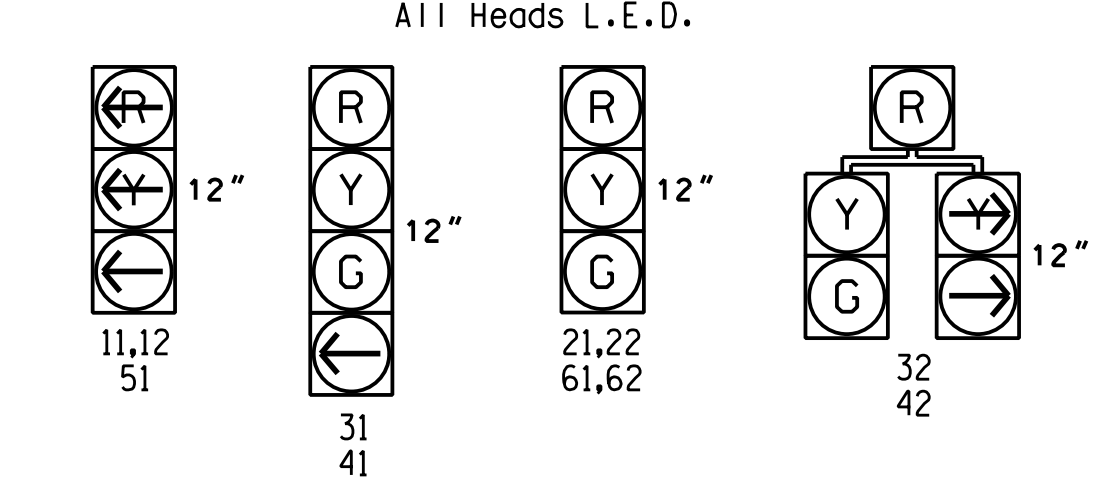
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	03	04
11,12	—	—	—	—	—	—
21,22	R	R	G	G	R	R
31	R	R	R	R	G	R
32	R	R	R	R	G	R
41	R	R	R	R	G	R
42	R	R	R	R	G	R
51	—	—	—	—	—	—
61,62	R	G	R	G	R	R

SIGNAL FACE I.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

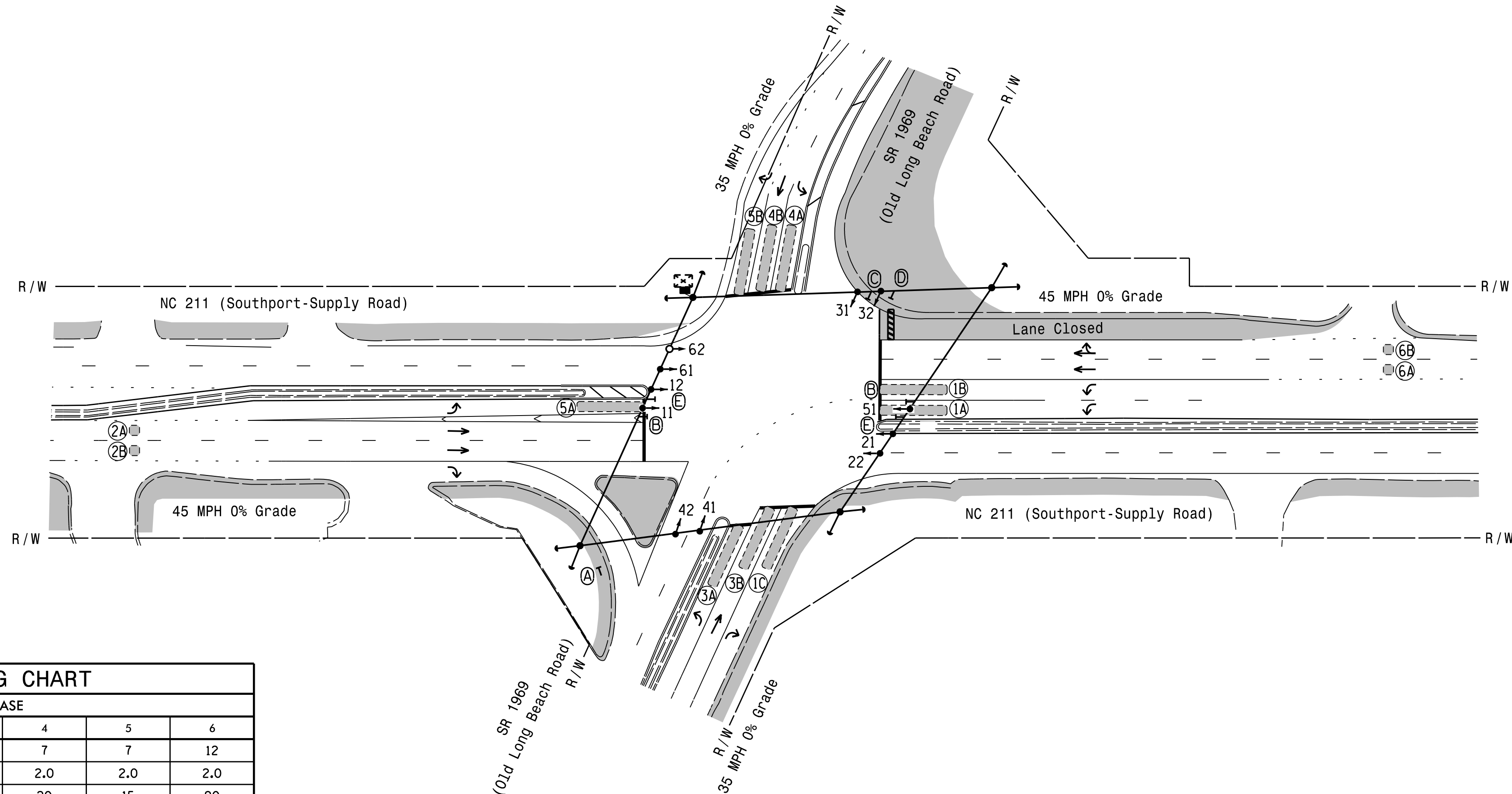
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY		
1A	6X40	0	*	*	1	Y	Y	-	-	-
1B	6X40	0	*	*	1	Y	Y	-	-	-
1C	6X40	0	*	*	1	Y	Y	-	15	-
2A	6X6	300	*	*	2	Y	Y	-	-	-
2B	6X6	300	*	*	2	Y	Y	-	-	-
3A	6X40	0	*	*	3	Y	Y	-	-	-
3B	6X40	0	*	*	3	Y	Y	-	-	-
4A	6X40	0	*	*	4	Y	Y	-	-	-
4B	6X40	0	*	*	4	Y	Y	-	-	-
5A	6X40	0	*	*	5	Y	Y	-	-	-
5B	6X40	0	*	*	5	Y	Y	-	15	-
6A	6X6	300	*	*	6	Y	Y	-	-	-
6B	6X6	300	*	*	6	Y	Y	-	-	-

* Multizone Microwave Detection.

6 Phase Fully Actuated (NC 133 Closed Loop System)

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 or 5 may be lagged.
- The order or phase 3 and phase 4 may be reversed.
- Reposition existing signal head numbered 61.
- Set all detector units to presence mode.
- 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.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Closed loop system data: Master Asset #10317 Controller Asset #0626



OASIS 2070 TIMING CHART

FEATURE	PHASE					
	1	2	3	4	5	6
Min Green 1 *	7	12	7	7	7	12
Extension 1	2.0	2.0	2.0	2.0	2.0	2.0
Max Green 1 *	15	90	25	20	15	90
Yellow Clearance	3.0	4.5	3.8	3.8	3.0	4.5
Red Clearance	3.4	1.8	2.3	2.4	3.3	1.6
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-
Seconds Per Actuation *	-	1.5	-	-	-	1.5
Max Variable Initial *	-	34	-	-	-	34
Time Before Reduction *	-	15	-	-	-	15
Time To Reduce *	-	45	-	-	-	45
Minimum Gap	-	3.0	-	-	-	3.0
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW
Dual Entry	-	-	-	-	-	-
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	● Traffic Signal Head
○ Modified Signal Head	● Modified Signal Head
⊥ Sign	⊥ Sign
⊥ Pedestrian Signal Head With Push Button & Sign	⊥ Pedestrian Signal Head With Push Button & Sign
○ Signal Pole with Guy	● Signal Pole with Guy
⊥ Signal Pole with Sidewalk Guy	⊥ Signal Pole with Sidewalk Guy
⊠ Controller & Cabinet	⊠ Controller & Cabinet
□ Junction Box	□ Junction Box
⋯ 2-in Underground Conduit	⋯ 2-in Underground Conduit
— Right of Way	— Right of Way
→ Directional Arrow	→ Directional Arrow
▬ Microwave Detection Zone	▬ Microwave Detection Zone
▬ Construction Zone	▬ Construction Zone
▬ Construction Barricade	▬ Construction Barricade
(A) "YIELD" Sign (R1-2)	(A) "YIELD" Sign (R1-2)
(B) "U-TURN YIELD TO RIGHT TURN" Sign (R10-16)	(B) "U-TURN YIELD TO RIGHT TURN" Sign (R10-16)
(C) Through "ONLY" Sign (R3-5A)	(C) Through "ONLY" Sign (R3-5A)
(D) Right Arrow "ONLY" Sign (R3-5R)	(D) Right Arrow "ONLY" Sign (R3-5R)
(E) No U-turn "Trucks and Buses" Sign	(E) No U-turn "Trucks and Buses" Sign

Signal Upgrade
Temporary Design 2
Construction Phase 1

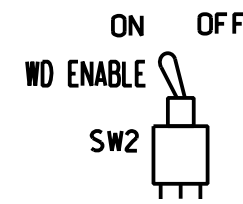
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

	Prepared for: TRANSPORTATION MOBILITY AND SAFETY DIVISION NORTH CAROLINA DEPARTMENT OF TRANSPORTATION SIGNAL DESIGN SECTION 750 N. Greenfield Pkwy, Garner, NC 27529		NC 211 (Southport-Supply Road) at SR 1969 (Old Long Beach Road) 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
	SCALE 0 50 1"=50'			

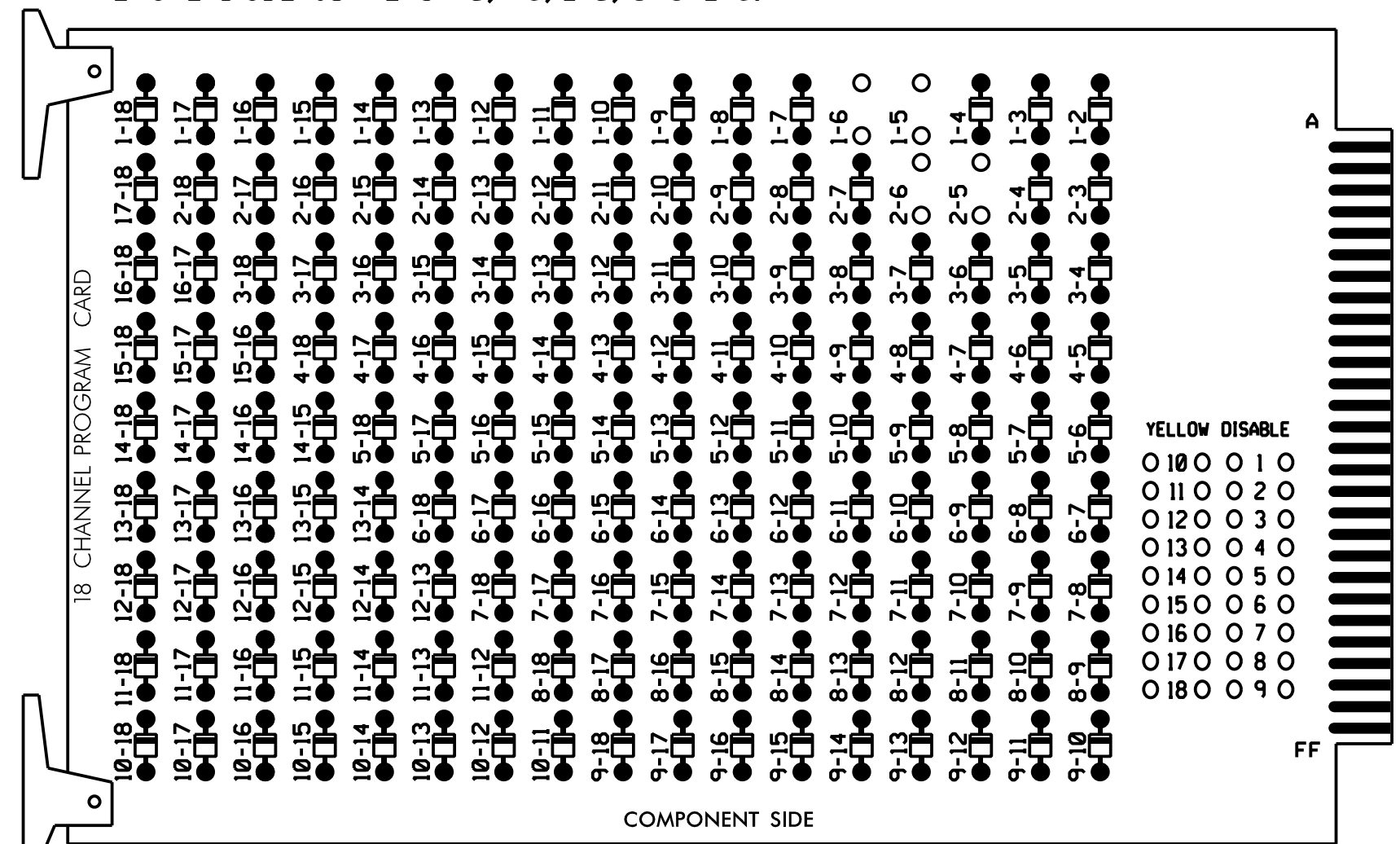
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343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554
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**EDI MODEL 2018ECL-NC CONFLICT MONITOR
PROGRAMMING DETAIL**

(remove jumpers and set switches as shown)



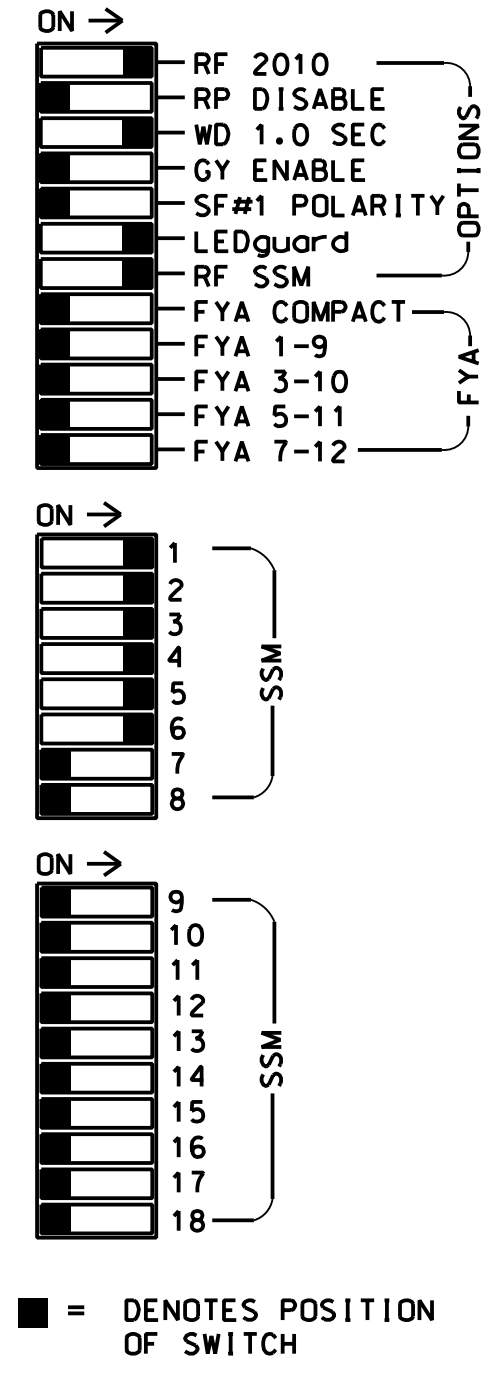
REMOVE DIODE JUMPERS 1-5, 1-6, 2-5, and 2-6.



REMOVE JUMPERS AS SHOWN

NOTES:

- Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
- Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
- Ensure that Red Enable is active at all times during normal operation.
- Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.



■ = DENOTES POSITION OF SWITCH

NOTES

- To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
- Enable Simultaneous Gap-Out for all Phases.
- Program phases 2 and 6 for Variable Initial and Gap Reduction.
- Program phases 2 and 6 for Startup In Green.
- Program phases 2 and 6 for Yellow Flash.
- If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.
- The cabinet and controller are part of the NC 133 Closed Loop System.

EQUIPMENT INFORMATION

CONTROLLER.....2070E
 CABINET.....332 W/AUX
 SOFTWARE.....ECONOLITE OASIS
 CABINET MOUNT.....BASE
 OUTPUT FILE POSITIONS...18 WITH AUX. OUTPUT FILE
 LOAD SWITCHES USED.....S1,S2,S4,S5,S7,S8
 PHASES USED.....1,2,3,4,5,6
 OVERLAP "A".....NOT USED
 OVERLAP "B".....NOT USED
 OVERLAP "C".....NOT USED
 OVERLAP "D".....NOT USED

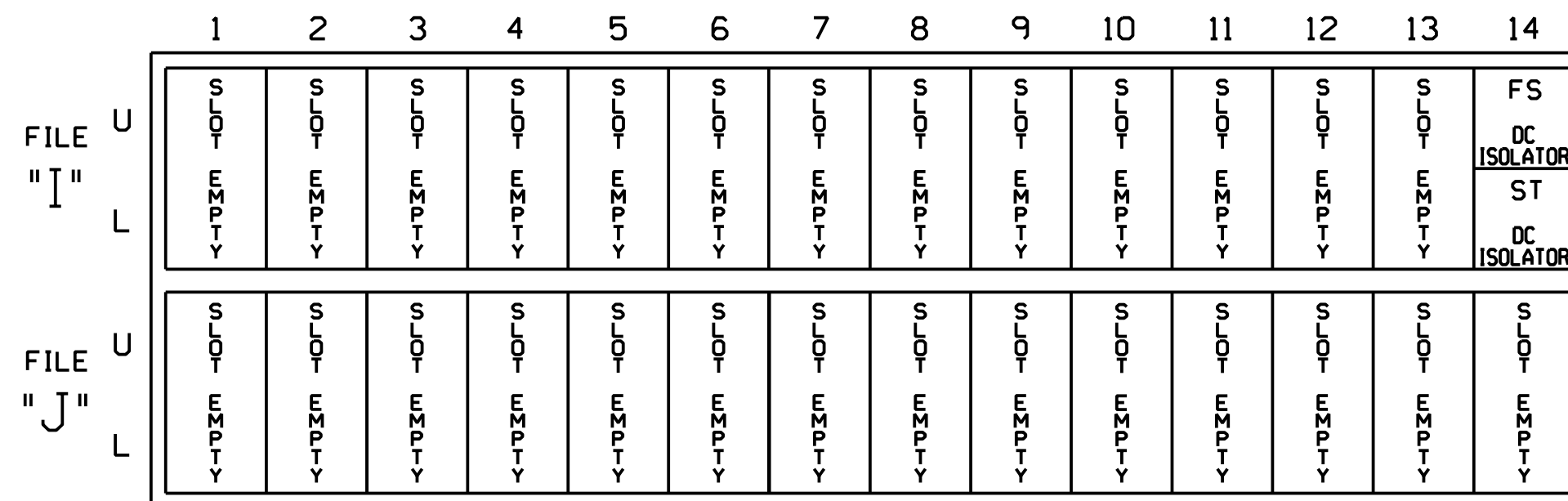
SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	8	8 PED	OLA	OLB	SPARE	OLC	OLD	SPARE
SIGNAL HEAD NO.	11,12	32	21,22	NU	31	32	41	42	NU	42	51	61,62	NU	NU	NU	NU	NU	NU
RED			128	116	116	101	101					134						
YELLOW			129	117	117	102	102					135						
GREEN			130	118	118	103	103					136						
RED ARROW	125											131						
YELLOW ARROW	126	126										132	132					
FLASHING YELLOW ARROW																		
GREEN ARROW	127	127			118	103						133	133					

NU = Not Used

INPUT FILE POSITION LAYOUT

(front view)



EX.: 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
 ST = STOP TIME

SPECIAL DETECTOR NOTE

Install a microwave detection system for vehicle detection. Perform installation according to manufacturer's directions and NCDOT engineer-approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-0626T2
 DESIGNED: June 2017
 SEALED: 9/10/2021
 REVISED: N/A

Electrical Detail
 Signal Upgrade
 Temporary Design 2

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

ELECTRICAL AND PROGRAMMING DETAILS FOR: NC 211 (Southport-Supply Road) at SR 1969 (Old Long Beach Road)

Prepared for: NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

Division 03 Brunswick Co. Southport

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

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

REVISIONS: _____ INITI. DATE _____

Signature: Natasha R. Simmons
 SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 031464
 DATE: 9/10/2021
 SIGNATURE: _____ DATE: _____
 SIG. INVENTORY NO. 03-0626T2

HNTB HNTB NORTH CAROLINA, P.C.
 343 E. Six Forks Road, Suite 200
 Raleigh, North Carolina 27609
 NC License No: C-1554
 (919) 546-8997

750 N. Greenfield Pkwy, Corner, NC 27529

PHASING DIAGRAM

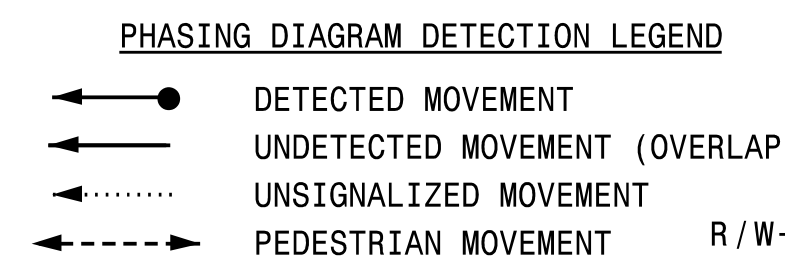
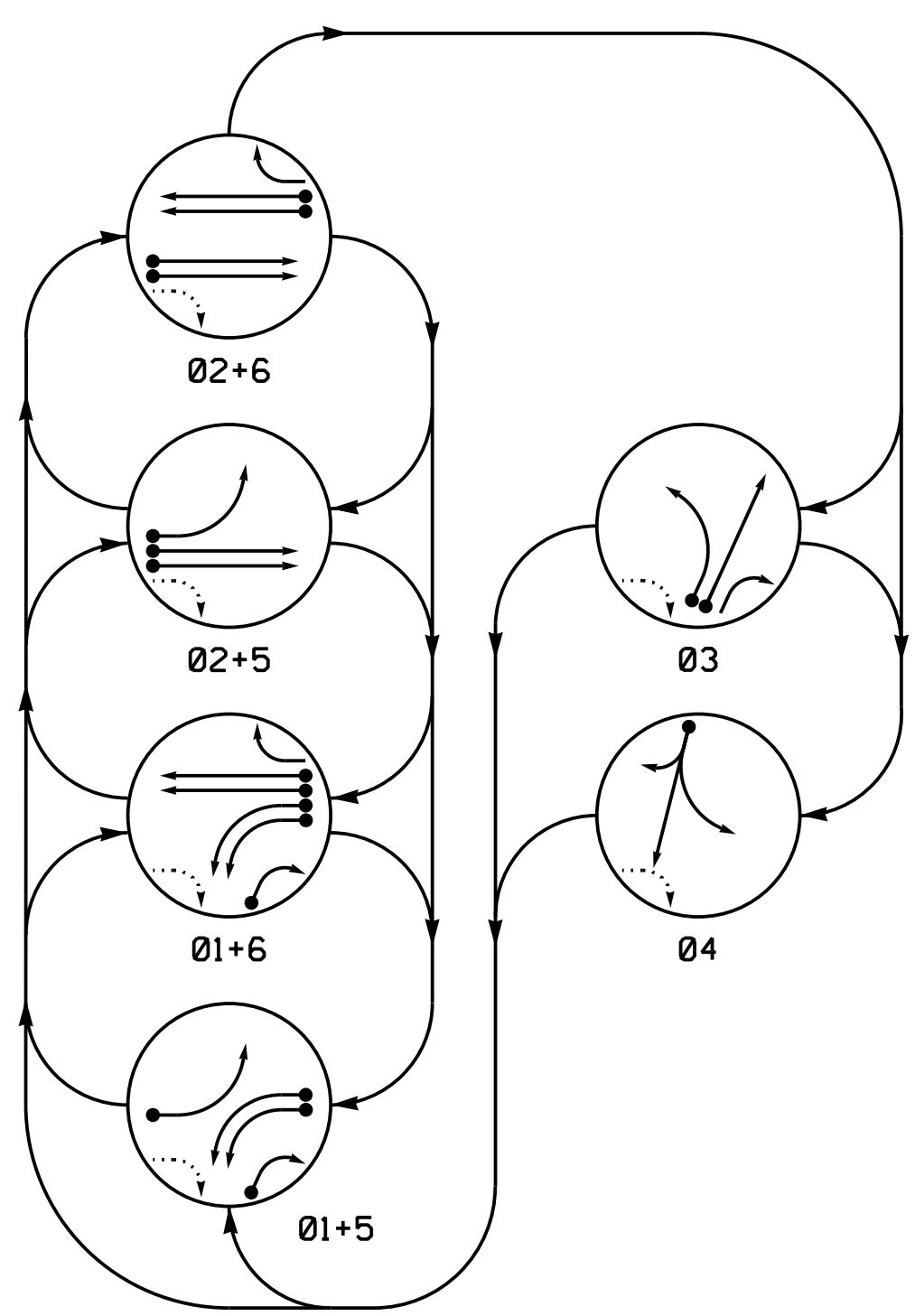
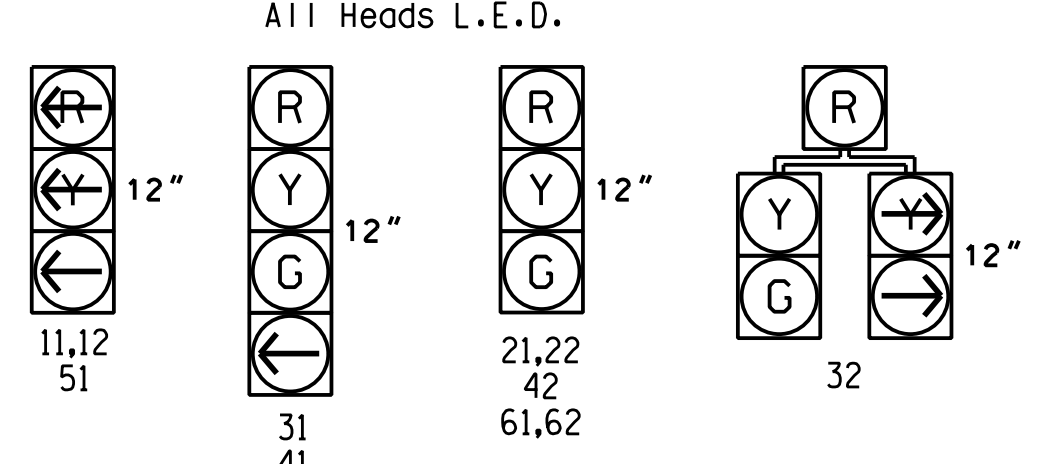


TABLE OF OPERATION

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	03	04
11,12	---	---	---	---	---	---
21,22	R	R	G	G	R	Y
31	R	R	R	R	G	R
32	R	R	R	R	G	R
41	R	R	R	R	G	R
42	R	R	R	R	G	R
51	---	---	---	---	---	---
61,62	R	G	R	G	R	Y

SIGNAL FACE I.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

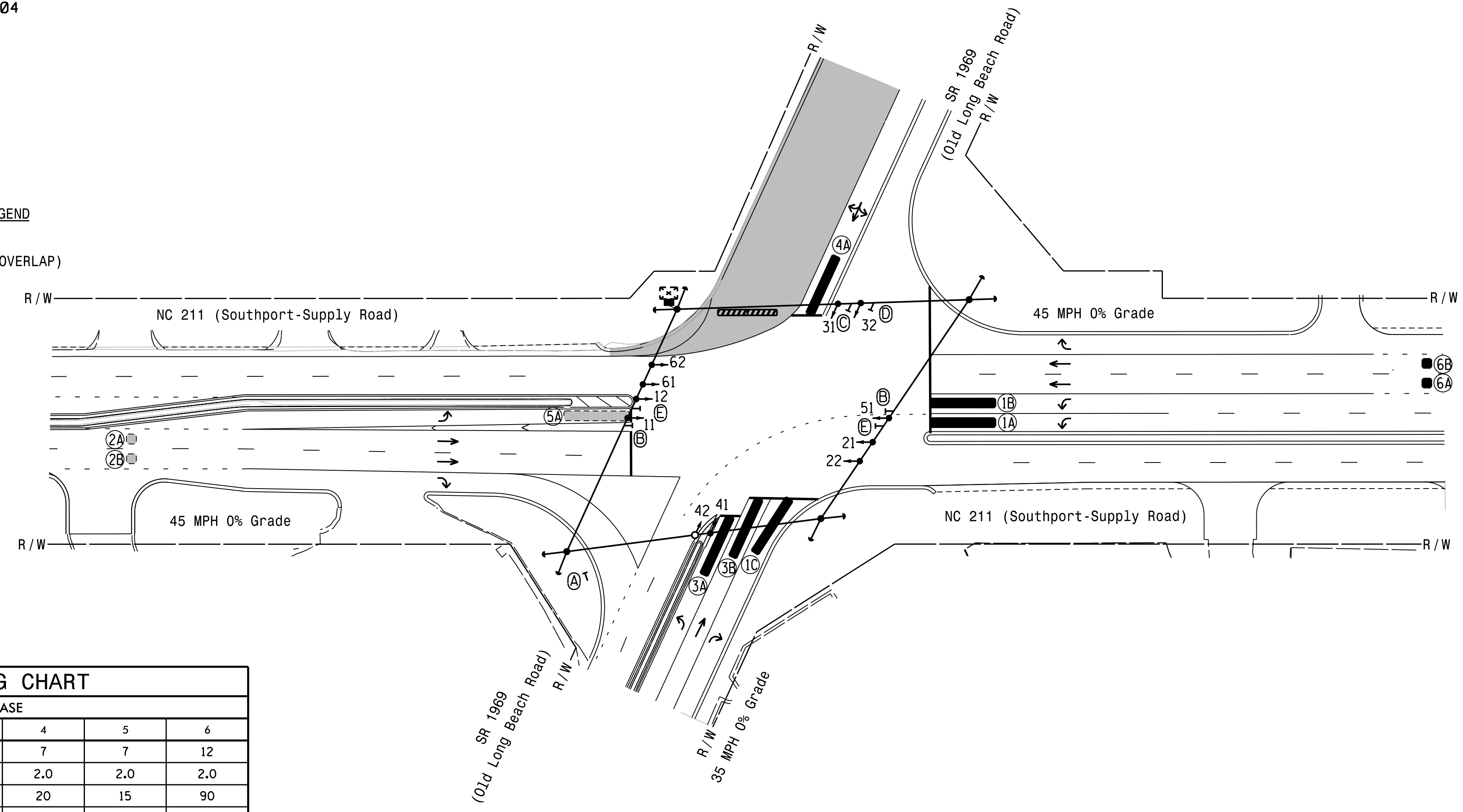
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				
					PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME
1A	6X40	0	*	*	1	Y	Y	-	-
1B	6X40	0	*	*	1	Y	Y	-	-
1C	6X40	0	*	*	1	Y	Y	-	15
2A	6X6	300	*	*	2	Y	Y	-	-
2B	6X6	300	*	*	2	Y	Y	-	-
3A	6X40	0	*	*	3	Y	Y	-	-
3B	6X40	0	*	*	3	Y	Y	-	-
4A	6X40	0	*	*	4	Y	Y	-	-
5A	6X40	0	*	*	5	Y	Y	-	-
6A	6X6	300	*	*	6	Y	Y	-	-
6B	6X6	300	*	*	6	Y	Y	-	-

* Multizone Microwave Detection.

6 Phase Fully Actuated (NC 133 Closed Loop System)

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 may be lagged.
- Set all detector units to presence mode.
- Reposition existing signal heads numbered 41 and 61.
- 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.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Closed loop system data: Master Asset #10317 Controller Asset #0626

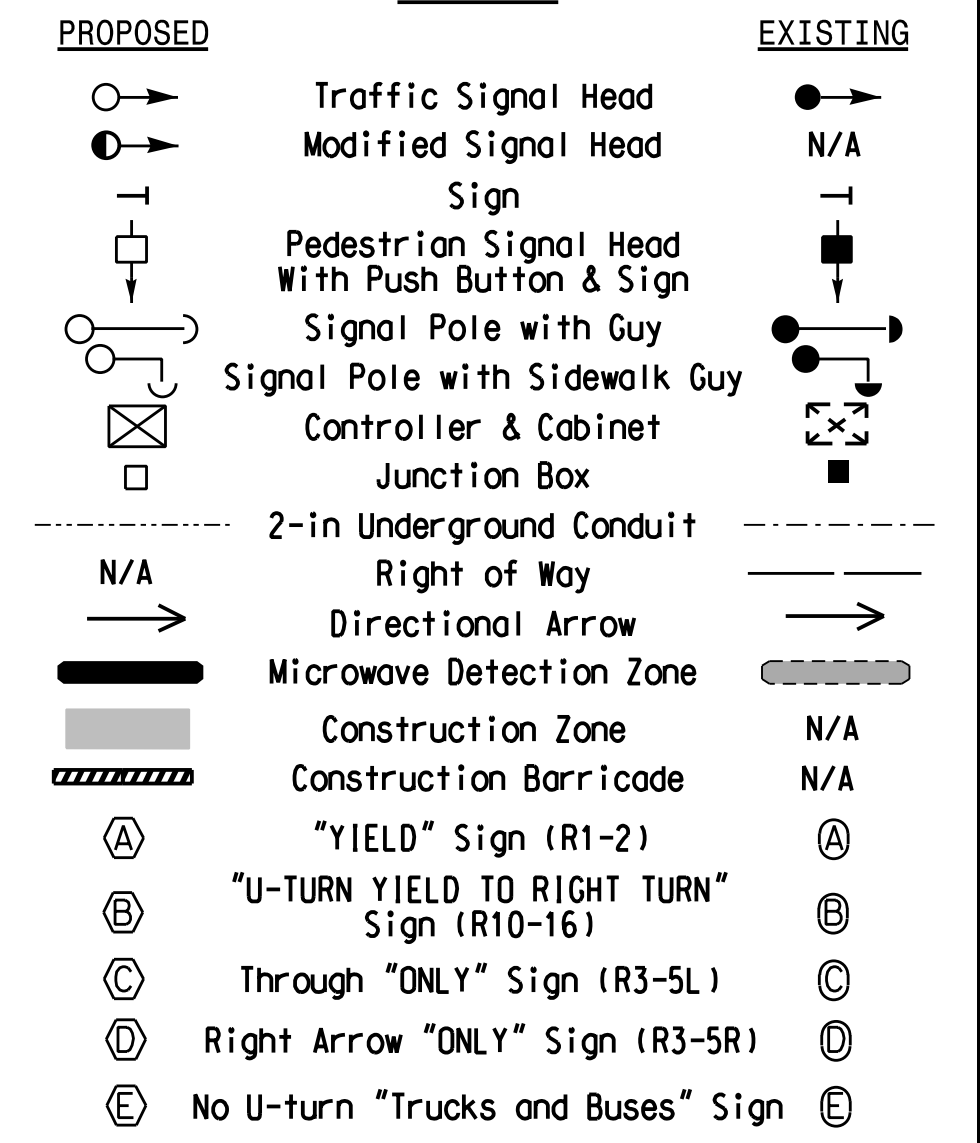


OASIS 2070 TIMING CHART

FEATURE	PHASE					
	1	2	3	4	5	6
Min Green 1 *	7	12	7	7	7	12
Extension 1	2.0	2.0	2.0	2.0	2.0	2.0
Max Green 1 *	15	90	25	20	15	90
Yellow Clearance	3.0	4.5	3.8	3.8	3.0	4.5
Red Clearance	4.1	1.7	2.5	2.5	3.8	1.6
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-
Seconds Per Actuation *	-	1.5	-	-	-	1.5
Max Variable Initial *	-	34	-	-	-	34
Time Before Reduction *	-	15	-	-	-	15
Time To Reduce *	-	45	-	-	-	45
Minimum Gap	-	3.0	-	-	-	3.0
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW
Dual Entry	-	-	-	-	-	-
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



Signal Upgrade
Temporary Design 3
Construction Phase 1A

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554
(919) 546-8997

NC 211 (Southport-Supply Road)
at
SR 1969 (Old Long Beach Road)

Division 03 Brunswick Co. Southport

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

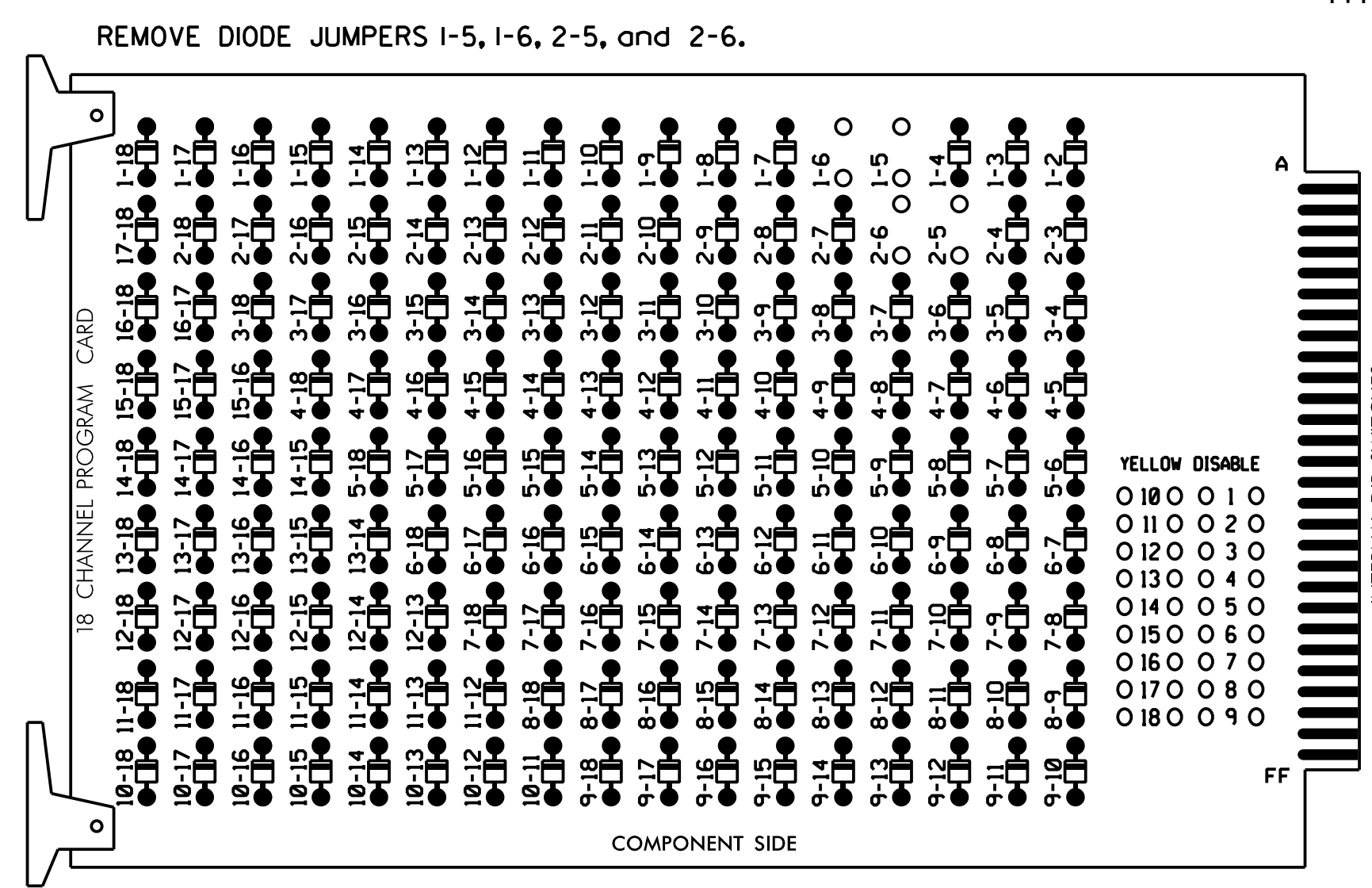
PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons

SEAL

9/10/2021

EDI MODEL 2018ECL-NC CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)



NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

■ = DENOTES POSITION OF SWITCH

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
2. Enable Simultaneous Gap-Out for all Phases.
3. Program phases 2 and 6 for Variable Initial and Gap Reduction.
4. Program phases 2 and 6 for Startup In Green.
5. Program phases 2 and 6 for Yellow Flash.
6. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.
7. The cabinet and controller are part of the NC 133 Closed Loop System.

EQUIPMENT INFORMATION

CONTROLLER.....2070E
 CABINET.....332 W/AUX
 SOFTWARE.....ECONOLITE OASIS
 CABINET MOUNT.....BASE
 OUTPUT FILE POSITIONS...18 WITH AUX. OUTPUT FILE
 LOAD SWITCHES USED.....S1,S2,S4,S5,S7,S8
 PHASES USED.....1,2,3,4,5,6
 OVERLAP "A".....NOT USED
 OVERLAP "B".....NOT USED
 OVERLAP "C".....NOT USED
 OVERLAP "D".....NOT USED

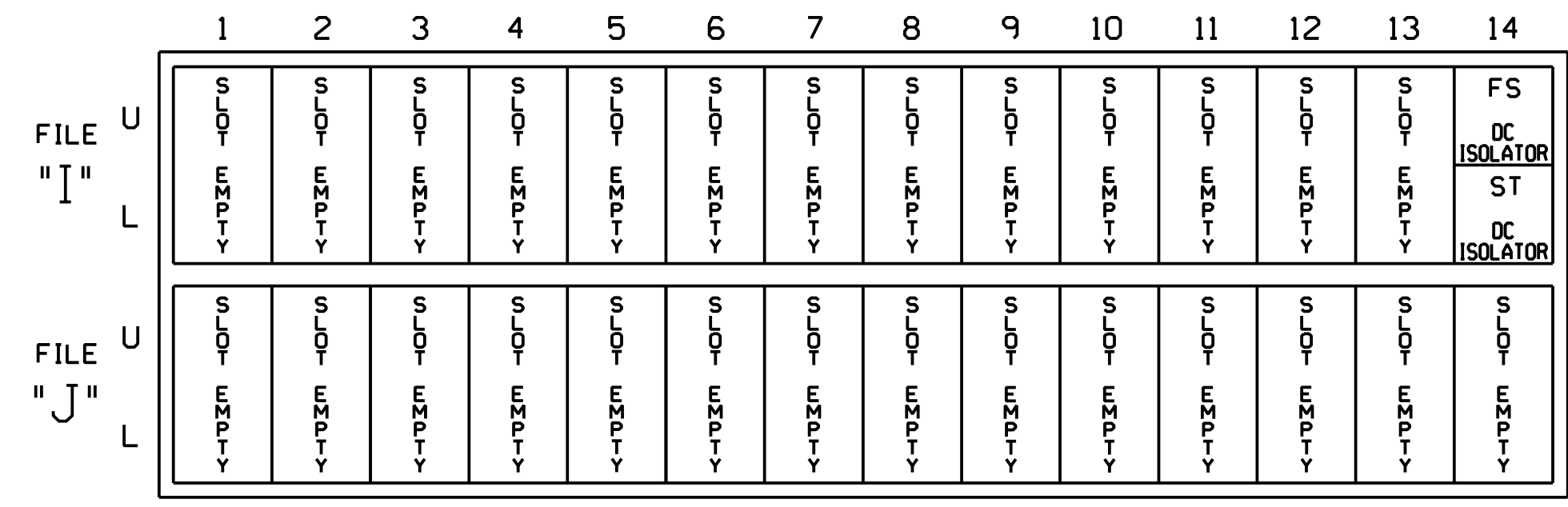
SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	8	8 PED	OLA	OLB	SPARE	OLC	OLD	SPARE
SIGNAL HEAD NO.	11,12	32	21,22	NU	31	32	41	42	NU	51	61,62	NU	NU	NU	NU	NU	NU	NU
RED			128	116	116	101	101				134							
YELLOW			129	117	117	102	102				135							
GREEN			130	118	118	103	103				136							
RED ARROW	125										131							
YELLOW ARROW	126	126									132							
FLASHING YELLOW ARROW																		
GREEN ARROW	127	127			118	103					133							

NU = Not Used

INPUT FILE POSITION LAYOUT

(front view)



EX. : 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
 ST = STOP TIME

SPECIAL DETECTOR NOTE

Install a microwave detection system for vehicle detection. Perform installation according to manufacturer's directions and NCDOT engineer-approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-0626T3
 DESIGNED: June 2017
 SEALED: 9/10/2021
 REVISED: N/A

Electrical Detail
 Signal Upgrade
 Temporary Design 3

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

	ELECTRICAL AND PROGRAMMING DETAILS FOR:		NC 211 (Southport-Supply Road) at SR 1969 (Old Long Beach Road)		
	Prepared for:	Division 03 Brunswick Co. Southport	PLAN DATE: June 2017	REVIEWED BY: A.D. Klinksiek	
HNTB NORTH CAROLINA, P.C. 343 E. Six Forks Road, Suite 200 Raleigh, North Carolina 27609 NC License No: C-1554 (919) 546-8997	PREPARED BY: A.H. Thornburg	REVIEWED BY: N.R. Simmons	REVISIONS	INIT. DATE	Signature: Natasha R. Simmons DATE: 9/10/2021 SIG. INVENTORY NO. 03-0626T3

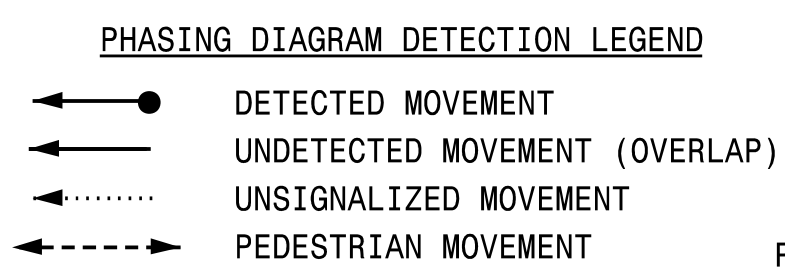
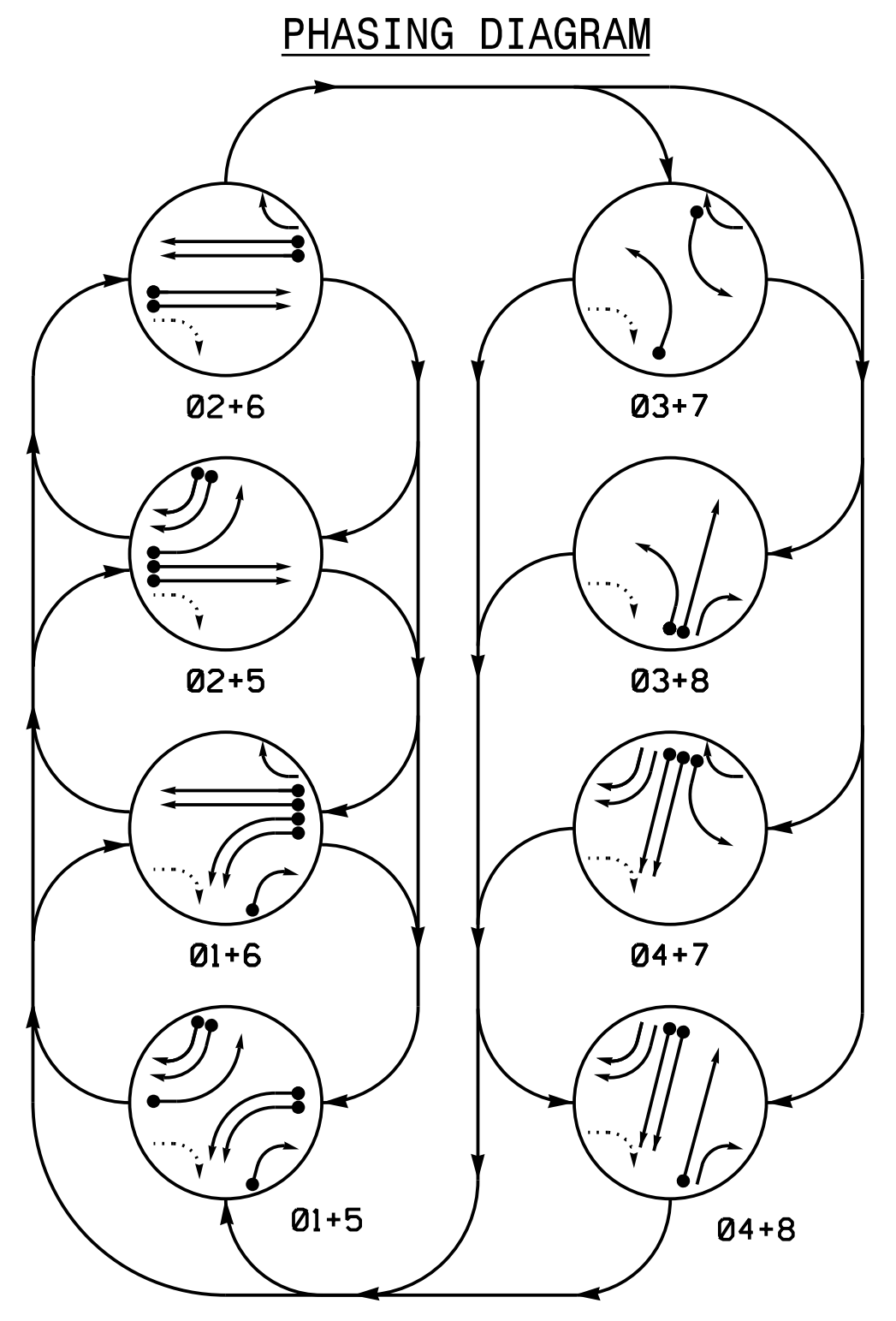
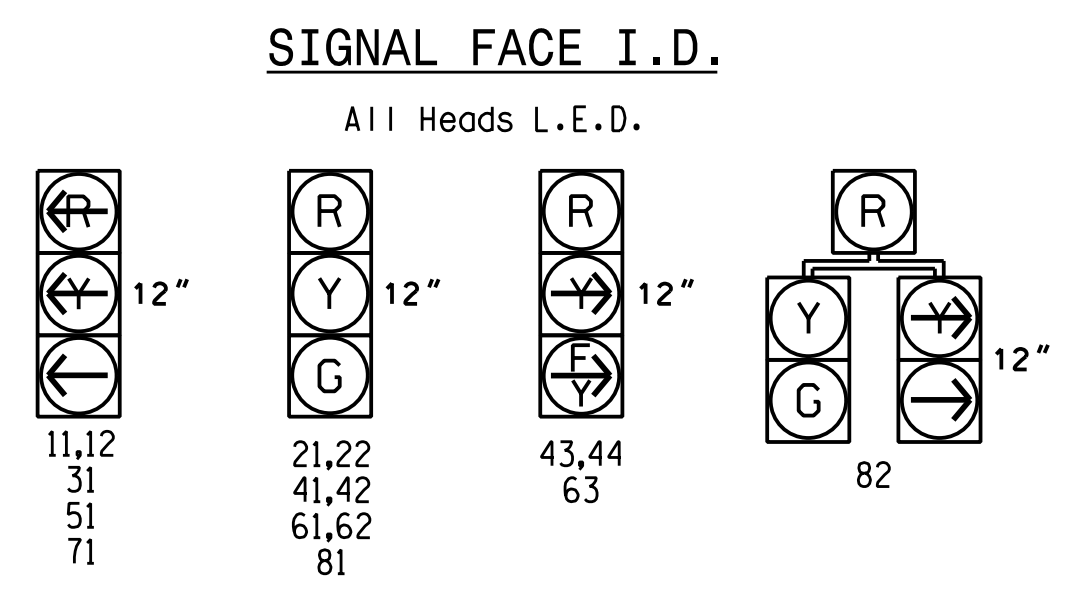


TABLE OF OPERATION

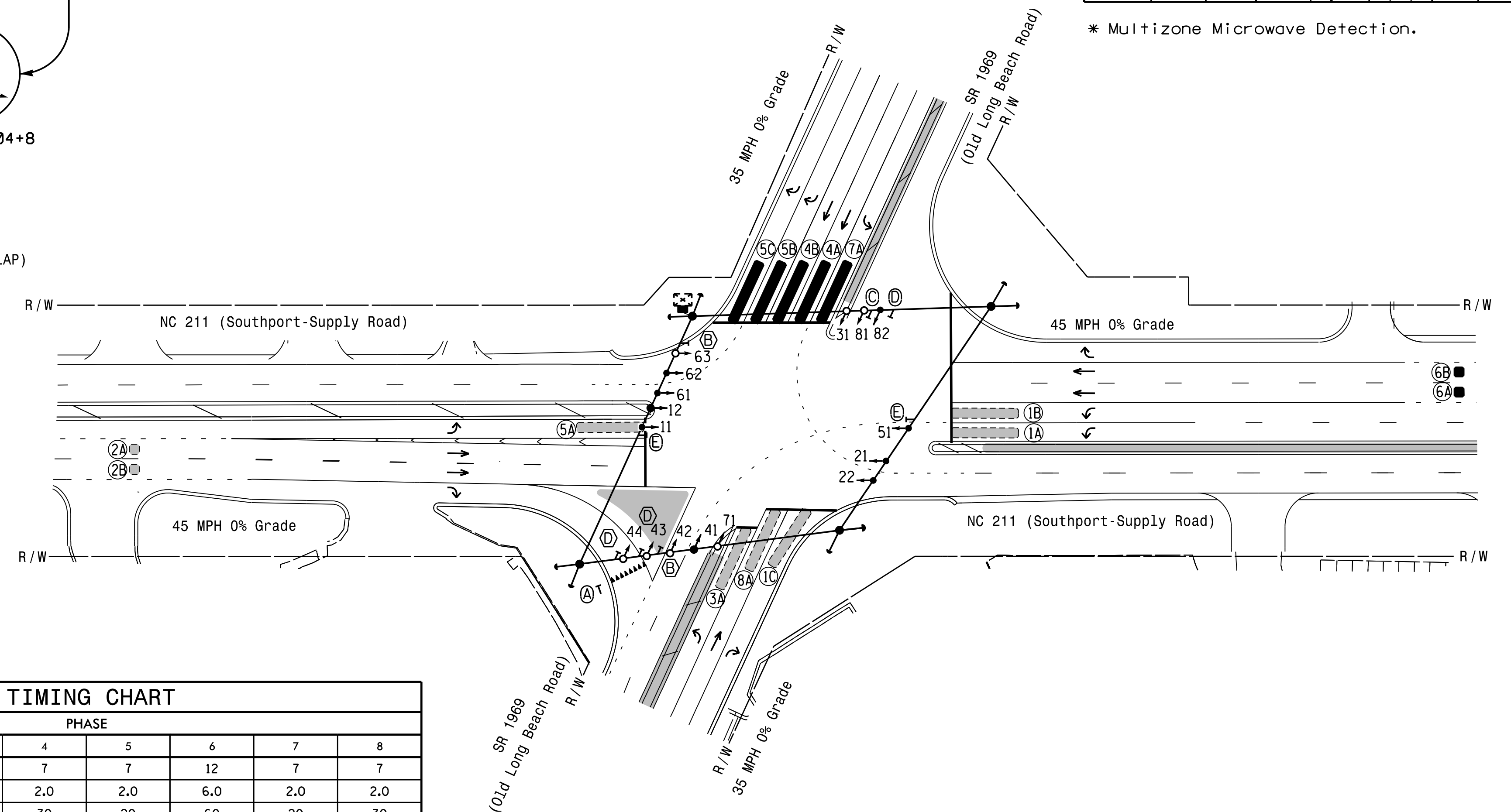
SIGNAL FACE	PHASE							
	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8
11,12	---	---	---	---	---	---	---	---
21,22	R	R	G	G	R	R	R	Y
31	---	---	---	---	---	---	---	---
41,42	R	R	R	R	R	R	G	G
43,44	F	R	F	R	F	R	F	R
51	---	---	---	---	---	---	---	---
61,62	R	G	R	G	R	R	R	Y
63	R	F	R	F	F	R	F	Y
71	---	---	---	---	---	---	---	---
81	R	R	R	R	G	R	G	R
82	R	R	R	R	G	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	STRETCH TIME		
1A	6X40	0	*	*	1	Y	Y	-	-	-
1B	6X40	0	*	*	1	Y	Y	-	-	-
1C	6X40	0	*	*	1	Y	Y	-	-	-
2A	6X6	300	*	*	2	Y	Y	-	-	-
2B	6X6	300	*	*	2	Y	Y	-	-	-
3A	6X40	0	*	*	3	Y	Y	-	-	-
4A	6X40	0	*	*	4	Y	Y	-	-	-Y
4B	6X40	0	*	*	4	Y	Y	-	-	-Y
5A	6X40	0	*	*	5	Y	Y	-	-	-
5B	6X40	0	*	*	5	Y	Y	-	-	-Y
5C	6X40	0	*	*	5	Y	Y	-	-	-Y
6A	6X6	300	*	*	6	Y	Y	-	-	-
6B	6X6	300	*	*	6	Y	Y	-	-	-
7A	6X40	0	*	*	7	Y	Y	-	-	-Y
8A	6X40	0	*	*	8	Y	Y	-	-	-Y

* Multizone Microwave Detection.

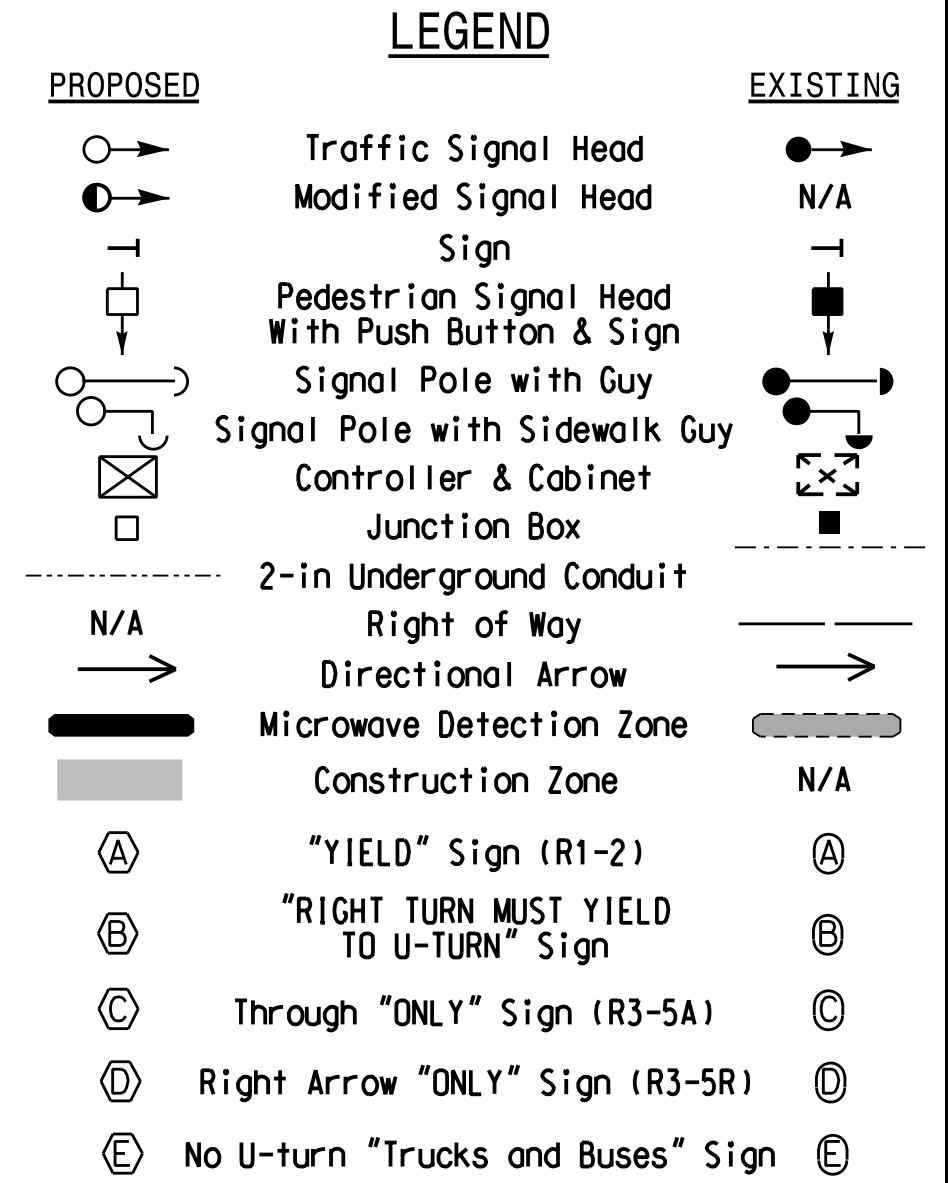


OASIS 2070 TIMING CHART

FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green 1 *	7	12	7	7	7	12	7	7
Extension 1 *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max Green 1 *	20	60	20	30	20	60	20	30
Yellow Clearance	3.0	4.5	3.0	3.8	3.0	4.5	3.0	3.8
Red Clearance	4.2	1.8	3.1	2.2	3.8	2.5	2.9	2.3
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-	-	-
Seconds Per Actuation *	-	1.5	-	-	-	1.5	-	-
Max Variable Initial *	-	34	-	-	-	34	-	-
Time Before Reduction *	-	15	-	-	-	15	-	-
Time To Reduce *	-	45	-	-	-	45	-	-
Minimum Gap	-	3.0	-	-	-	3.0	-	-
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL	-	-
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW	-	-
Dual Entry	-	-	-	-	-	-	-	-
Simultaneous Gap	ON	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.

- 8 Phase Fully Actuated (NC 133 Closed Loop System)**
- 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.
 - Phase 3 and/or phase 7 may be lagged.
 - Reposition existing signal heads numbered 21,22 and 41.
 - Set all detector units to presence mode.
 - 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.
 - Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
 - Closed loop system data: Master Asset #10317 Controller Asset #0626



Signal Upgrade
Temporary Design 4
Construction Phases 2,3

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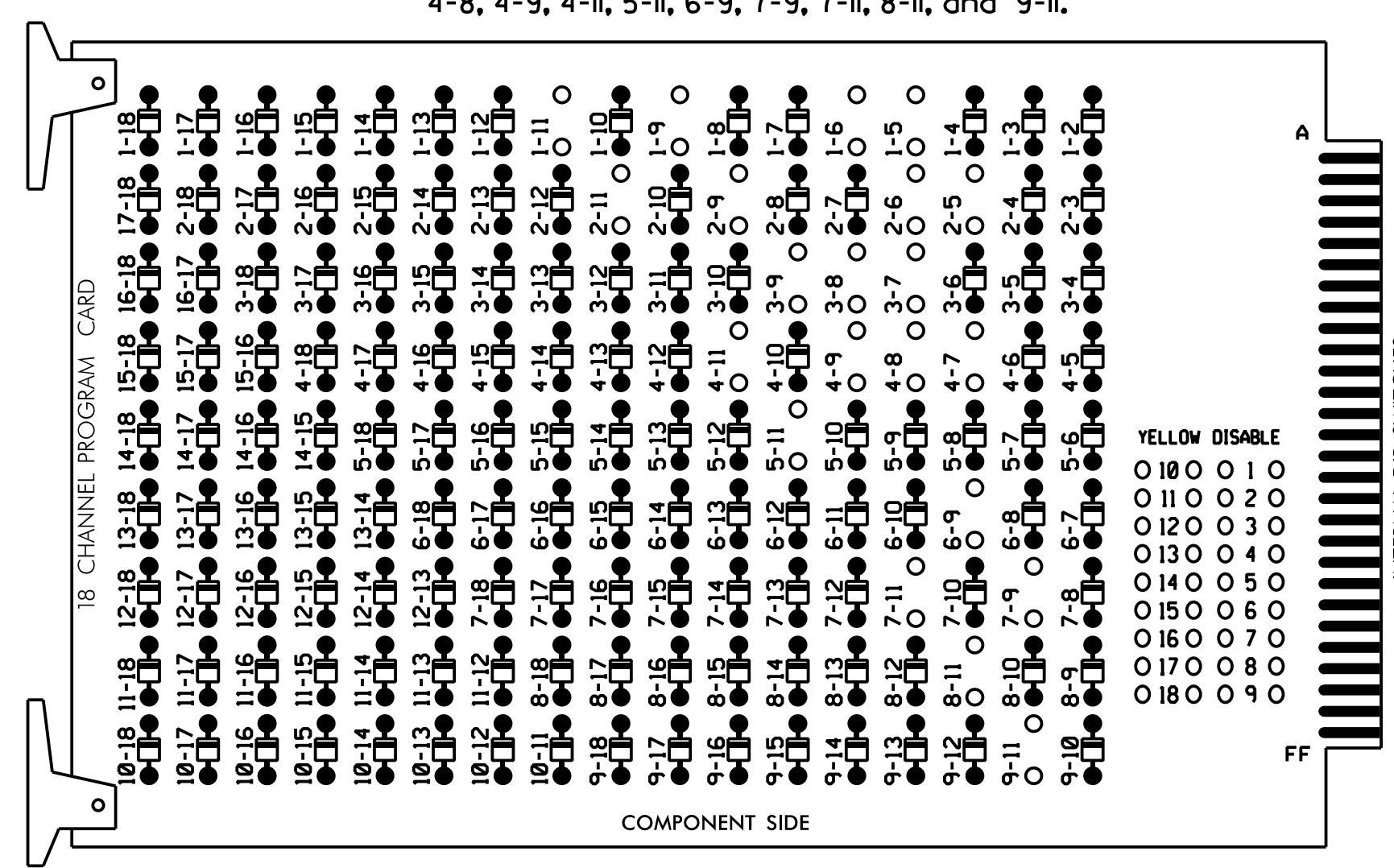
	NC 211 (Southport-Supply Road) at SR 1969 (Old Long Beach Road)		
	Division 03 Brunswick Co. Southport PLAN DATE: June 2017 REVIEWED BY: A.D. Klinksiek PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons	SEAL NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 031464 NATASHA R. SIMMONS 9/10/2021 DATE SIGNATURE SIG. INVENTORY NO. 03-0626T4	

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EDI MODEL 2018ECL-NC CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)

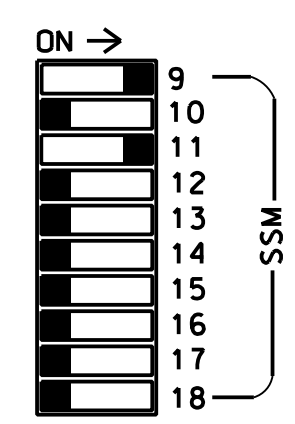
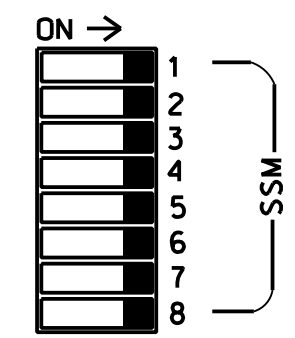
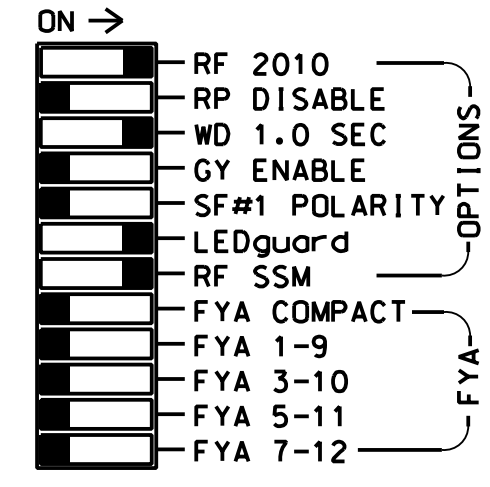
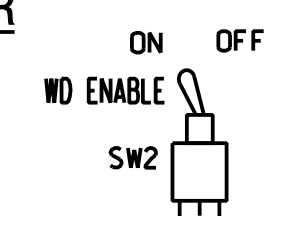
REMOVE DIODE JUMPERS 1-5, 1-6, 1-9, 1-11, 2-5, 2-6, 2-9, 2-11, 3-7, 3-8, 3-9, 4-7, 4-8, 4-9, 4-11, 5-11, 6-9, 7-9, 7-11, 8-11, and 9-11.



REMOVE JUMPERS AS SHOWN

NOTES:

- Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
- Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
- Ensure that Red Enable is active at all times during normal operation.
- Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.



■ = DENOTES POSITION OF SWITCH

NOTES

- To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
- Enable Simultaneous Gap-Out for all Phases.
- Program phases 2 and 6 for Variable Initial and Gap Reduction.
- Program phases 2 and 6 for Startup In Green.
- Program phases 2 and 6 for Yellow Flash, and overlap 1 as Wag Overlap.
- If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.
- The cabinet and controller are part of the NC 133 Closed Loop System.

EQUIPMENT INFORMATION

CONTROLLER.....2070E
 CABINET.....332 W/AUX
 SOFTWARE.....ECONOLITE OASIS
 CABINET MOUNT.....BASE
 OUTPUT FILE POSITIONS...18 WITH AUX. OUTPUT FILE
 LOAD SWITCHES USED.....S1,S2,S4,S5,S7,S8,S10
 S11,AUX S1,AUX S4
 PHASES USED.....1,2,3,4,5,6,7,8
 OVERLAP "A".....6+7
 OVERLAP "B".....NOT USED
 OVERLAP "C".....4+5
 OVERLAP "D".....NOT USED

SIGNAL HEAD HOOK-UP CHART

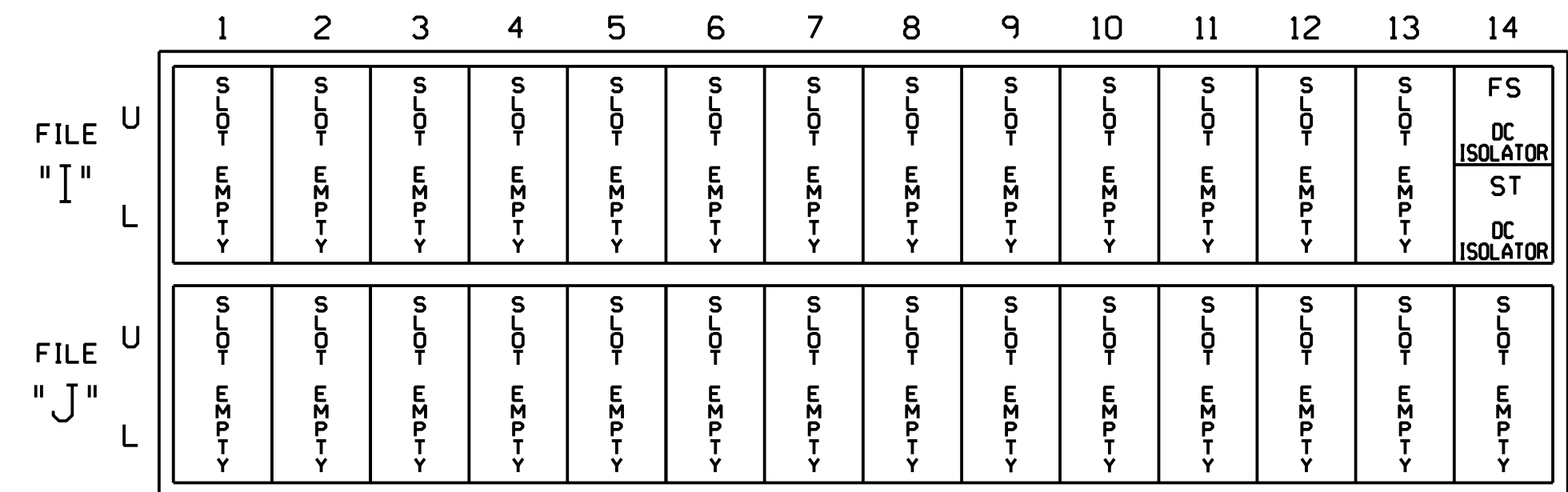
LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6	
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18	
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	8	8 PED	OLA	OLB	SPARE	OLC	OLD	SPARE	
SIGNAL HEAD NO.	11,12	82	21,22	NU	31	41,42	NU	51	61,62	NU	71	81,82	NU	63	NU	NU	43,44	NU	NU
RED			128			101			134			107		A121			A114		
YELLOW			129			102			135			108							
GREEN			130			103			136			109							
RED ARROW	125				116			131			122								
YELLOW ARROW	126	126			117			132			123			A122			A115		
FLASHING YELLOW ARROW																			
GREEN ARROW	127	127			118			133			124			A123			A116		

★ = Not Used

See pictorial of head wiring in detail this sheet.

INPUT FILE POSITION LAYOUT

(front view)



EX. : 1A, 2A, ETC. = LOOP NO.'S

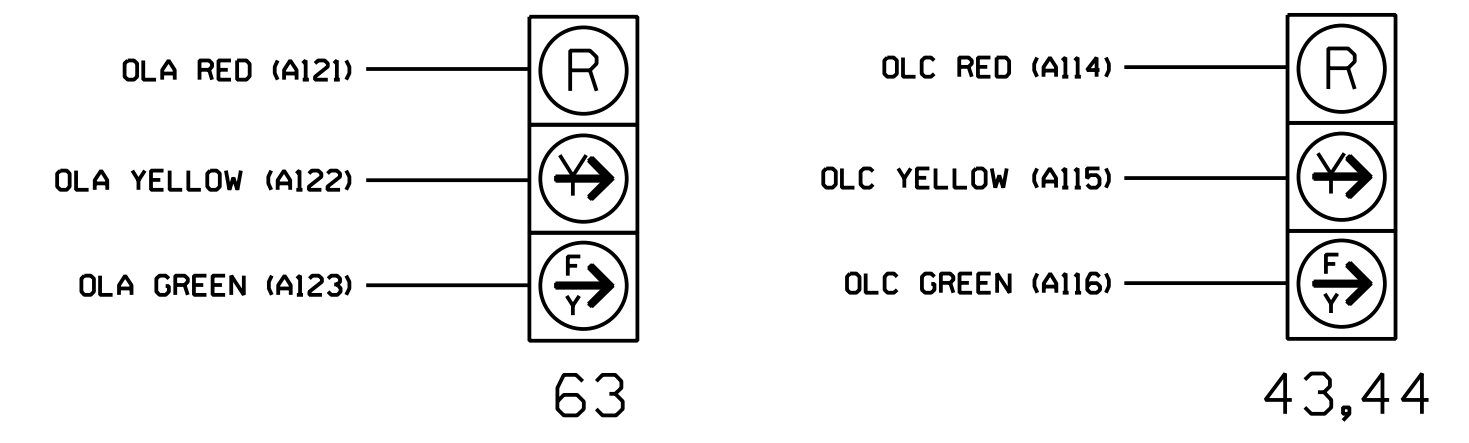
FS = FLASH SENSE
 ST = STOP TIME

SPECIAL DETECTOR NOTE

Install a microwave detection system for vehicle detection. Perform installation according to manufacturer's directions and NCCDT engineer-approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



Electrical Detail - Sheet 1 of 2
 Signal Upgrade
 Temporary Design 4

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

ELECTRICAL AND PROGRAMMING DETAILS FOR: NC 211 (Southport-Supply Road) at SR 1969 (Old Long Beach Road)

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

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-0626T4
 DESIGNED: June 2017
 SEALED: 9/10/2021
 REVISED: N/A

Signature: Natasha Simmons, Date: 9/10/2021

Inventory No. 03-0626T4

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 Raleigh, North Carolina 27609
 NC License No: C-1554
 (919) 546-8997

OVERLAP PROGRAMMING DETAIL FOR PHASING

(program controller as shown below)

FROM MAIN MENU PRESS '8' (OVERLAPS), THEN '1' (VEHICLE OVERLAP SETTINGS).

```

PAGE 1: VEHICLE OVERLAP 'A' SETTINGS
PHASE:      :12345678910111213141516
VEH OVL PARENTS: : XX
VEH OVL NOT VEH: :
VEH OVL NOT PED: :
VEH OVL GRN EXT: :
STARTUP COLOR: - RED - YELLOW - GREEN
FLASH COLORS:  - RED - YELLOW X GREEN
SELECT VEHICLE OVERLAP OPTIONS: (Y/N)
FLASH YELLOW IN CONTROLLER FLASH?...Y
GREEN EXTENSION (0-255 SEC)...0
YELLOW CLEAR (0=PARENT,3-25.5 SEC)...0.0
RED CLEAR (0=PARENT,0.1-25.5 SEC)...0.0
OUTPUT AS PHASE # (0=NONE, 1-16)...0

```

← NOTICE GREEN FLASH

PRESS '+' TWICE

```

PAGE 1: VEHICLE OVERLAP 'C' SETTINGS
PHASE:      :12345678910111213141516
VEH OVL PARENTS: : XX
VEH OVL NOT VEH: :
VEH OVL NOT PED: :
VEH OVL GRN EXT: :
STARTUP COLOR: - RED - YELLOW - GREEN
FLASH COLORS:  - RED - YELLOW X GREEN
SELECT VEHICLE OVERLAP OPTIONS: (Y/N)
FLASH YELLOW IN CONTROLLER FLASH?...N
GREEN EXTENSION (0-255 SEC)...0
YELLOW CLEAR (0=PARENT,3-25.5 SEC)...0.0
RED CLEAR (0=PARENT,0.1-25.5 SEC)...0.0
OUTPUT AS PHASE # (0=NONE, 1-16)...0

```

← NOTICE GREEN FLASH

OVERLAP PROGRAMMING COMPLETE

FLASHER CIRCUIT MODIFICATION DETAIL

IN ORDER TO INSURE THAT SIGNALS FLASH CONCURRENTLY ON THE SAME APPROACH, MAKE THE FOLLOWING FLASHER CIRCUIT CHANGES:

1. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-4 AND TERMINATE ON T2-2.
2. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-5 AND TERMINATE ON T2-3.
3. REMOVE FLASHER UNIT 2.

THE CHANGES LISTED ABOVE TIES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.


THIS ELECTRICAL DETAIL IS FOR
 THE SIGNAL DESIGN: 03-0626T4
 DESIGNED: June 2017
 SEALED: 9/10/2021
 REVISED: N/A

Electrical Detail - Sheet 2 of 2
Signal Upgrade
Temporary Design 4

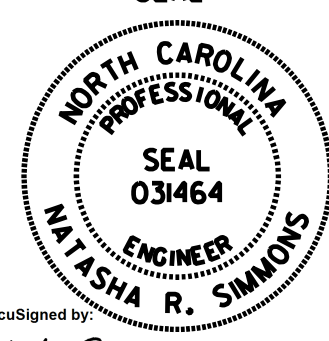
**DOCUMENT NOT CONSIDERED FINAL
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ELECTRICAL AND PROGRAMMING
 DETAILS FOR:

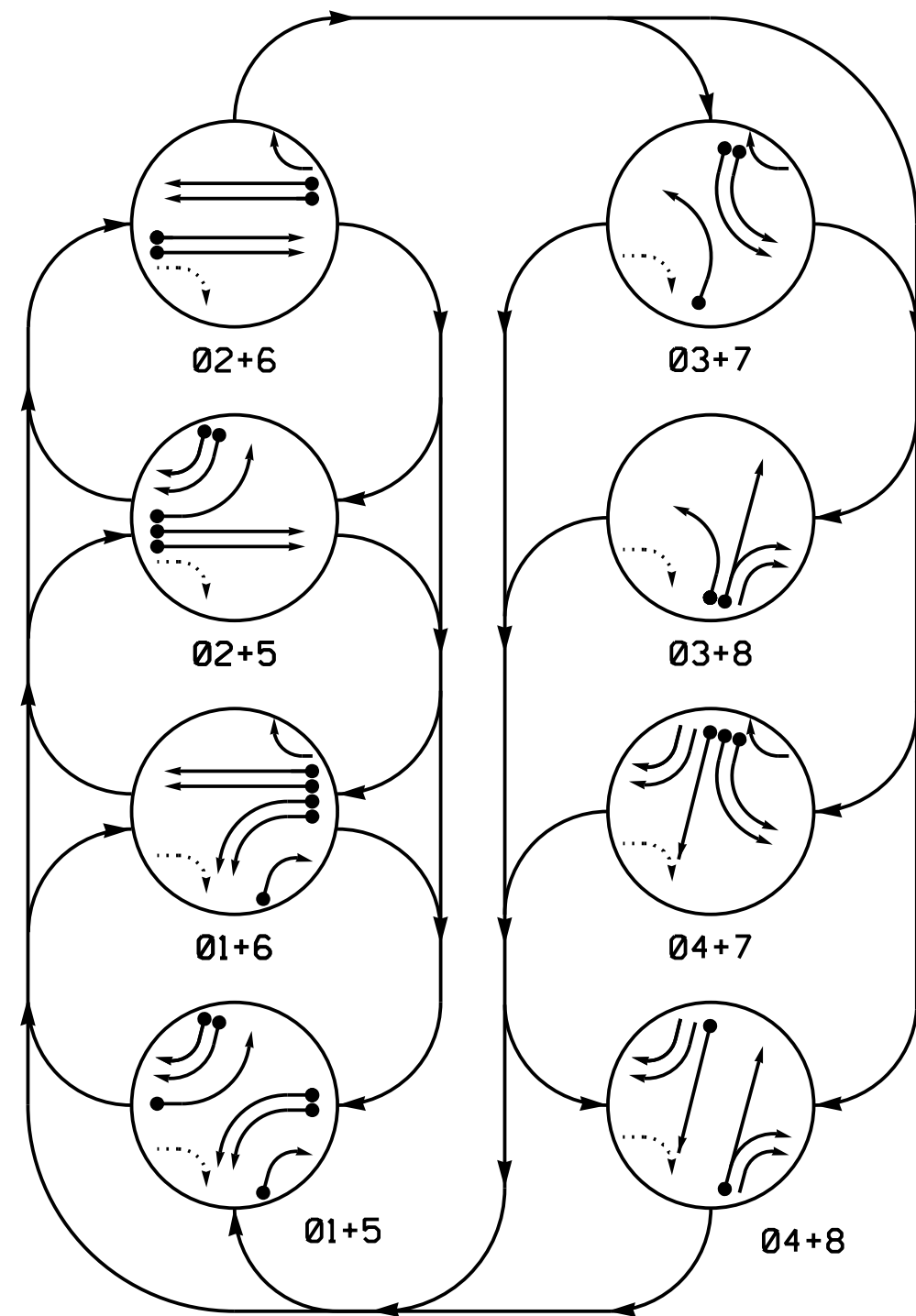
Prepared for:

 750 N. Greenfield Pkwy, Corner, NC 27529

NC 211 (Southport-Supply Road) at SR 1969 (Old Long Beach Road)	
Division 03	Brunswick Co. Southport
PLAN DATE: June 2017	REVIEWED BY: A.D. Klinksiek
PREPARED BY: A.H. Thornburg	REVIEWED BY: N.R. Simmons
REVISIONS	INIT. DATE

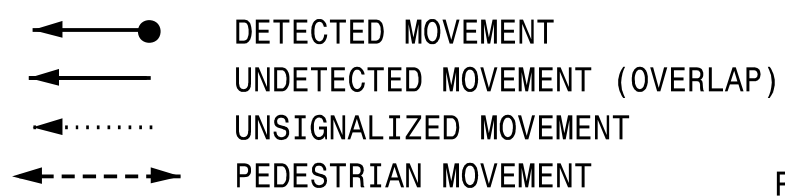
SEAL

 SEAL 031464
 ENGINEER
 NATASHA R. SIMMONS

DocuSigned by:
 Natasha Simmons
 9/10/2021
 SIGNATURE DATE
 SIG. INVENTORY NO. 03-0626T4

PHASING DIAGRAM

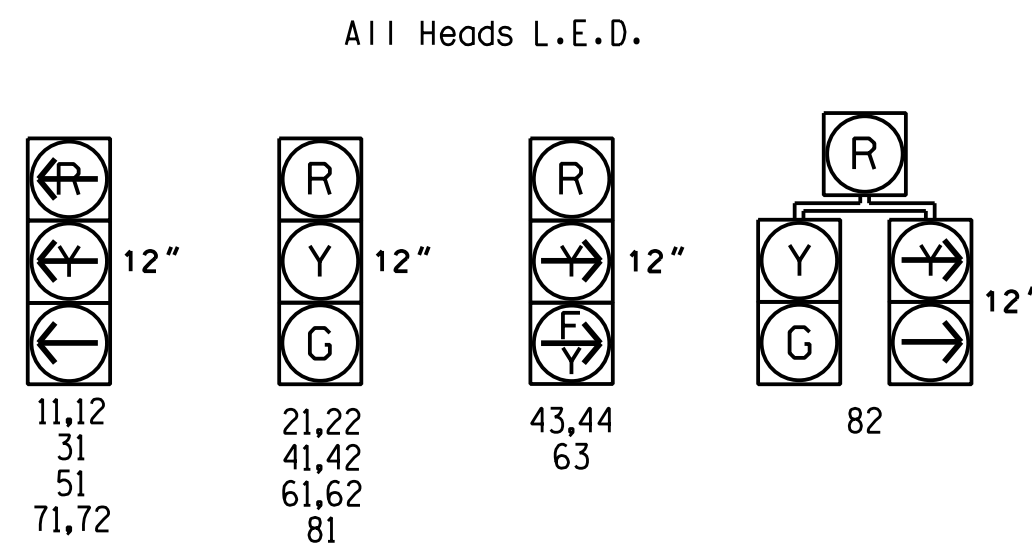


PHASING DIAGRAM DETECTION LEGEND



SIGNAL FACE	PHASE								
	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8	FLASH
11,12	-	-	-	-	-	-	-	-	-
21,22	R	R	G	G	R	R	R	R	Y
31	-	-	-	-	-	-	-	-	-
41,42	R	R	R	R	R	R	G	G	R
43,44	F	R	F	R	R	R	F	R	F
51	-	-	-	-	-	-	-	-	-
61,62	R	G	R	G	R	R	R	R	Y
63	R	F	R	F	R	R	F	R	Y
71,72	-	-	-	-	-	-	-	-	-
81	R	R	R	R	G	R	G	R	-
82	R	R	R	R	G	R	G	R	-

SIGNAL FACE I.D.

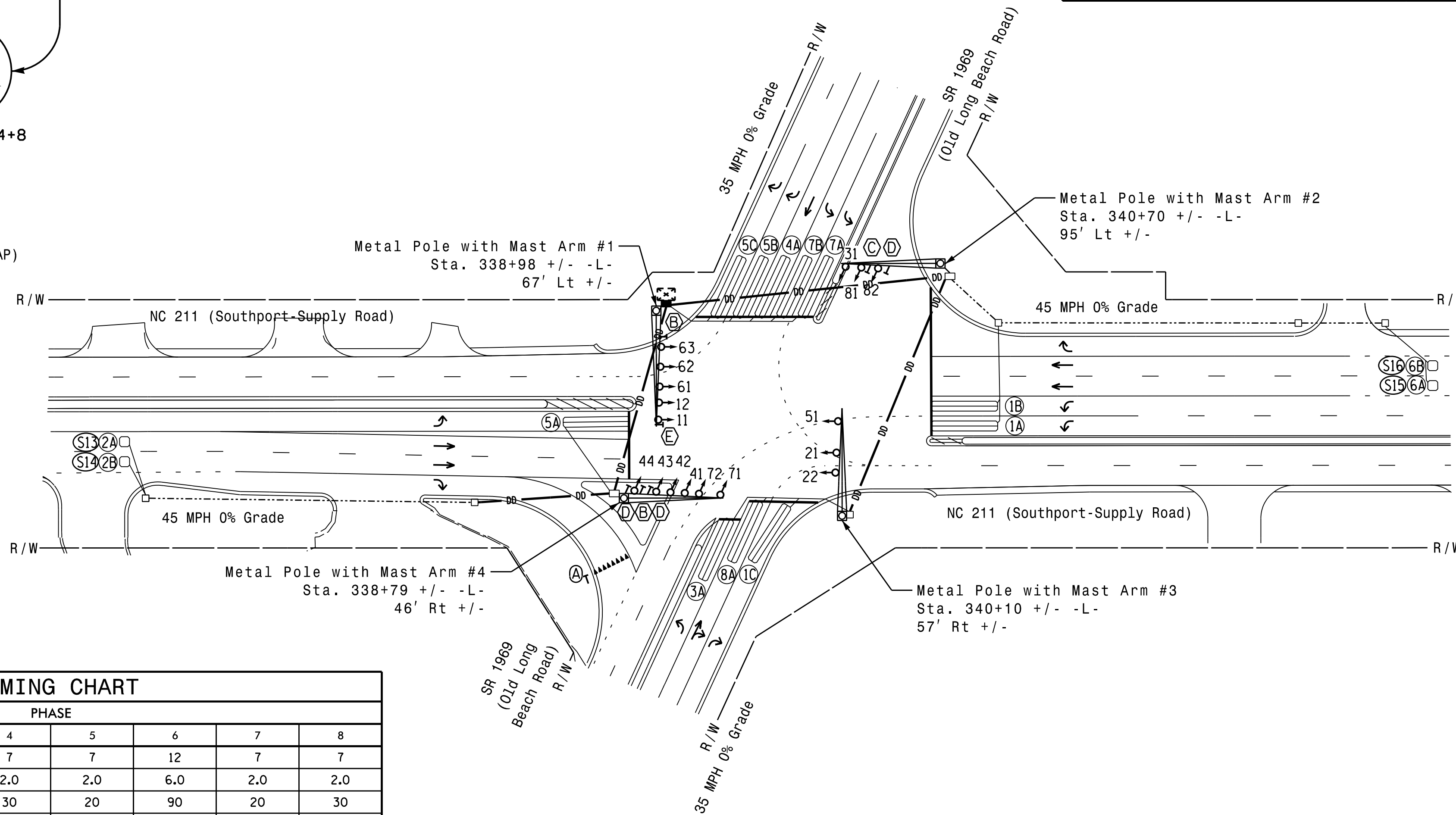


LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING								
				NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	Y	1	Y	Y	-	-	-	-	Y
1B	6X40	0	2-4-2	Y	1	Y	Y	-	-	-	-	Y
1C	6X40	0	2-4-2	Y	1	Y	Y	-	-	15	-	Y
2A/S13	6X6	300	5	Y	2	Y	Y	-	-	-	-	Y
2B/S14	6X6	300	5	Y	2	Y	Y	-	-	-	-	Y
3A	6X40	0	2-4-2	Y	3	Y	Y	-	-	-	-	Y
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	-	-	Y
5A	6X40	0	2-4-2	Y	5	Y	Y	-	-	-	-	Y
5B	6X40	0	2-4-2	Y	5	Y	Y	-	-	15	-	Y
5C	6X40	0	2-4-2	Y	5	Y	Y	-	-	15	-	Y
6A/S15	6X6	300	5	Y	6	Y	Y	-	-	-	-	Y
6B/S16	6X6	300	5	Y	6	Y	Y	-	-	-	-	Y
7A	6X40	0	2-4-2	Y	7	Y	Y	-	-	-	-	Y
7B	6X40	0	2-4-2	Y	7	Y	Y	-	-	-	-	Y
8A	6X40	0	2-4-2	Y	8	Y	Y	-	-	-	-	Y

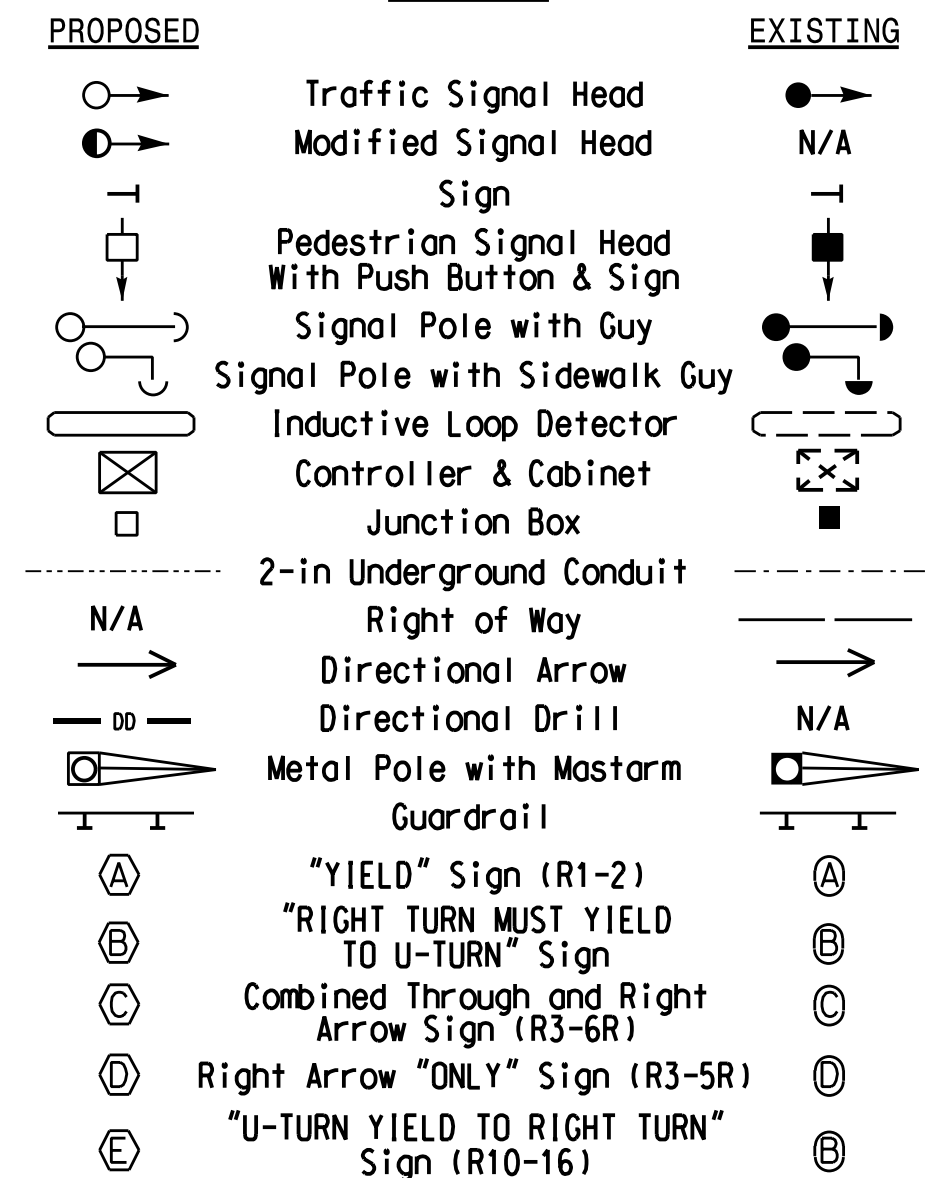
8 Phase Fully Actuated (NC 133 Closed Loop System)

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.
- Phase 3 and/or phase 7 may be lagged.
- Set all detector units to presence mode.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Closed loop system data: Master Asset #10317 Controller Asset #0626



LEGEND



FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green 1 *	7	12	7	4	5	12	7	7
Extension 1 *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max Green 1 *	20	90	20	30	20	90	20	30
Yellow Clearance	3.0	4.5	3.0	3.8	3.0	4.5	3.0	3.8
Red Clearance	4.1	1.8	3.1	2.2	3.8	2.5	3.2	2.3
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-	-	-
Seconds Per Actuation *	-	1.5	-	-	-	1.5	-	-
Max Variable Initial *	-	34	-	-	-	34	-	-
Time Before Reduction *	-	15	-	-	-	15	-	-
Time To Reduce *	-	45	-	-	-	45	-	-
Minimum Gap	-	3.0	-	-	-	3.0	-	-
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL	-	-
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW	-	-
Dual Entry	-	-	-	-	-	-	-	-
Simultaneous Gap	ON	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 - Final Design

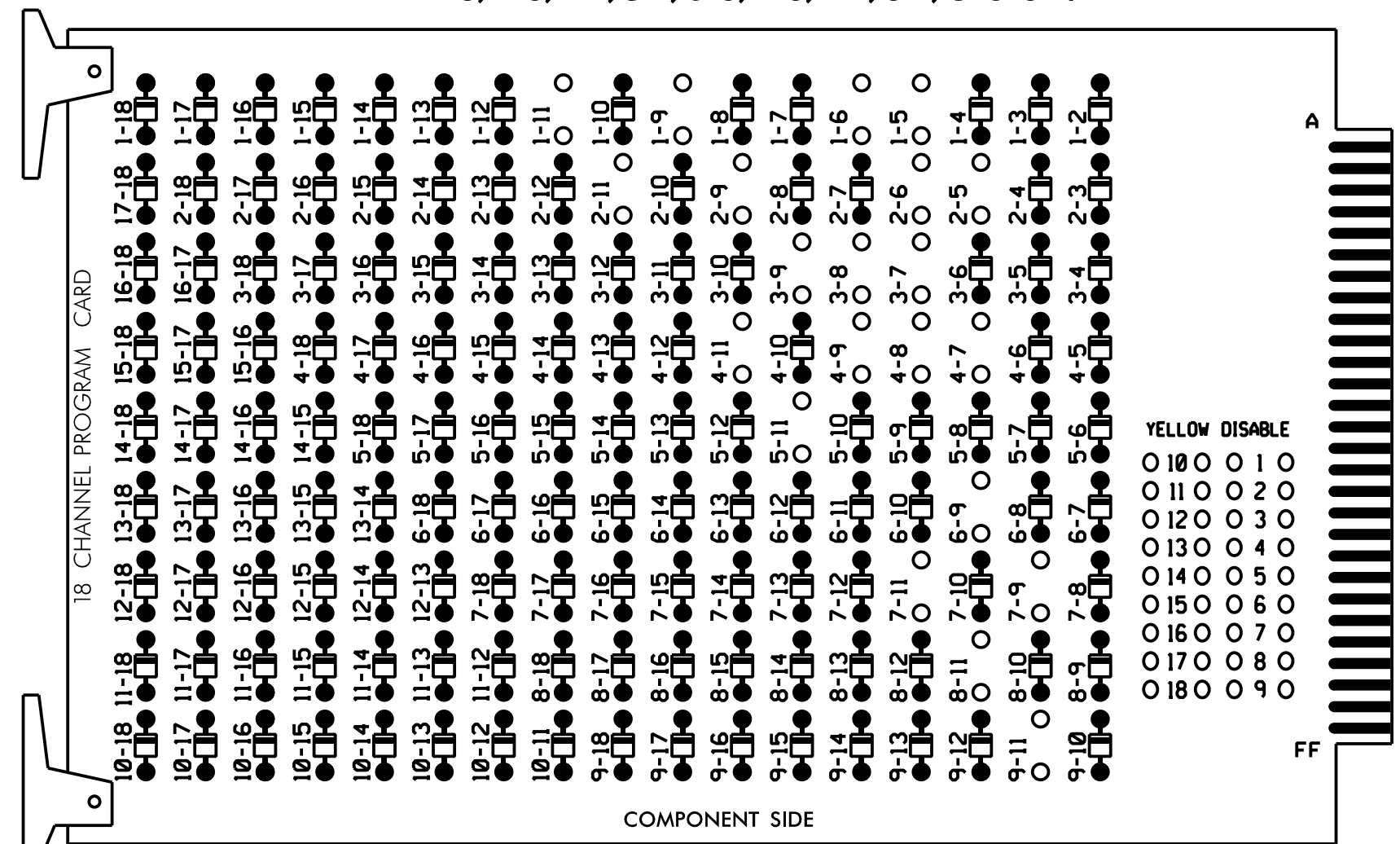
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	Prepared for: TRANSPORTATION MOBILITY AND SAFETY CENTER UNIVERSITY OF NORTH CAROLINA STATE OF NORTH CAROLINA SIGNAL DESIGN SECTION		NC 211 (Southport-Supply Road) at SR 1969 (Old Long Beach Road) Division 03 Brunswick Co. Southport PLAN DATE: June 2017 REVIEWED BY: A.D. Klinskyk PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons	SEAL
	750 N. Greenfield Pkwy, Garner, NC 27526 HNTB NORTH CAROLINA, P.C. 343 E. Six Forks Road, Suite 200 Raleigh, North Carolina 27609 NC License No: C-1554 (919) 546-8997			

EDI MODEL 2018ECL-NC CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)

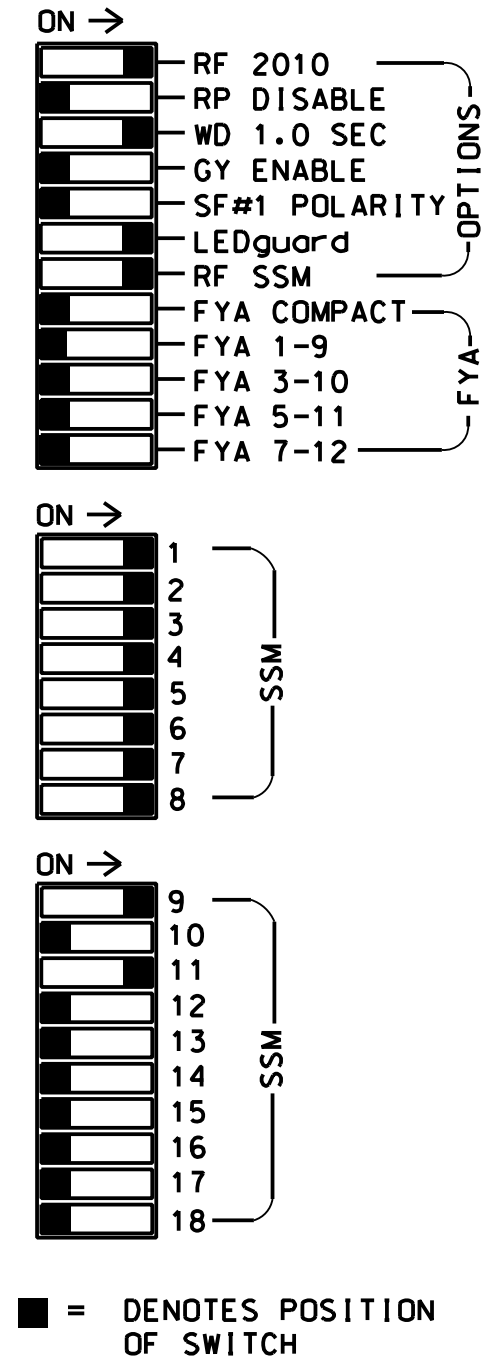
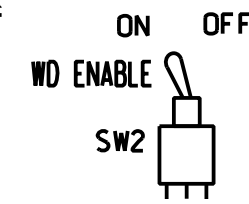
REMOVE DIODE JUMPERS 1-5, 1-6, 1-9, 1-11, 2-5, 2-6, 2-9, 2-11, 3-7, 3-8, 3-9, 4-7, 4-8, 4-9, 4-11, 5-11, 6-9, 7-9, 7-11, 8-11, and 9-11.



REMOVE JUMPERS AS SHOWN

NOTES:

- Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
- Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
- Ensure that Red Enable is active at all times during normal operation.
- Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.



NOTES

- To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
- Enable Simultaneous Gap-Out for all Phases.
- Program phases 2 and 6 for Variable Initial and Gap Reduction.
- Program phases 2 and 6 for Startup In Green.
- Program phases 2 and 6 for Yellow Flash, and overlap 1 as Wag Overlap.
- If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.
- The cabinet and controller are part of the NC 133 Closed Loop System.

EQUIPMENT INFORMATION

CONTROLLER.....2070E
 CABINET.....332 W/AUX
 SOFTWARE.....ECONOLITE OASIS
 CABINET MOUNT.....BASE
 OUTPUT FILE POSITIONS...18 WITH AUX. OUTPUT FILE
 LOAD SWITCHES USED.....S1,S2,S4,S5,S7,S8,S10
 S11,AUX S1,AUX S4
 PHASES USED.....1,2,3,4,5,6,7,8
 OVERLAP "A".....6+7
 OVERLAP "B".....NOT USED
 OVERLAP "C".....4+5
 OVERLAP "D".....NOT USED

SIGNAL HEAD HOOK-UP CHART

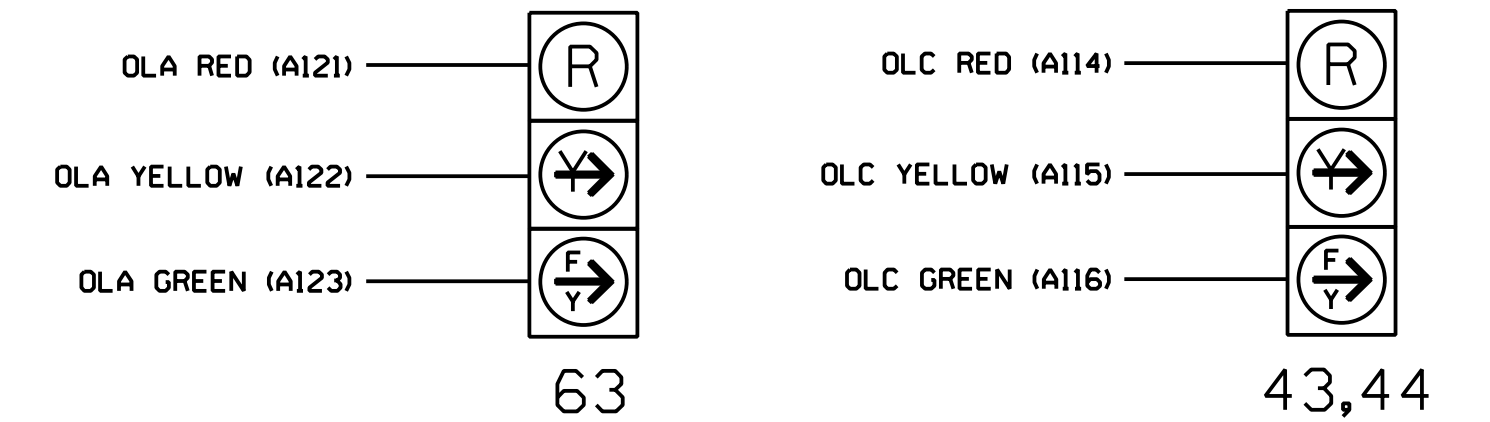
LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	8	8 PED	OLA	OLB	SPARE	OLC	OLD	SPARE
SIGNAL HEAD NO.	11,12	82	21,22	NU	31	41,42	NU	51	61,62	NU	71,72	81,82	NU	63	NU	NU	43,44	NU
RED			128			101			134			107		A121			A114	
YELLOW			129			102			135			108						
GREEN			130			103			136			109						
RED ARROW	125					116			131			122						
YELLOW ARROW	126	126				117			132			123		A122			A115	
FLASHING YELLOW ARROW																		
GREEN ARROW	127	127				118			133			124		A123			A116	

NU = Not Used

* See pictorial of head wiring in detail this sheet.

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



INPUT FILE POSITION LAYOUT

(front view)

FILE	1	2	3	4	5	6	7	8	9	10	11	12	13	14
U	∅ 1	∅ 1	∅ 2/SYS	S	∅ 3	∅ 4	S	S	S	S	S	S	S	FS
I	1A	1B	2A/S13	-	3A	4A	-	-	-	-	-	-	-	DC ISOLATOR
L	NOT USED	∅ 1	∅ 2/SYS	-	NOT USED	NOT USED	-	-	-	-	-	-	-	ST
U	∅ 5	∅ 5	∅ 6/SYS	S	∅ 7	∅ 7	∅ 8	S	S	S	S	S	S	S
J	5A	5B	6A/S15	-	7A	7B	8A	-	-	-	-	-	-	DC ISOLATOR
L	NOT USED	∅ 5	∅ 6/SYS	-	NOT USED	NOT USED	NOT USED	-	-	-	-	-	-	ST
	5C	6B/S16	-	-	-	-	-	-	-	-	-	-	-	-

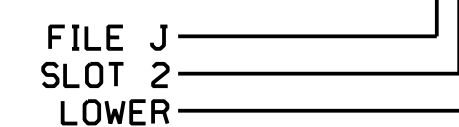
EX.: 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
 ST = STOP TIME

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT ASSIGNMENT NO.	DETECTOR NO.	NEMA PHASE	CALL	EXTEND	FULL TIME DELAY	STRETCH TIME	DELAY TIME
1A	TB2-1,2	I1U	56	18	1	1	Y	Y			
1B	TB2-5,6	I2U	39	1	2	1	Y	Y			
1C	TB2-7,8	I2L	43	5	12	1	Y	Y			15
2A/S13	TB2-9,10	I3U	63	25	32	2/SYS	Y	Y			
2B/S14	TB2-11,12	I3L	76	38	42	2/SYS	Y	Y			
3A	TB4-5,6	I5U	58	20	3	3	Y	Y			
4A	TB4-9,10	I6U	41	3	4	4	Y	Y			
5A	TB3-1,2	J1U	55	17	5	5	Y	Y			
5B	TB3-5,6	J2U	40	2	6	5	Y	Y			15
5C	TB3-7,8	J2L	44	6	16	5	Y	Y			15
6A/S15	TB3-9,10	J3U	64	26	36	6/SYS	Y	Y			
6B/S16	TB3-11,12	J3L	77	39	46	6/SYS	Y	Y			
7A	TB5-5,6	J5U	57	19	7	7	Y	Y			
7B	TB5-9,10	J6U	42	4	8	7	Y	Y			
8A	TB7-1,2	J7U	66	28	38	8	Y	Y			

INPUT FILE POSITION LEGEND: J2L



THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-0626
 DESIGNED: June 2017
 SEALED: 9/10/2021
 REVISED: N/A

Electrical Detail - Sheet 1 of 2
 Signal Upgrade
 Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

	Prepared for: 	NC 211 (Southport-Supply Road) at SR 1969 (Old Long Beach Road)	SEAL
	HNTB NORTH CAROLINA, P.C. 343 E. Six Forks Road, Suite 200 Raleigh, North Carolina 27609 NC License No: C-1554 (919) 546-8997	Division 03 Brunswick Co. Southport PLAN DATE: June 2017 REVIEWED BY: A.D. Klinksiek PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons	Division 03 Brunswick Co. Southport PLAN DATE: June 2017 REVIEWED BY: A.D. Klinksiek PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons

9/10/2021
 SIGNATURE DATE
 SIG. INVENTORY NO. 03-0626

OVERLAP PROGRAMMING DETAIL FOR PHASING

(program controller as shown below)

FROM MAIN MENU PRESS '8' (OVERLAPS), THEN '1' (VEHICLE OVERLAP SETTINGS).

```

PAGE 1: VEHICLE OVERLAP 'A' SETTINGS
PHASE:      :12345678910111213141516
VEH OVL PARENTS: : XX
VEH OVL NOT VEH: :
VEH OVL NOT PED: :
VEH OVL GRN EXT: :
STARTUP COLOR: - RED - YELLOW - GREEN
FLASH COLORS:  - RED - YELLOW X GREEN
SELECT VEHICLE OVERLAP OPTIONS: (Y/N)
FLASH YELLOW IN CONTROLLER FLASH?...Y
GREEN EXTENSION (0-255 SEC)...0
YELLOW CLEAR (0=PARENT,3-25.5 SEC)...0.0
RED CLEAR (0=PARENT,0.1-25.5 SEC)...0.0
OUTPUT AS PHASE # (0=NONE, 1-16)...0
    
```

← NOTICE GREEN FLASH

PRESS '+' TWICE

```

PAGE 1: VEHICLE OVERLAP 'C' SETTINGS
PHASE:      :12345678910111213141516
VEH OVL PARENTS: : XX
VEH OVL NOT VEH: :
VEH OVL NOT PED: :
VEH OVL GRN EXT: :
STARTUP COLOR: - RED - YELLOW - GREEN
FLASH COLORS:  - RED - YELLOW X GREEN
SELECT VEHICLE OVERLAP OPTIONS: (Y/N)
FLASH YELLOW IN CONTROLLER FLASH?...N
GREEN EXTENSION (0-255 SEC)...0
YELLOW CLEAR (0=PARENT,3-25.5 SEC)...0.0
RED CLEAR (0=PARENT,0.1-25.5 SEC)...0.0
OUTPUT AS PHASE # (0=NONE, 1-16)...0
    
```

← NOTICE GREEN FLASH

OVERLAP PROGRAMMING COMPLETE

FLASHER CIRCUIT MODIFICATION DETAIL

IN ORDER TO INSURE THAT SIGNALS FLASH CONCURRENTLY ON THE SAME APPROACH, MAKE THE FOLLOWING FLASHER CIRCUIT CHANGES:

1. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-4 AND TERMINATE ON T2-2.
2. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-5 AND TERMINATE ON T2-3.
3. REMOVE FLASHER UNIT 2.



THE CHANGES LISTED ABOVE TIES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-0626
 DESIGNED: June 2017
 SEALED: 9/10/2021
 REVISED: N/A

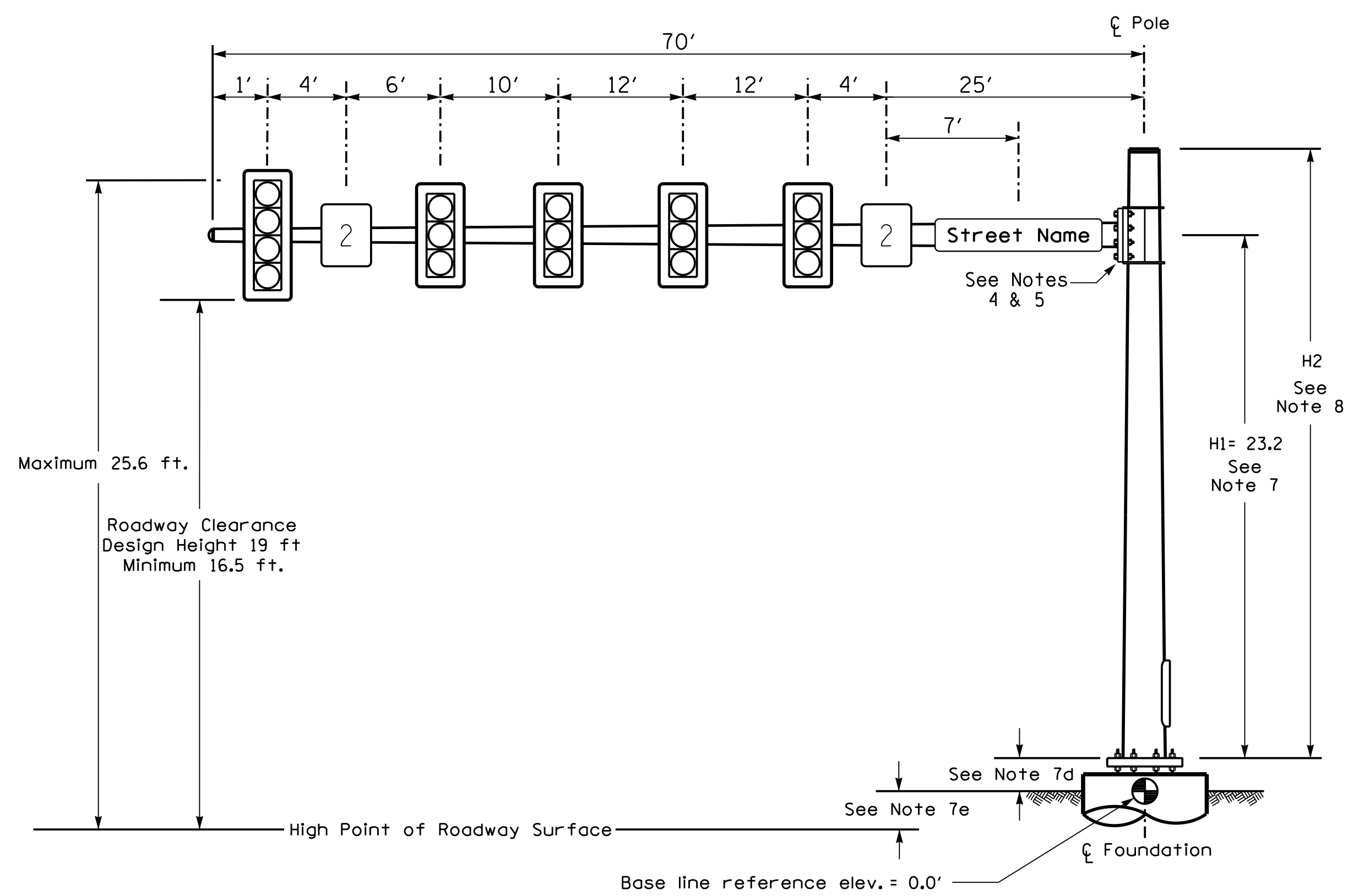
Electrical Detail - Sheet 2 of 2
 Signal Upgrade
 Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

HNTB HNTB NORTH CAROLINA, P.C.
 343 E. Six Forks Road, Suite 200
 Raleigh, North Carolina 27609
 NC License No: C-1554
 (919) 546-8997

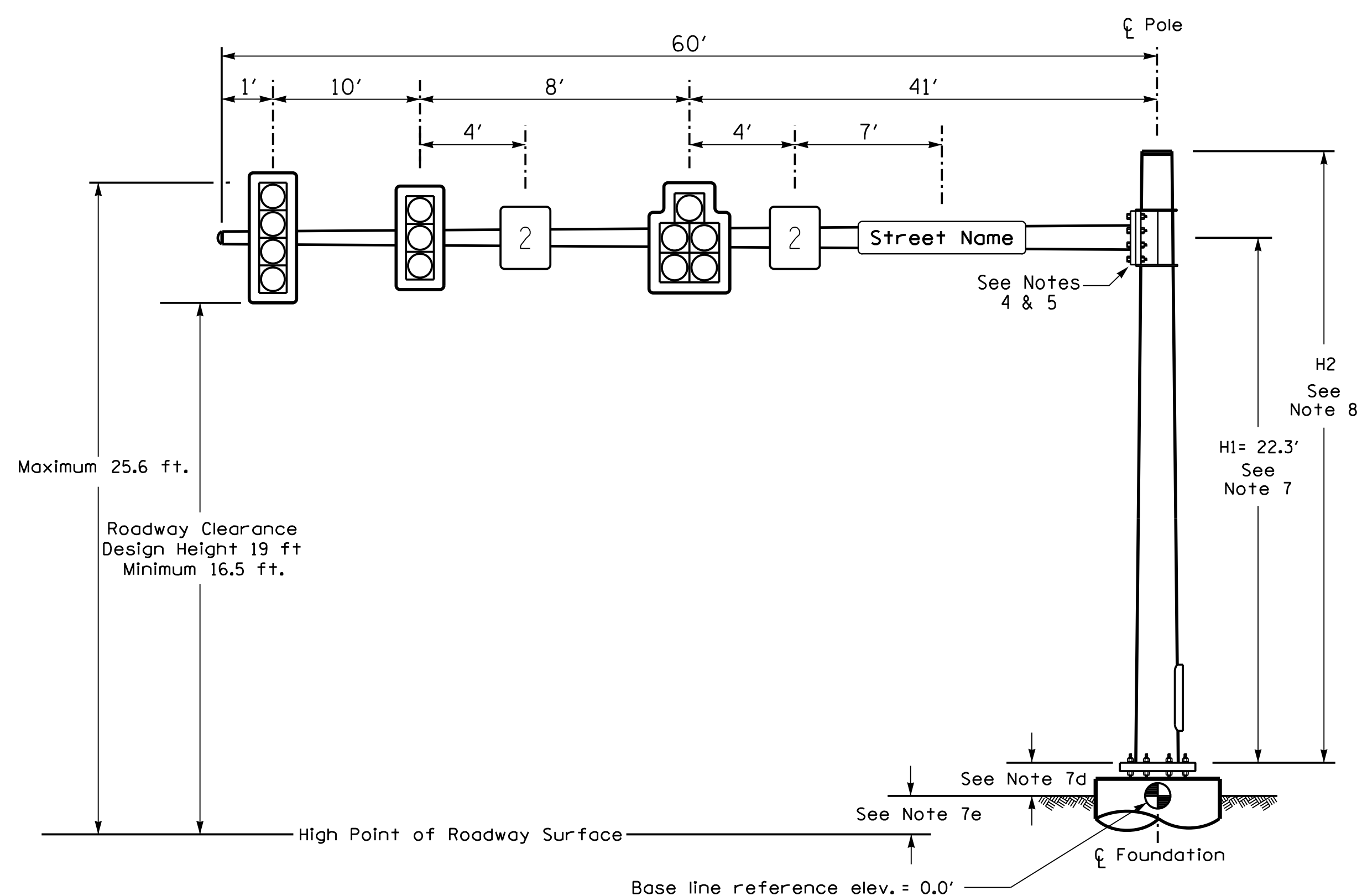
ELECTRICAL AND PROGRAMMING DETAILS FOR: Prepared for:  750 N. Greenfield Pkwy, Corner, NC 27529	NC 211 (Southport-Supply Road) at SR 1969 (Old Long Beach Road)	SEAL  NATASHA R. SIMMONS
	Division 03 Brunswick Co. Southport	
REVISIONS		DocuSigned by: Natasha Simmons 9/10/2021 SIGNATURE DATE SIG. INVENTORY NO. 03-0626

Design Loading for METAL POLE NO. 1



Elevation View

Design Loading for METAL POLE NO. 2



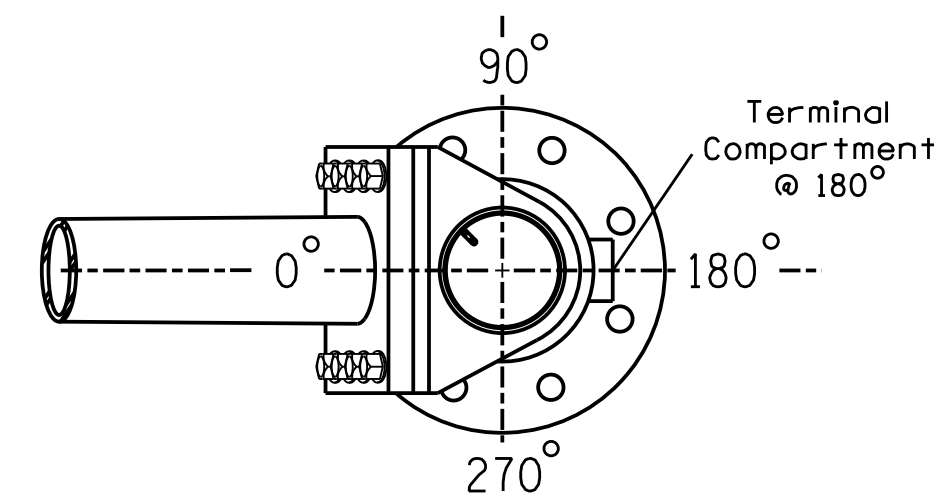
Elevation View

SPECIAL NOTE

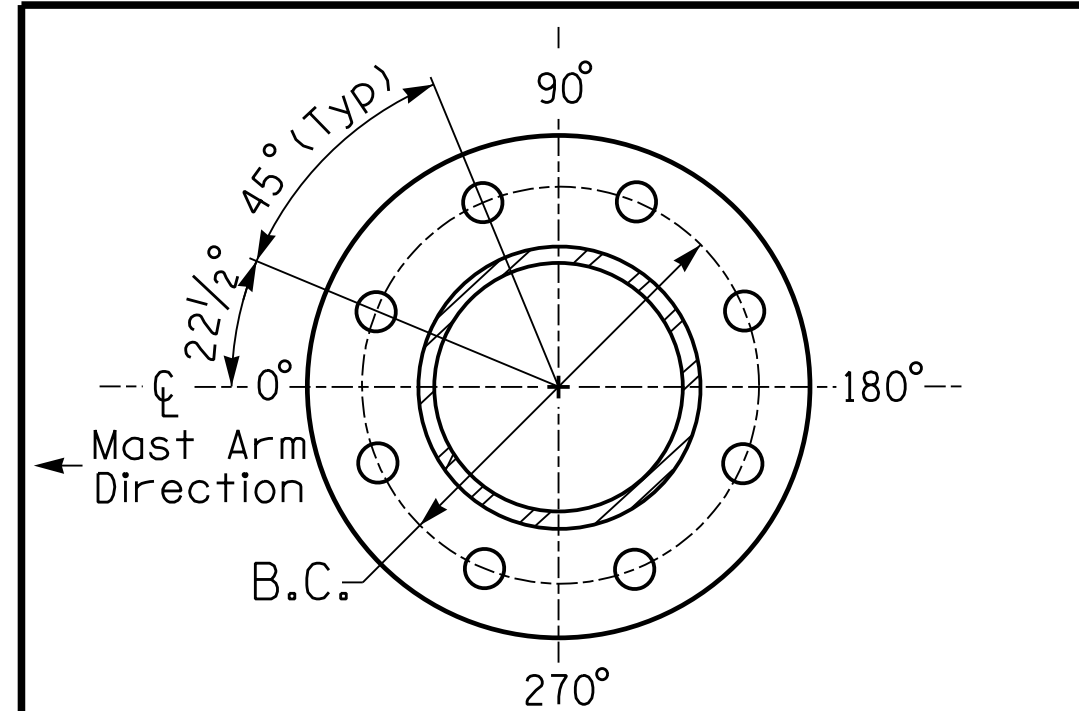
The contractor is responsible for verifying that the mast arm attachment height (H1) will provide the "Design Height" clearance from the roadway before submitting final shop drawings for approval. Verify elevation data below which was obtained by field measurement or from available project survey data.

Elevation Data for Mast Arm Attachment (H1)

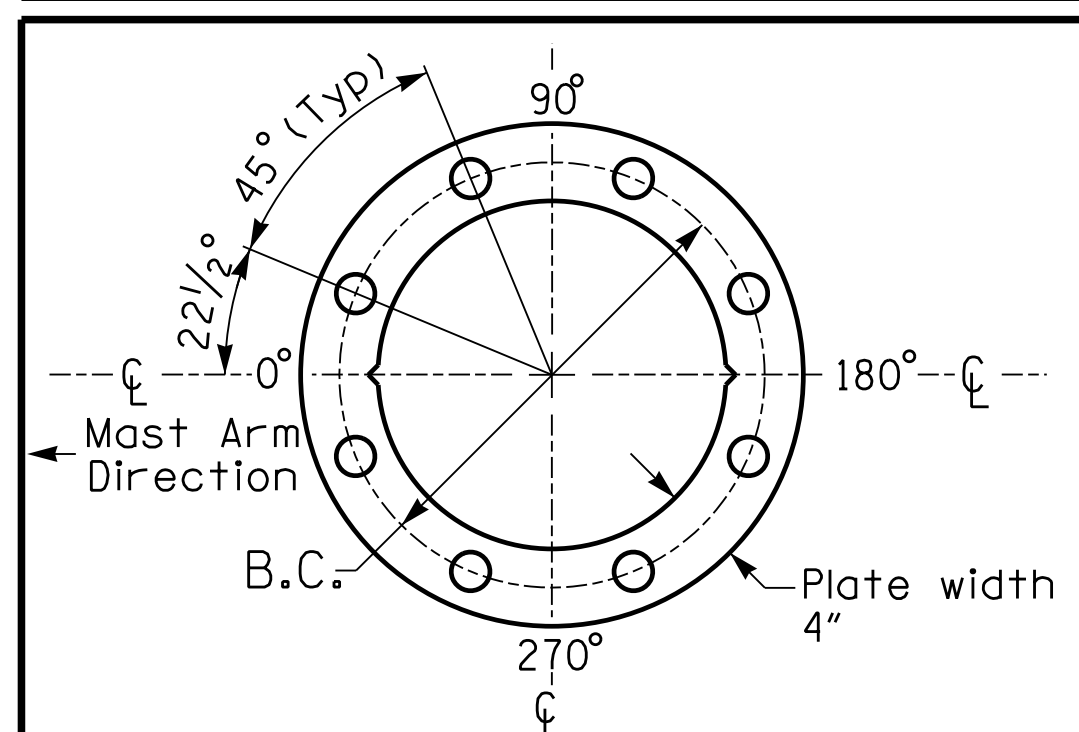
Elevation Differences for:	Pole 1	Pole 2
Baseline reference point at ϕ Foundation @ ground level	0.0 ft.	0.0 ft.
Elevation difference at High point of roadway surface	+2.18 ft.	+1.30 ft.
Elevation difference at Edge of travelway or face of curb	+1.13 ft.	+1.25 ft.



POLE RADIAL ORIENTATION



8 BOLT BASE PLATE DETAIL



BASE PLATE TEMPLATE & ANCHOR BOLT LOCK PLATE DETAIL For 8 Bolt Base Plate

MAST ARM LOADING SCHEDULE

LOADING SYMBOL	DESCRIPTION	AREA	SIZE	WEIGHT
	RIGID MOUNTED SIGNAL HEAD 12"-3 SECTION-WITH BACKPLATE	9.3 S.F.	25.5" W X 52.5" L	60 LBS
	RIGID MOUNTED SIGNAL HEAD 12"-5 SECTION-WITH BACKPLATE	16.3 S.F.	42.0" W X 56.0" L	103 LBS
	RIGID MOUNTED SIGNAL HEAD 12"-4 SECTION-WITH BACKPLATE	11.5 S.F.	25.5" W X 66.0" L	74 LBS
	SIGN RIGID MOUNTED	7.5 S.F.	30.0" W X 36.0" L	14 LBS
	STREET NAME SIGN RIGID MOUNTED	16.0 S.F.	24.0" W X 96.0" L	36 LBS

NOTES

DESIGN REFERENCE MATERIAL

- Design the traffic signal structure and foundation in accordance with:
 - The 6th Edition 2013 AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, including all of the latest interim revisions.
 - The 2018 NCDOT "Standard Specifications for Roads and Structures." The latest addenda to the specifications can be found in the traffic signal project special provisions.
 - The 2018 NCDOT Roadway Standard Drawings.
 - The traffic signal project plans and special provisions.
 - The NCDOT "Metal Pole Standards" located at the following NCDOT website: <https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx>

DESIGN REQUIREMENTS

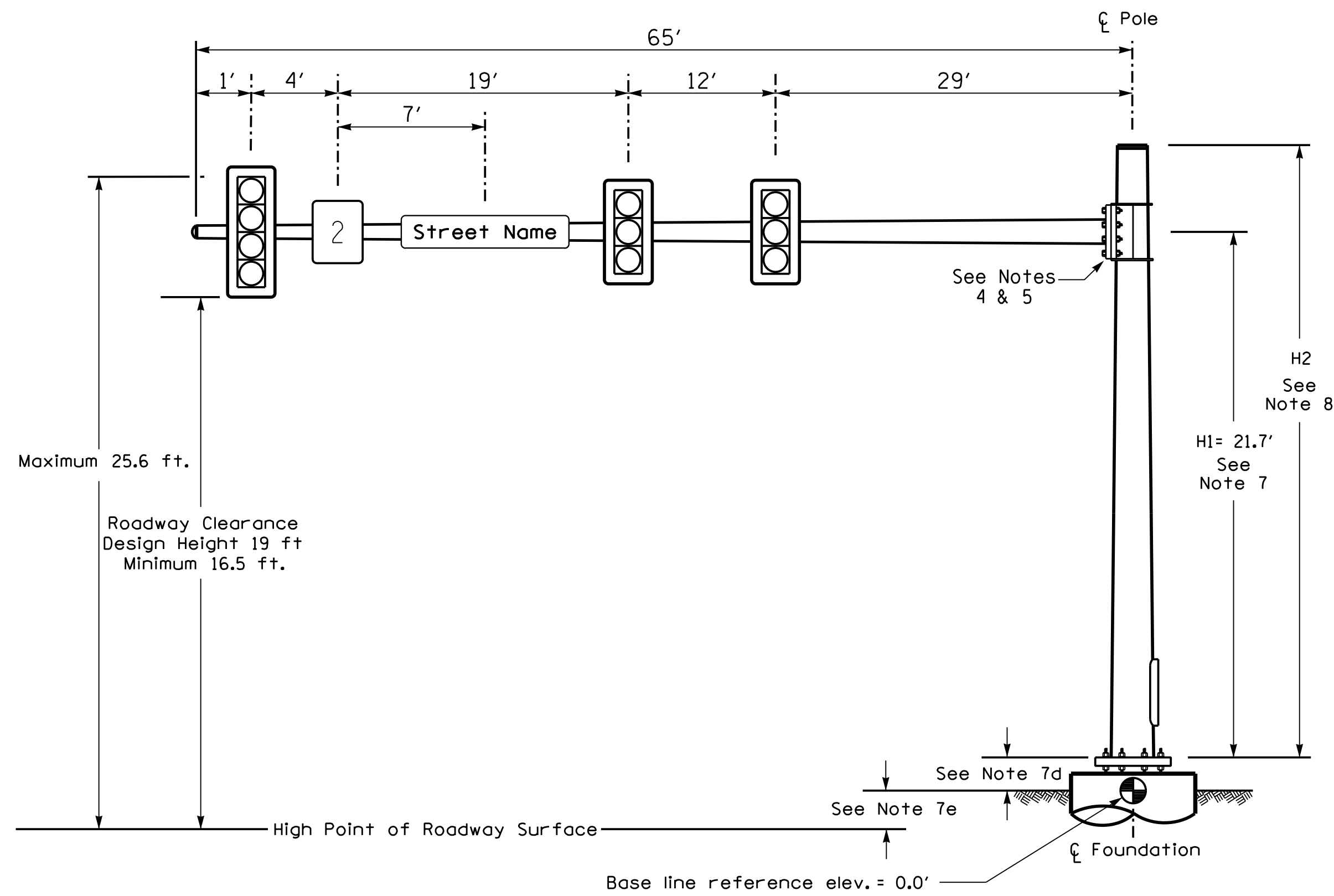
- Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signal plans for the actual loads that will be applied at the time of the installation.
- Design all signal supports using stress ratios that do not exceed 0.9.
- The camber design for the mast arm deflection should provide an appearance of a low pitched arch where the tip or the free end of the mast arm does not deflect below horizontal when fully loaded.
- A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design requirements.
- Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts.
- The mast arm attachment height (H1) shown is based on the following design assumptions:
 - Mast arm slope and deflection are not considered in determining the arm attachment height as they are assumed to offset each other.
 - Signal heads are rigidly mounted and vertically centered on the mast arm.
 - The roadway clearance height for design is as shown in the elevation views.
 - The top of the pole base plate is 0.75 feet above the ground elevation.
 - Refer to the Elevation Data Chart for the elevation differences between the proposed foundation ground level and the high point of the roadway.
- The pole manufacturer will determine the total height (H2) of each pole using the greater of the following:
 - Mast arm attachment height (H1) plus 2 feet, or
 - H1 plus 1/2 of the total height of the mast arm attachment assembly plus 1 foot.
- If pole location adjustments are required, the contractor must gain approval from the Engineer as this may affect the mast arm lengths and arm attachment heights. The contractor may contact the Signal Design Section Senior Structural Engineer for assistance at (919) 814-5000.
- The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway.
- The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.

NCDOT Wind Zone 2 (130 mph)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

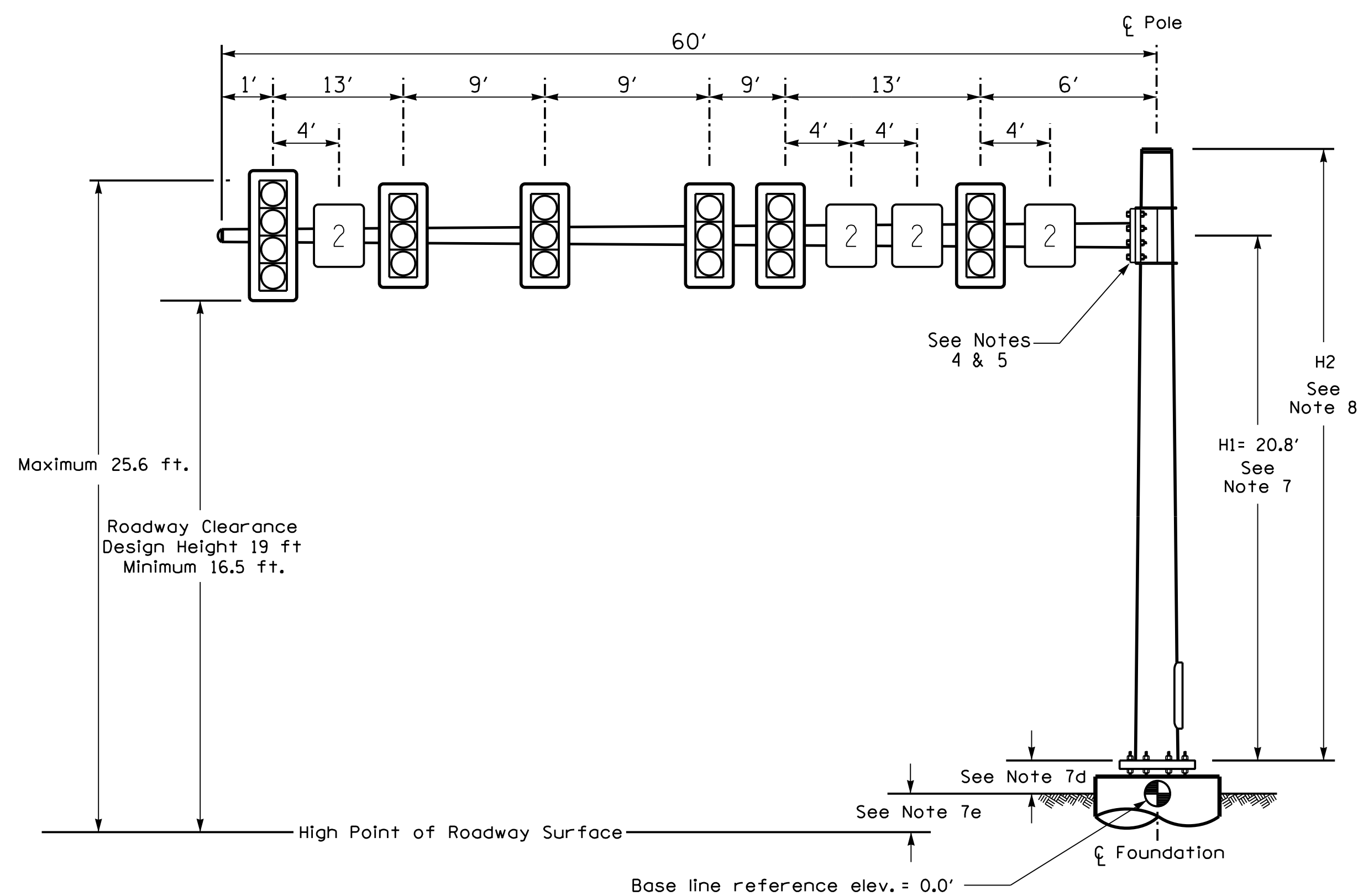
	NC 211 (Southport-Supply Rd) at SR 1969 (Old Long Beach Rd)	
	Division 03 Brunswick Co. Southport PLAN DATE: June 2017 REVIEWED BY: A.D. Klinskyk PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons	
SCALE: 0 N/A N/A	REVISIONS: _____ INITI. DATE: _____ SIGNATURE: _____ DATE: 9/10/2021 SIG. INVENTORY NO. 03-0626	

Design Loading for METAL POLE NO. 3



Elevation View

Design Loading for METAL POLE NO. 4



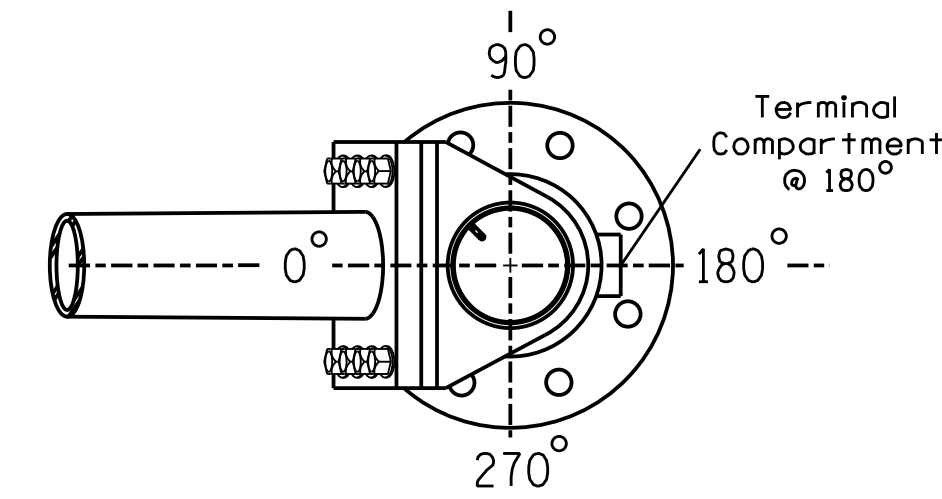
Elevation View

SPECIAL NOTE

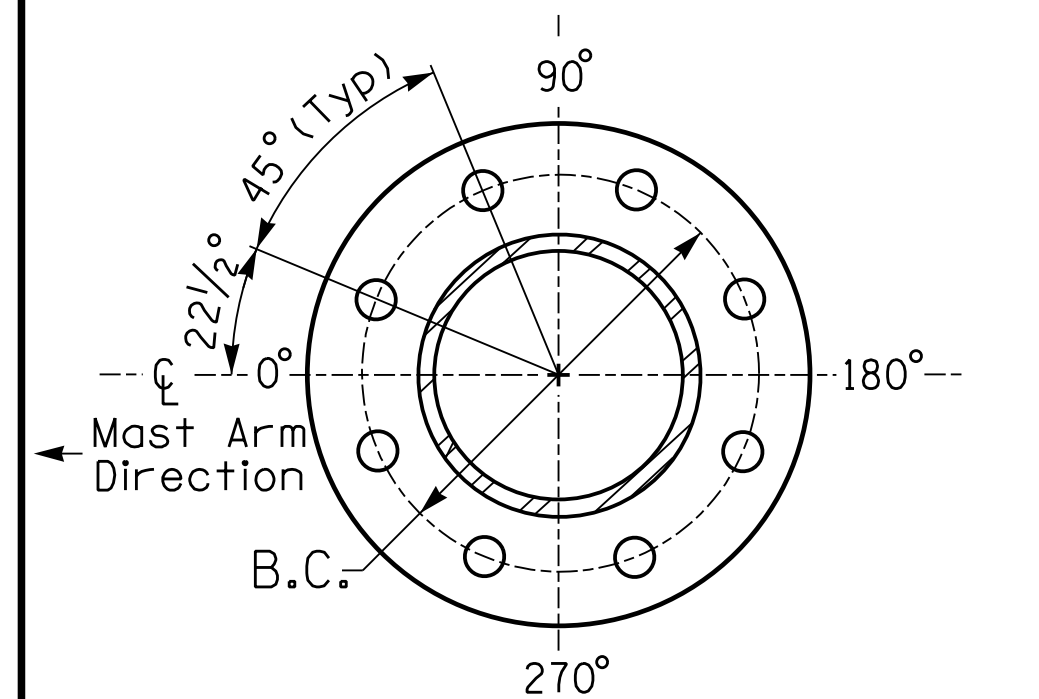
The contractor is responsible for verifying that the mast arm attachment height (H1) will provide the "Design Height" clearance from the roadway before submitting final shop drawings for approval. Verify elevation data below which was obtained by field measurement or from available project survey data.

Elevation Data for Mast Arm Attachment (H1)

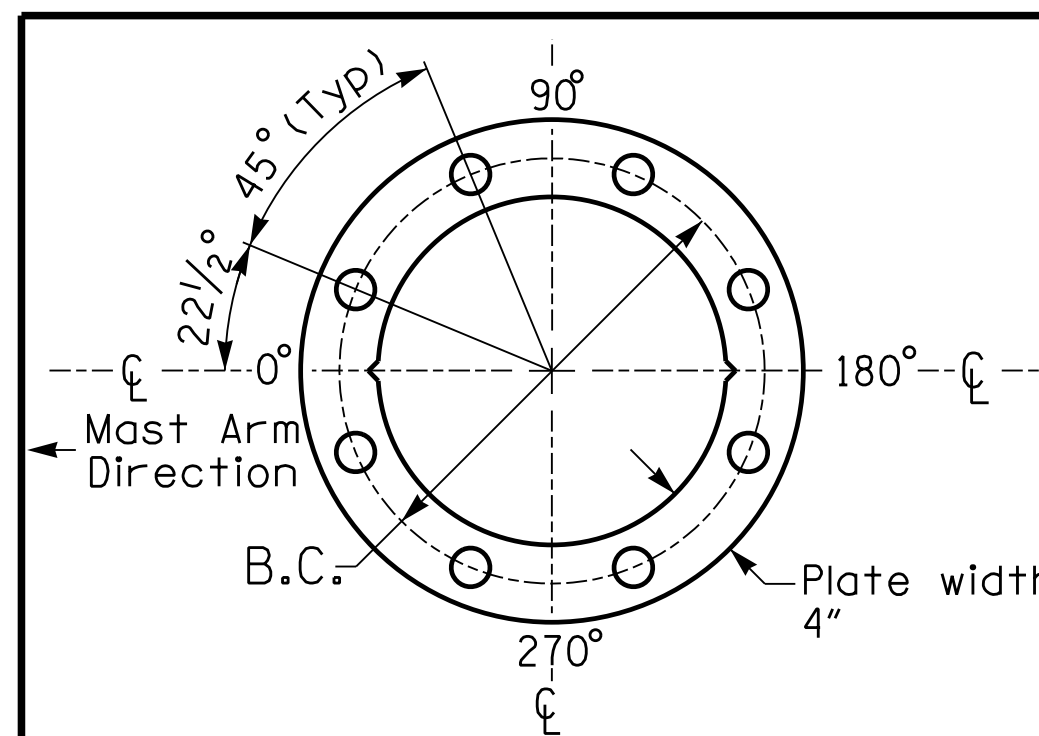
Elevation Differences for:	Pole 3	Pole 4
Baseline reference point at ϕ Foundation @ ground level	0.0 ft.	0.0 ft.
Elevation difference at High point of roadway surface	+0.74 ft.	-0.22 ft.
Elevation difference at Edge of travelway or face of curb	-0.66 ft.	-0.55 ft.



POLE RADIAL ORIENTATION



8 BOLT BASE PLATE DETAIL



BASE PLATE TEMPLATE & ANCHOR BOLT LOCK PLATE DETAIL
For 8 Bolt Base Plate

METAL POLE No. 3,4

PROJECT REFERENCE NO.	SHEET NO.
R-5021	Sig. 19.4

MAST ARM LOADING SCHEDULE

LOADING SYMBOL	DESCRIPTION	AREA	SIZE	WEIGHT
	RIGID MOUNTED SIGNAL HEAD 12"-3 SECTION-WITH BACKPLATE	9.3 S.F.	25.5" W X 52.5" L	60 LBS
	RIGID MOUNTED SIGNAL HEAD 12"-4 SECTION-WITH BACKPLATE	11.5 S.F.	25.5" W X 66.0" L	74 LBS
	SIGN RIGID MOUNTED	7.5 S.F.	30.0" W X 36.0" L	14 LBS
	STREET NAME SIGN RIGID MOUNTED	16.0 S.F.	24.0" W X 96.0" L	36 LBS

NOTES

DESIGN REFERENCE MATERIAL

- Design the traffic signal structure and foundation in accordance with:
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 - The traffic signal project plans and special provisions.
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DESIGN REQUIREMENTS

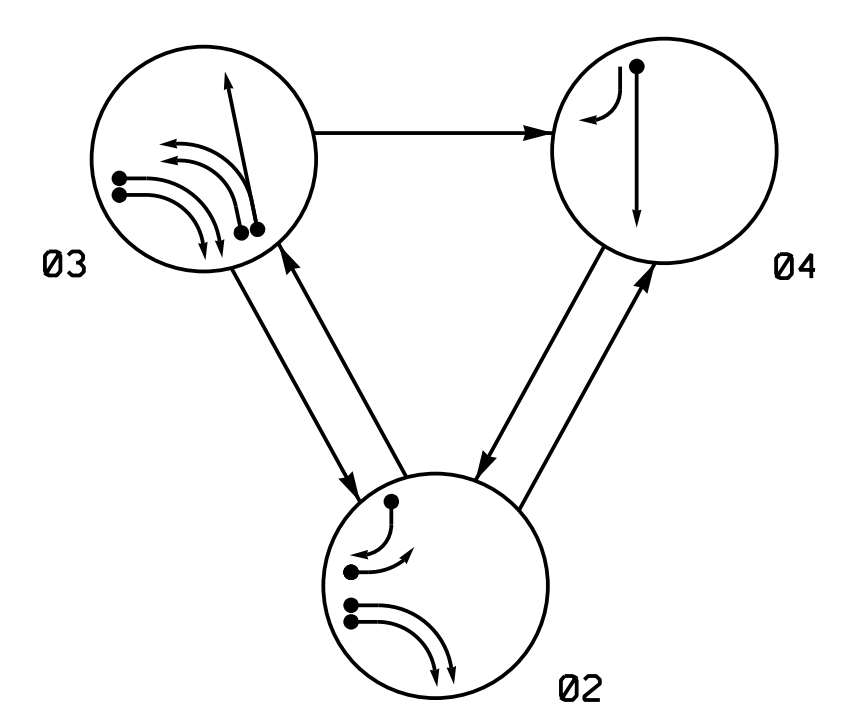
- Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signal plans for the actual loads that will be applied at the time of the installation.
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- The camber design for the mast arm deflection should provide an appearance of a low pitched arch where the tip or the free end of the mast arm does not deflect below horizontal when fully loaded.
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- The mast arm attachment height (H1) shown is based on the following design assumptions:
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 - The top of the pole base plate is 0.75 feet above the ground elevation.
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- The pole manufacturer will determine the total height (H2) of each pole using the greater of the following:
 - Mast arm attachment height (H1) plus 2 feet, or
 - H1 plus 1/2 of the total height of the mast arm attachment assembly plus 1 foot.
- If pole location adjustments are required, the contractor must gain approval from the Engineer as this may affect the mast arm lengths and arm attachment heights. The contractor may contact the Signal Design Section Senior Structural Engineer for assistance at (919) 814-5000.
- The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway.
- The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.

NCDOT Wind Zone 2 (130 mph)

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

	NC 211 (Southport-Supply Rd) at SR 1969 (Old Long Beach Rd)	
	Division 03 Brunswick Co. Southport PLAN DATE: June 2017 REVIEWED BY: A.D. Klinskiak PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons	
SCALE 0 N/A N/A	REVISIONS INIT. DATE	SIGNATURE DATE SIG. INVENTORY NO. 03-0626

PHASING DIAGRAM

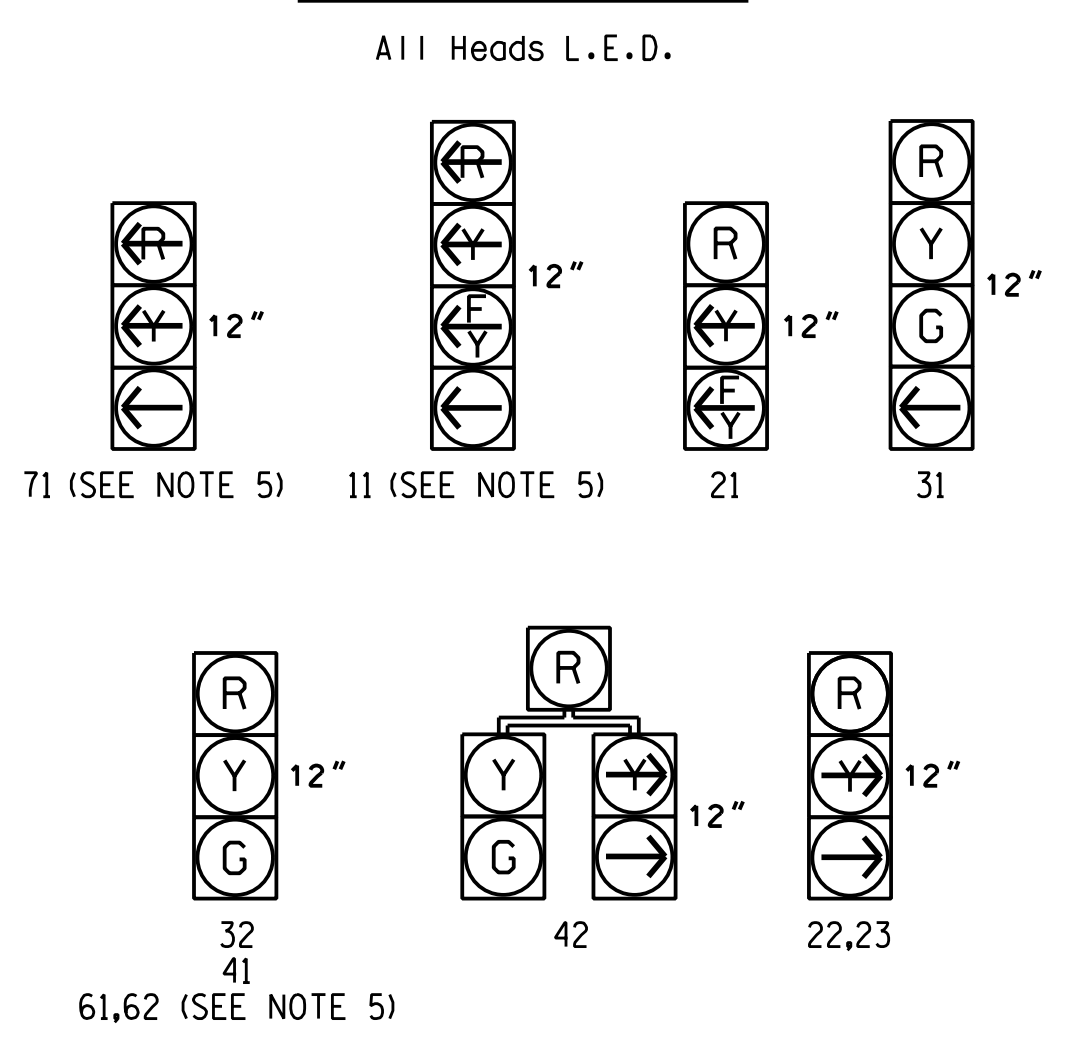


PHASING DIAGRAM DETECTION LEGEND
 ←● DETECTED MOVEMENT
 ← UNDETECTED MOVEMENT (OVERLAP)
 ←..... UNSIGNALIZED MOVEMENT
 ←- - - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE			
	Ø 2	Ø 3	Ø 4	FLASH
21	F	R	R	Y
22,23	-	-	R	Y
31	R	G	R	R
32	R	G	R	R
41	R	R	G	R
42	R	R	G	R

SIGNAL FACE I.D.



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		
2A	6X6	300	5	-	2	Y	Y	-	-	-
2B	6X6	300	5	-	2	Y	Y	-	-	-
2C	6X40	0	2-4-2	-	2	Y	Y	-	-	-
2D	6X40	0	*	*	2	Y	Y	-	-	-
2E	6X40	0	*	*	2	Y	Y	-	-	-
2F	6X40	0	2-4-2	Y	2	Y	Y	-	-	-
3A	6X40	0	*	*	3	Y	Y	-	-	-
3B	6X40	0	*	*	3	Y	Y	-	-	-
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	-

* Multizone Microwave Detection.

3 Phase Fully Actuated (NC 133 Closed Loop System)

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.
- The order of phase 3 and phase 4 may be reversed.
- Set all detector units to presence mode.
- Bag existing signal heads numbered 11,61,62 and 71.
- 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.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Closed loop system data: Controller Asset #: 1035.

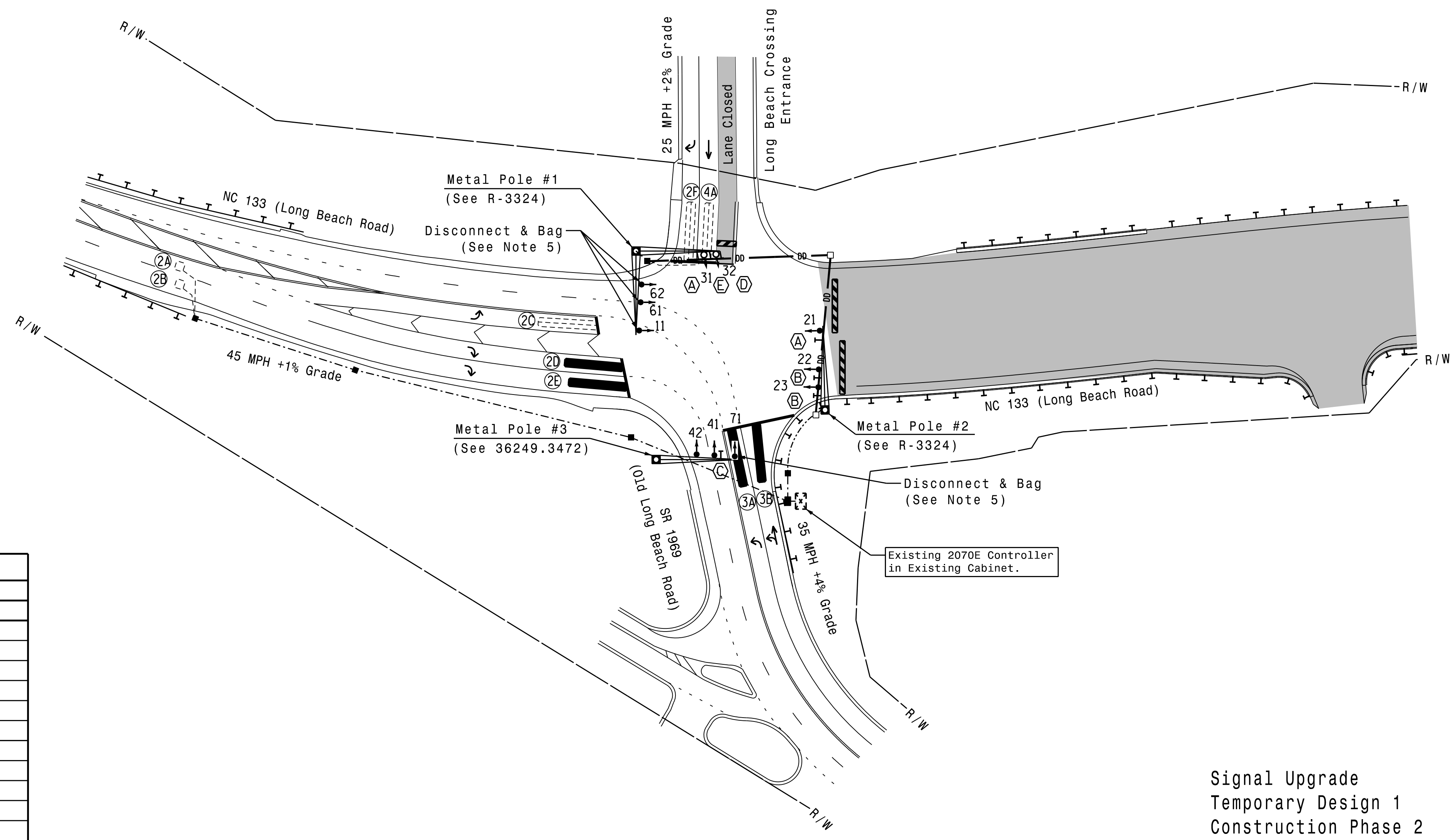
LEGEND

PROPOSED	EXISTING
	N/A
	N/A
	N/A
	N/A
(A)	(A)
(B)	(B)
(C)	(C)
(D)	(D)
(E)	(E)

OASIS 2070 TIMING CHART

FEATURE	PHASE		
	2	3	4
Min Green 1 *	12	7	7
Extension 1 *	2.0	2.0	2.0
Max Green 1 *	30	60	20
Yellow Clearance	3.0	3.6	3.1
Red Clearance	3.3	2.7	2.8
Red Revert	2.0	2.0	2.0
Walk 1 *	-	-	-
Don't Walk 1	-	-	-
Seconds Per Actuation *	-	-	-
Max Variable Initial *	-	-	-
Time Before Reduction *	-	-	-
Time To Reduce *	-	-	-
Minimum Gap	-	-	-
Recall Mode	MIN RECALL	-	-
Vehicle Call Memory	YELLOW	-	-
Dual Entry	-	-	-
Simultaneous Gap	ON	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.



Signal Upgrade
 Temporary Design 1
 Construction Phase 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

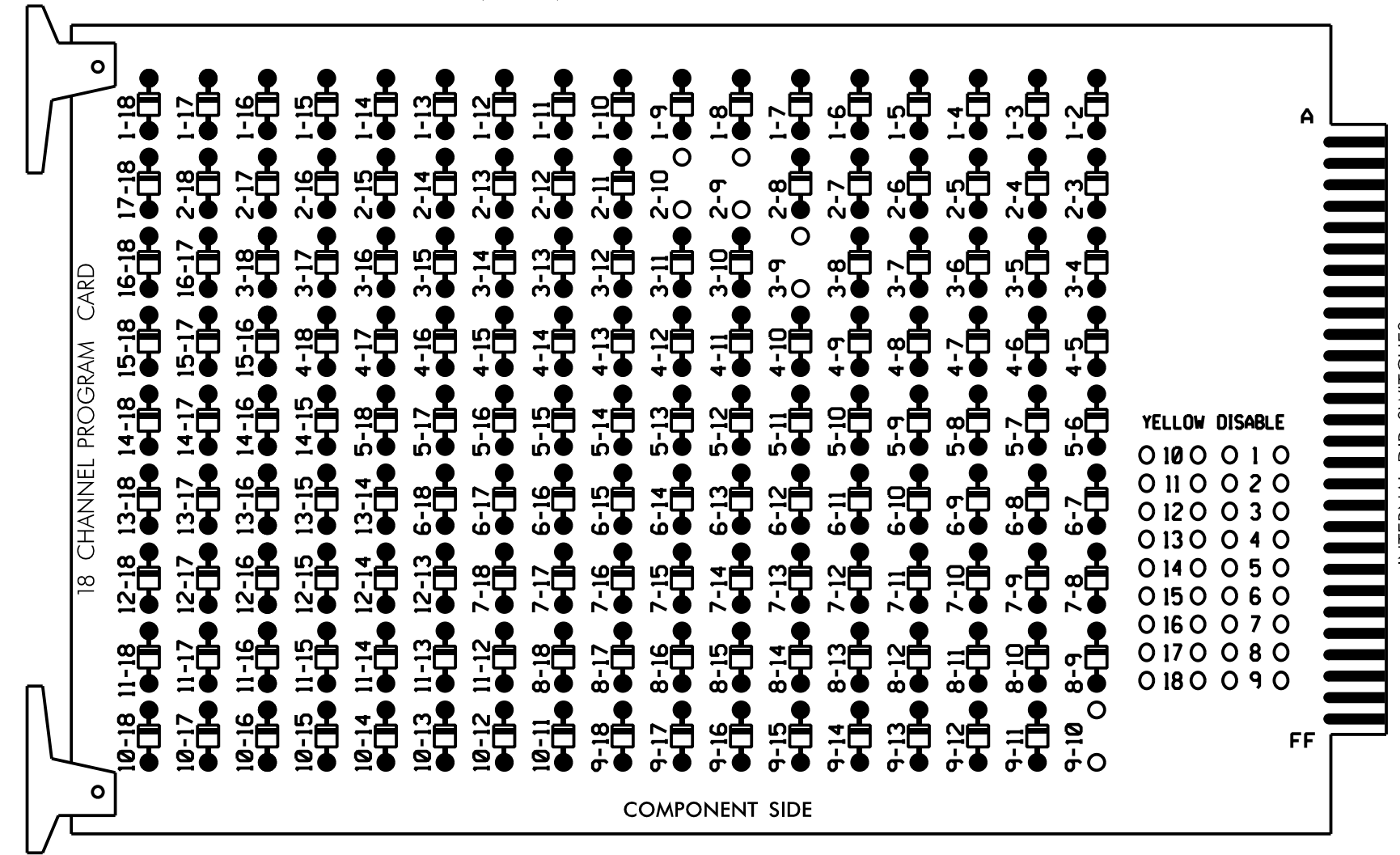
HNTB HNTB NORTH CAROLINA, P.C.
 343 E. Six Forks Road, Suite 200
 Raleigh, North Carolina 27609
 NC License No: C-1554
 (919) 546-8997

	NC 133 (Long Beach Road) at SR 1969 (Old Long Beach Road) / Long Beach Crossing Entrance	
	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: 0 50 1" = 50'	REVISIONS: _____ INITI. DATE: _____	SIGNATURE: _____ DATE: 9/10/2021 SIG. INVENTORY NO. 03-1035T1

EDI MODEL 2018ECL-NC CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)

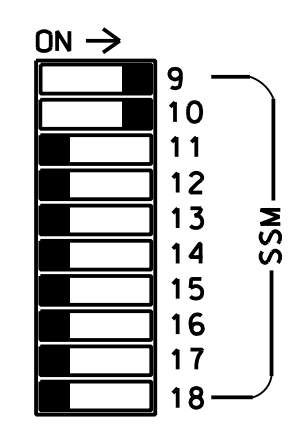
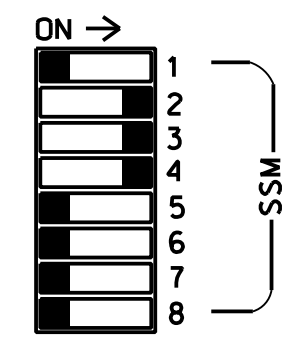
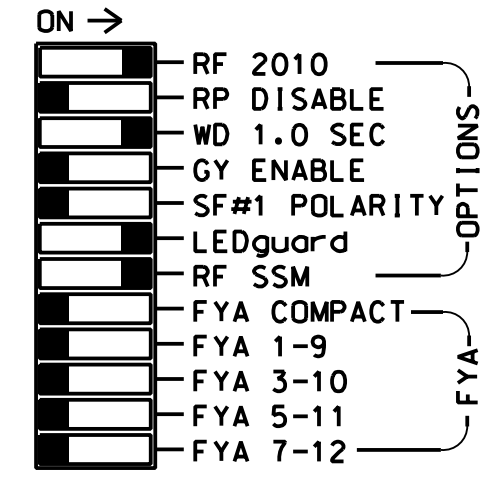
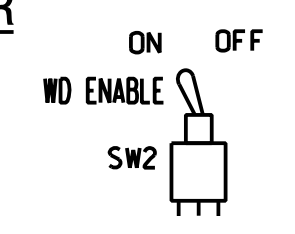
REMOVE DIODE JUMPER 2-9, 2-10, 3-9 and 9-10.



REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.



■ = DENOTES POSITION OF SWITCH

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
2. Enable Simultaneous Gap-Out for all Phases.
3. Program phase 2 for Startup In Green.
4. Program phase 2 for Yellow Flash, and overlaps 1 and 2 as Wag Overlaps.
5. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.
6. The cabinet and controller are part of the NC 133 Closed Loop System.

EQUIPMENT INFORMATION

CONTROLLER.....2070E
 CABINET.....332 W/AUX
 SOFTWARE.....ECONOLITE OASIS
 CABINET MOUNT.....BASE
 OUTPUT FILE POSITIONS...18 WITH AUX. OUTPUT FILE
 LOAD SWITCHES USED.....S2,S4,S5,AUX S1,AUX S2
 PHASES USED.....2,3,4
 OVERLAP "A".....2+3
 OVERLAP "B".....2
 OVERLAP "C".....NOT USED
 OVERLAP "D".....NOT USED

SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4	14	6	15	7	8	16	9	10	17	11	12	18
PHASE	1	2	2 PED	3	4	4 PED	6	6 PED	7	8	8 PED	OLA	OLB	SPARE	OLC	OLD	SPARE
SIGNAL HEAD NO.	NU	42	NU	31	32	41,42	NU	NU	NU	NU	NU	22,23	21	NU	NU	NU	NU
RED		*		116	116	101						A121	A124				
YELLOW				117	117	102											
GREEN				118	118	103											
RED ARROW																	
YELLOW ARROW		129											A122	A125			
FLASHING YELLOW ARROW													A126				
GREEN ARROW		130		118								A123					

NU = Not Used

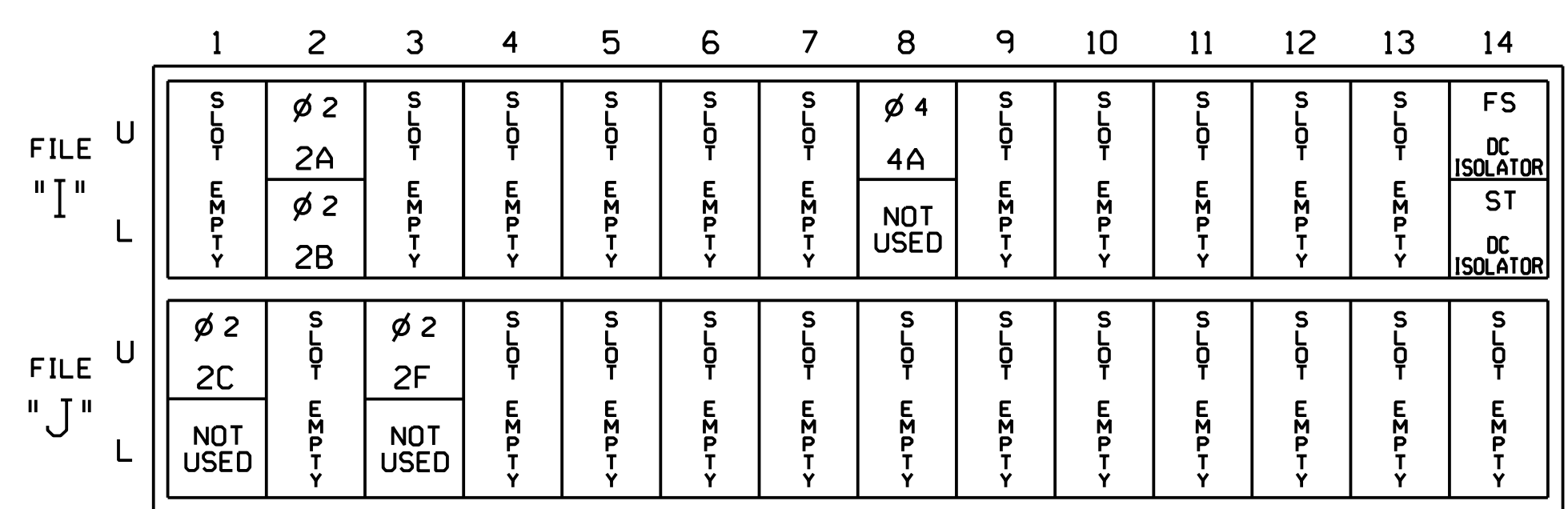
* Denotes install load resistor. See load resistor installation detail this sheet.

★ See pictorial of head wiring in detail this sheet.

NOTE: Signal heads 11,61,62, and 71 have been bagged and disconnected.

INPUT FILE POSITION LAYOUT

(front view)



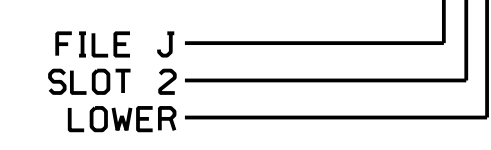
EX.: 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
 ST = STOP TIME

INPUT FILE CONNECTION & PROGRAMMING CHART

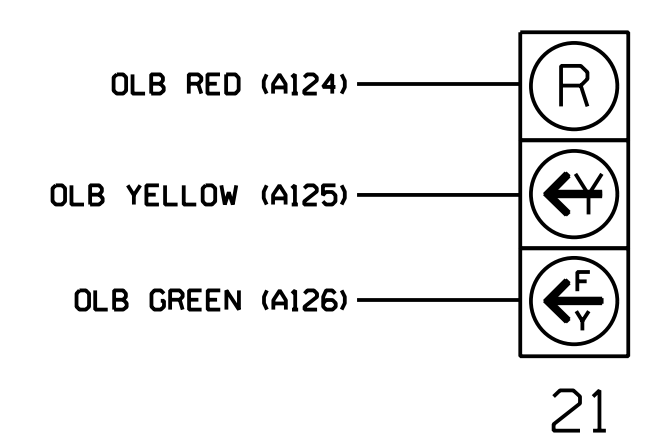
LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT ASSIGNMENT NO.	DETECTOR NO.	NEMA PHASE	CALL	EXTEND	FULL TIME DELAY	STRETCH TIME	DELAY TIME
2A	TB2-5,6	I2U	39	1	2	2	Y	Y			
2B	TB2-7,8	I2L	43	5	12	2	Y	Y			
2C	TB3-1,2	J1U	55	17	5	2	Y	Y			
2F	TB3-9,10	J3U	64	26	36	2	Y	Y			
4A	TB6-5,6	I8U	49	11	24	4	Y	Y			

INPUT FILE POSITION LEGEND: J2L



FYA SIGNAL WIRING DETAIL

(wire signal head as shown)



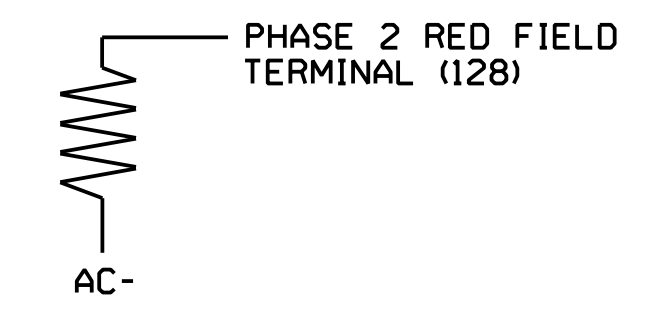
SPECIAL DETECTOR NOTE

Install a microwave detection system for detection zones 2D,2E,3A, and 3B. Install according to manufacturer's directions and NCDOT engineer-approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

LOAD RESISTOR INSTALLATION DETAIL

(install resistor as shown)

ACCEPTABLE VALUES	
VALUE (ohms)	WATTAGE
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-1035T1
 DESIGNED: June 2017
 SEALED: 9/10/2021
 REVISED: N/A

Electrical Detail - Sheet 1 of 2
 Signal Upgrade
 Temporary Design 1

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ELECTRICAL AND PROGRAMMING DETAILS FOR:

Prepared for:

NC 133 (Long Beach Road) at SR 1969 (Old Long Beach Road) / Long Beach Crossing Entrance

Division 03 Brunswick Co. Southport

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

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

REVISIONS	INIT.	DATE

SEAL

DocuSigned by: Natasha Simmons

9/10/2021

SIGNATURE DATE

SIG. INVENTORY NO. 03-1035T1

HNTB

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 Raleigh, North Carolina 27609
 NC License No: C-1554
 (919) 546-8997

**OVERLAP PROGRAMMING DETAIL
FOR DEFAULT PHASING**

(program controller as shown below)

FROM MAIN MENU PRESS '8' (OVERLAPS). THEN
'1' (VEHICLE OVERLAP SETTINGS).

```

PAGE 1: VEHICLE OVERLAP 'A' SETTINGS
PHASE:      12345678910111213141516
VEH OVL PARENTS:  XX
VEH OVL NOT VEH:
VEH OVL NOT PED:
VEH OVL GRN EXT:
STARTUP COLOR:  _ RED  _ YELLOW  _ GREEN
FLASH COLORS:  _ RED  _ YELLOW  _ GREEN
SELECT VEHICLE OVERLAP OPTIONS: (Y/N)
FLASH YELLOW IN CONTROLLER FLASH?...Y
GREEN EXTENSION (0-255 SEC)...0
YELLOW CLEAR (0=PARENT,3-25.5 SEC)...0.0
RED CLEAR (0=PARENT,0.1-25.5 SEC)...0.0
OUTPUT AS PHASE # (0=NONE, 1-16)...0
  
```

PRESS '+'

```

PAGE 1: VEHICLE OVERLAP 'B' SETTINGS
PHASE:      12345678910111213141516
VEH OVL PARENTS:  X
VEH OVL NOT VEH:
VEH OVL NOT PED:
VEH OVL GRN EXT:
STARTUP COLOR:  _ RED  _ YELLOW  _ GREEN
FLASH COLORS:  _ RED  _ YELLOW  X GREEN
SELECT VEHICLE OVERLAP OPTIONS: (Y/N)
FLASH YELLOW IN CONTROLLER FLASH?...Y
GREEN EXTENSION (0-255 SEC)...0
YELLOW CLEAR (0=PARENT,3-25.5 SEC)...0.0
RED CLEAR (0=PARENT,0.1-25.5 SEC)...0.0
OUTPUT AS PHASE # (0=NONE, 1-16)...0
  
```

← NOTICE GREEN FLASH

OVERLAP PROGRAMMING COMPLETE


THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 03-1035T1
DESIGNED: June 2017
SEALED: 9/10/2021
REVISED: N/A

Electrical Detail - Sheet 2 of 2
Signal Upgrade
Temporary Design 1

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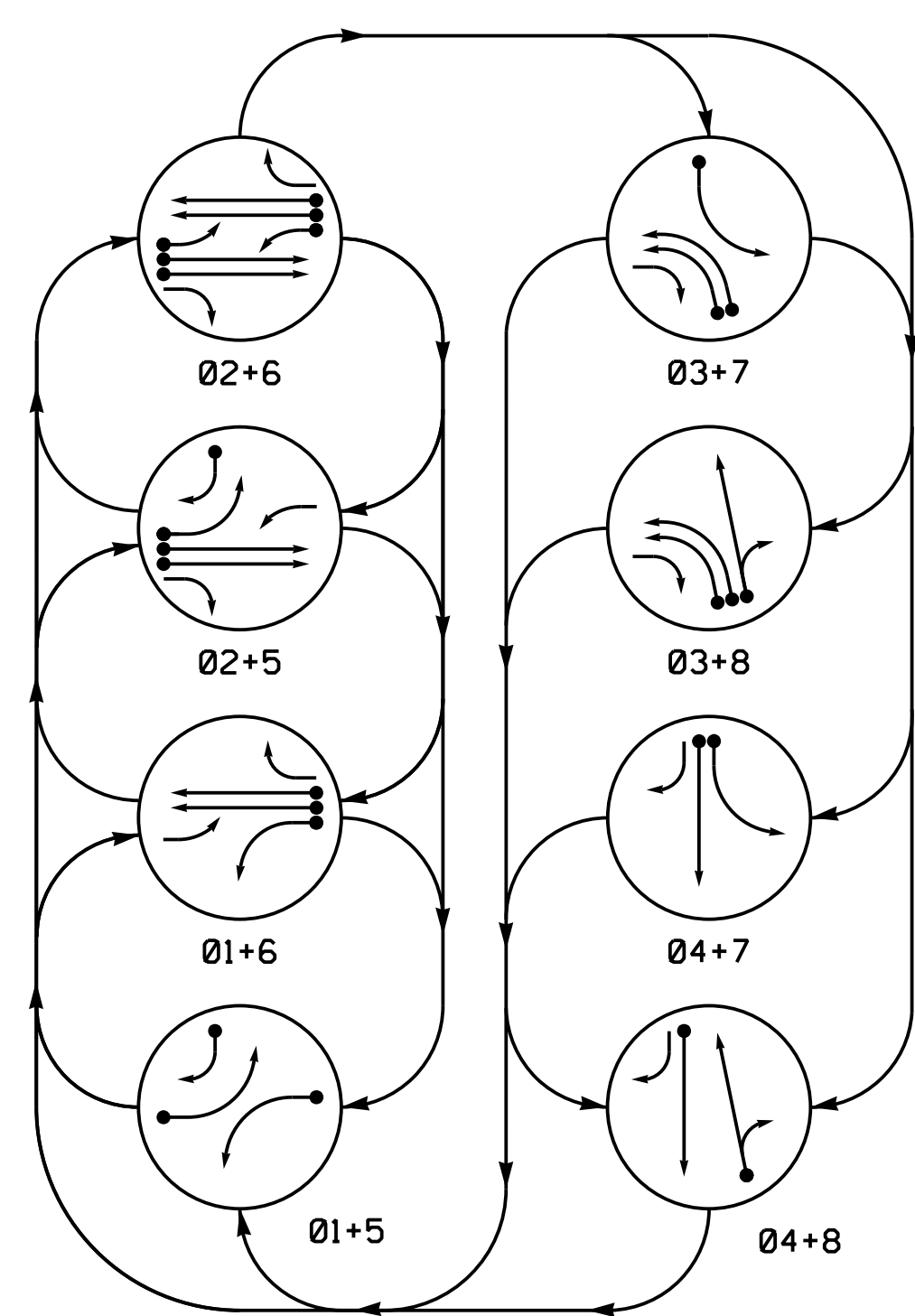
ELECTRICAL AND PROGRAMMING
DETAILS FOR:

Prepared for:

750 N. Greenfield Pkwy, Corner, NC 27529

NC 133 (Long Beach Road) at
SR 1969 (Old Long Beach Road) /
Long Beach Crossing Entrance
Division 03 Brunswick Co. Southport
PLAN DATE: June 2017 REVIEWED BY: A.D. Klinksiek
PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons
REVISIONS INIT. DATE
SIGNATURE DATE

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NORTH CAROLINA
PROFESSIONAL
ENGINEER
SEAL
031464
NATASHA R. SIMMONS
DocuSigned by:
Natasha Simmons
9/10/2021
SIG. INVENTORY NO. 03-1035T1

DEFAULT PHASING DIAGRAM



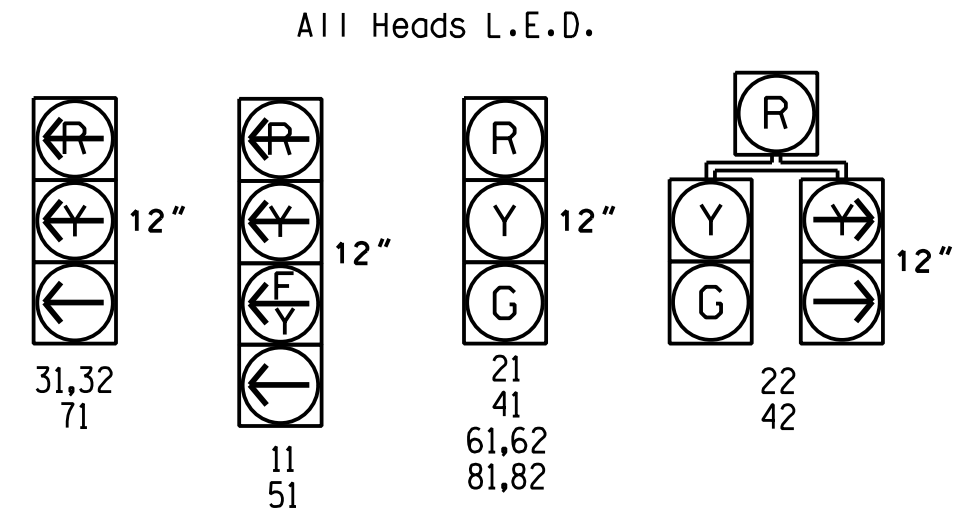
PHASING DIAGRAM DETECTION LEGEND

- 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	03+7	03+8	04+7	04+8
11	—	—	F	F	R	R	R	Y
21	R	R	G	G	R	R	R	Y
22	R	R	G	G	R	R	R	Y
31,32	R	R	R	R	—	—	—	—
41	R	R	R	R	R	R	G	R
42	R	R	R	R	R	R	G	R
51	—	F	—	F	R	R	R	Y
61,62	R	G	R	G	R	R	R	Y
71	R	R	R	R	—	—	—	—
81,82	R	R	R	R	R	G	R	G

SIGNAL FACE I.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

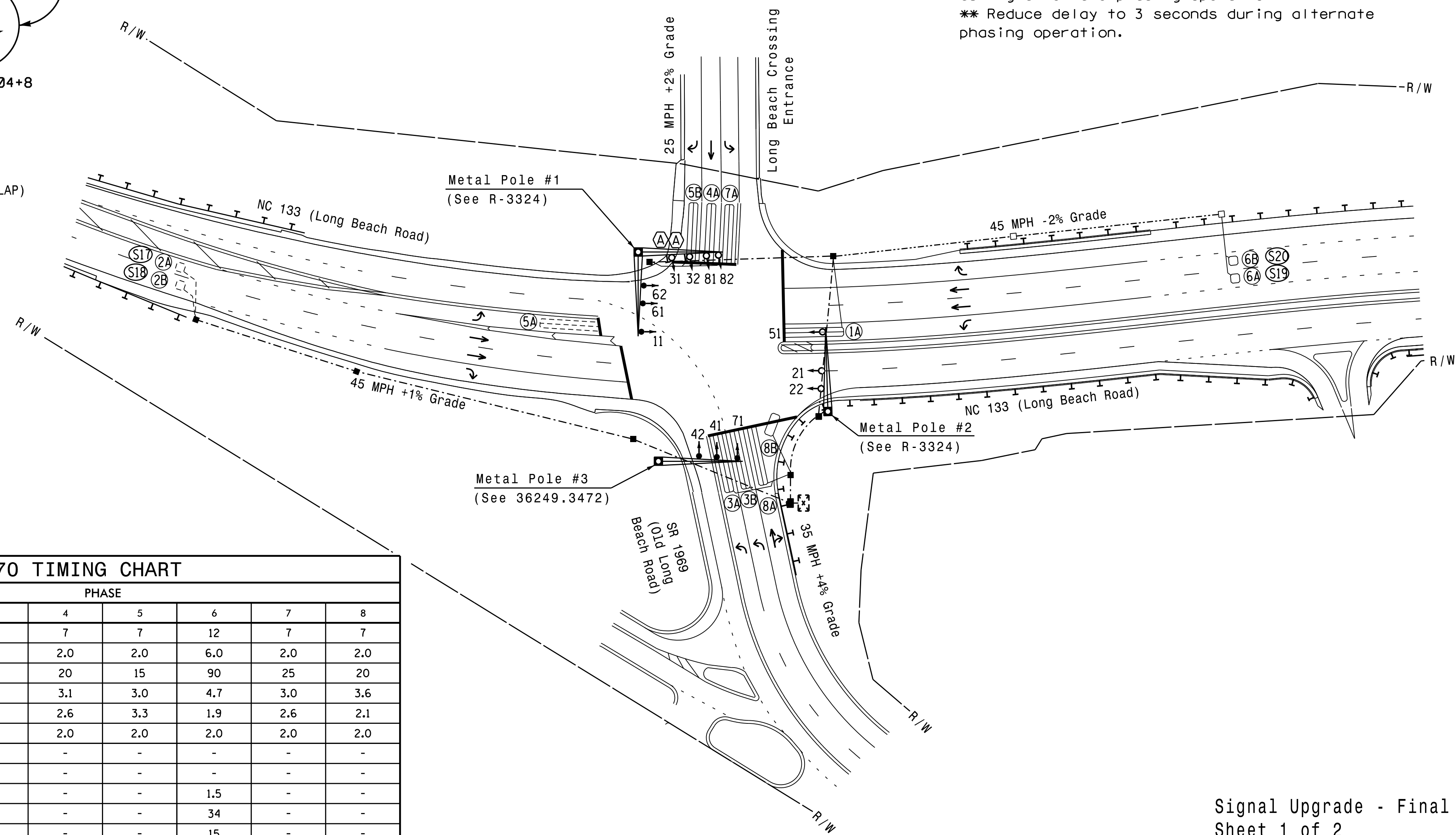
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	STRETCH TIME		
1A	6X40	0	2-4-2	Y	1	Y	Y	—	**15	—
2A/S17	6X6	300	5	—	2	Y	Y	—	3	—
2B/S18	6X6	300	5	—	2	Y	Y	—	—	—
3A	6X40	0	2-4-2	Y	3	Y	Y	—	3	—
3B	6X40	0	2-4-2	Y	3	Y	Y	—	—	—
4A	6X40	0	2-4-2	Y	4	Y	Y	—	—	—
5A	6X40	0	2-4-2	—	5	Y	Y	—	**15	—
5B	6X40	+5	2-4-2	Y	5	Y	Y	—	15	—
6A/S19	6X6	300	5	Y	6	Y	Y	—	—	Y
6B/S20	6X6	300	5	Y	6	Y	Y	—	—	Y
7A	6X40	0	2-4-2	Y	7	Y	Y	—	3	—
8A	6X40	0	2-4-2	Y	8	Y	Y	—	5	—
8B	6X15	+5	1	Y	8	Y	Y	—	15	—

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

8 Phase Fully Actuated (NC 133 Closed Loop System)

NOTES

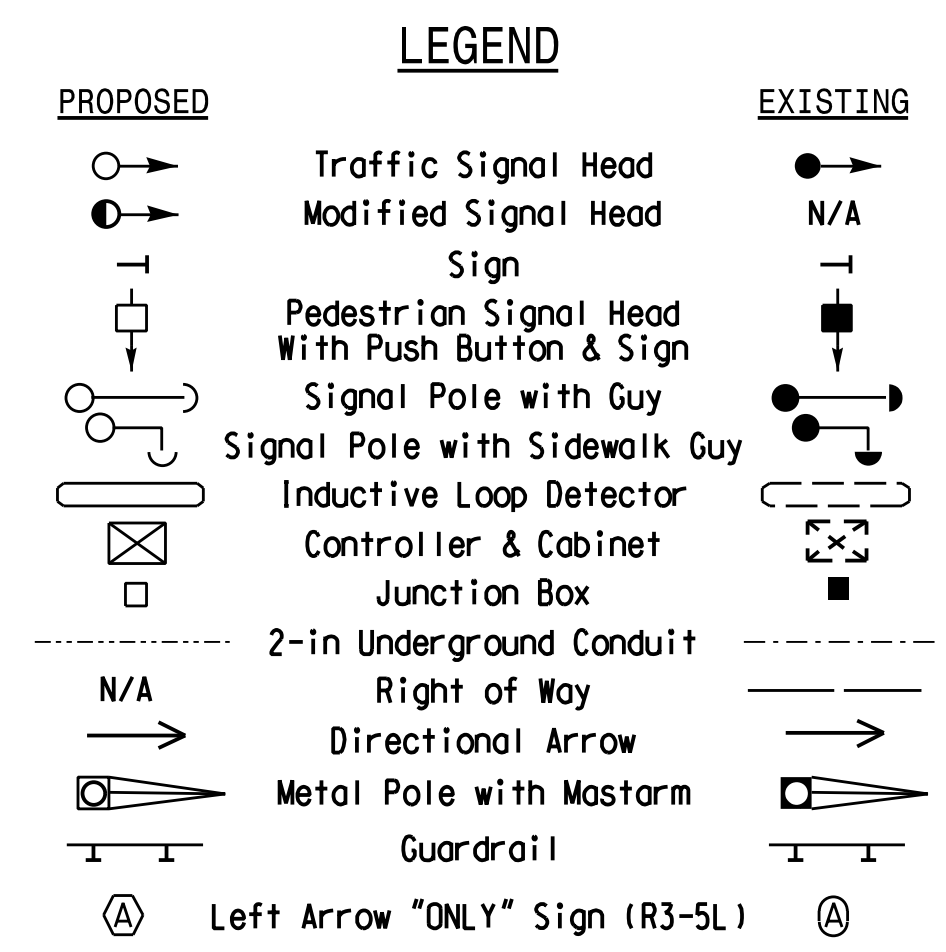
- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Phase 3 and/or phase 7 may be lagged.
- Set all detector units to presence mode.
- 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.
- Closed loop system data: Controller Asset #: 1035.



OASIS 2070 TIMING CHART

FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green 1 *	7	12	7	7	7	12	7	7
Extension 1 *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max Green 1 *	15	90	25	20	15	90	25	20
Yellow Clearance	3.0	4.7	3.0	3.1	3.0	4.7	3.0	3.6
Red Clearance	2.8	1.9	3.2	2.6	3.3	1.9	2.6	2.1
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-	-	-
Seconds Per Actuation *	-	1.5	-	-	-	1.5	-	-
Max Variable Initial *	-	34	-	-	-	34	-	-
Time Before Reduction *	-	15	-	-	-	15	-	-
Time To Reduce *	-	45	-	-	-	45	-	-
Minimum Gap	-	3.0	-	-	-	3.0	-	-
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL	-	-
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW	-	-
Dual Entry	-	-	-	-	-	-	-	-
Simultaneous Gap	ON	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.

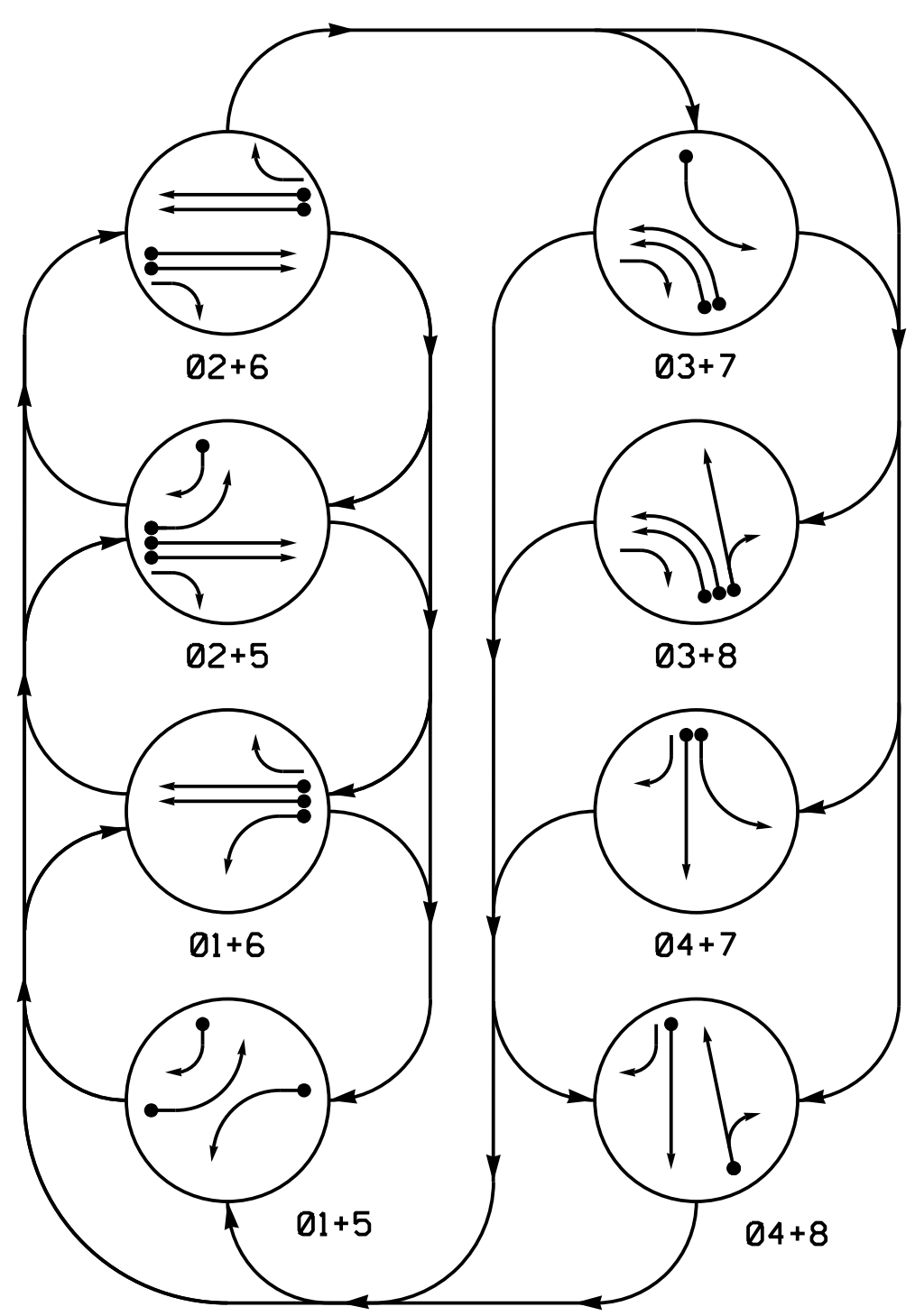


Signal Upgrade - Final Design
 Sheet 1 of 2

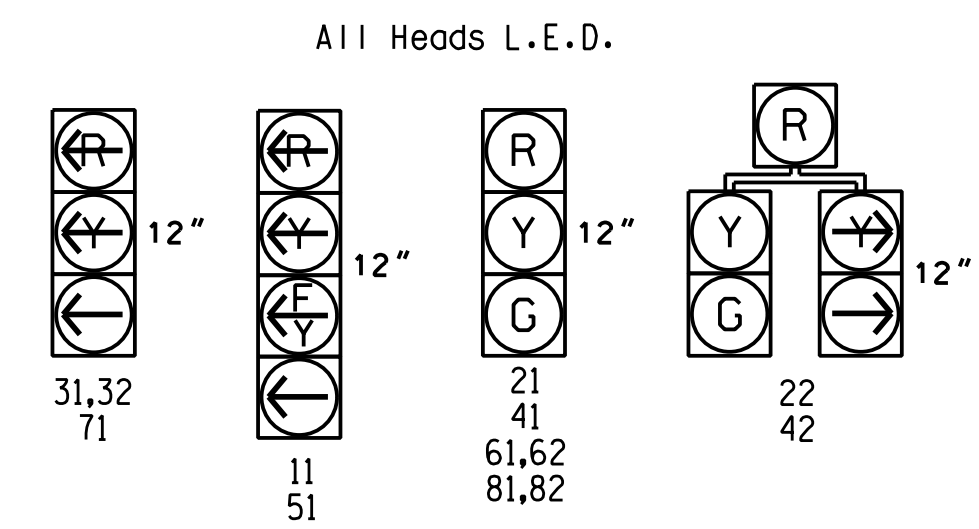
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	REVISIONS INIT. DATE _____ _____	DATE _____ _____

ALTERNATE PHASING DIAGRAM



SIGNAL FACE I.D.



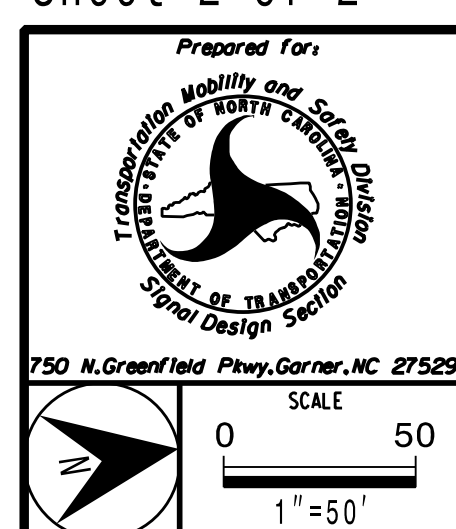
ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE								FLASH
	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8	
11	---	---	---	---	---	---	---	---	Y
21	R	R	G	G	R	R	R	R	Y
22	R	R	G	G	R	R	R	R	Y
31,32	---	---	---	---	---	---	---	---	---
41	R	R	R	R	R	R	G	G	R
42	R	R	R	R	R	R	G	G	R
51	---	---	---	---	---	---	---	---	Y
61,62	R	G	R	G	R	R	R	R	Y
71	---	---	---	---	---	---	---	---	---
81,82	R	R	R	R	R	G	R	G	R

Signal Upgrade - Final Design
Sheet 2 of 2

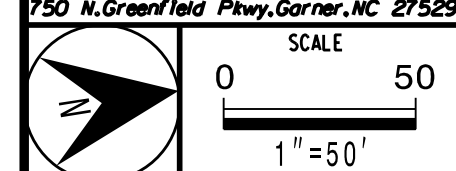
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Old Long Beach Road /
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 Division 03 Brunswick Co. Southport
 PLAN DATE: June 2017 REVIEWED BY: A.D. Klinksiek
 PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons

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 NORTH CAROLINA
 PROFESSIONAL
 SEAL
 031464
 ENGINEER
 NATASHA R. SIMMONS



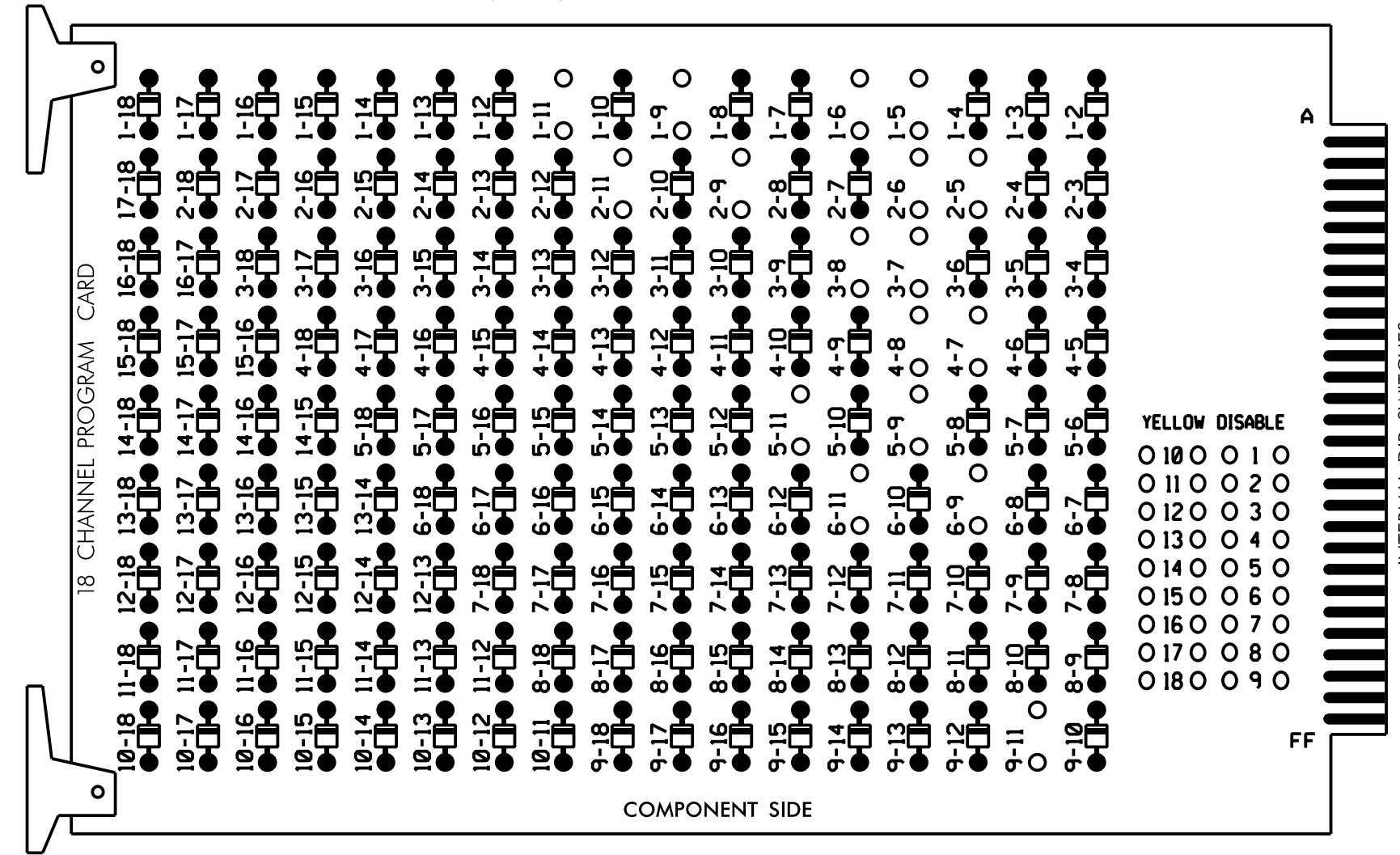
REVISIONS	INIT.	DATE

DocuSigned by:
 Natasha Simmons
 9/10/2021
 SIGNATURE DATE
 SIG. INVENTORY NO. 03-1035

EDI MODEL 2018ECL-NC CONFLICT MONITOR PROGRAMMING DETAIL

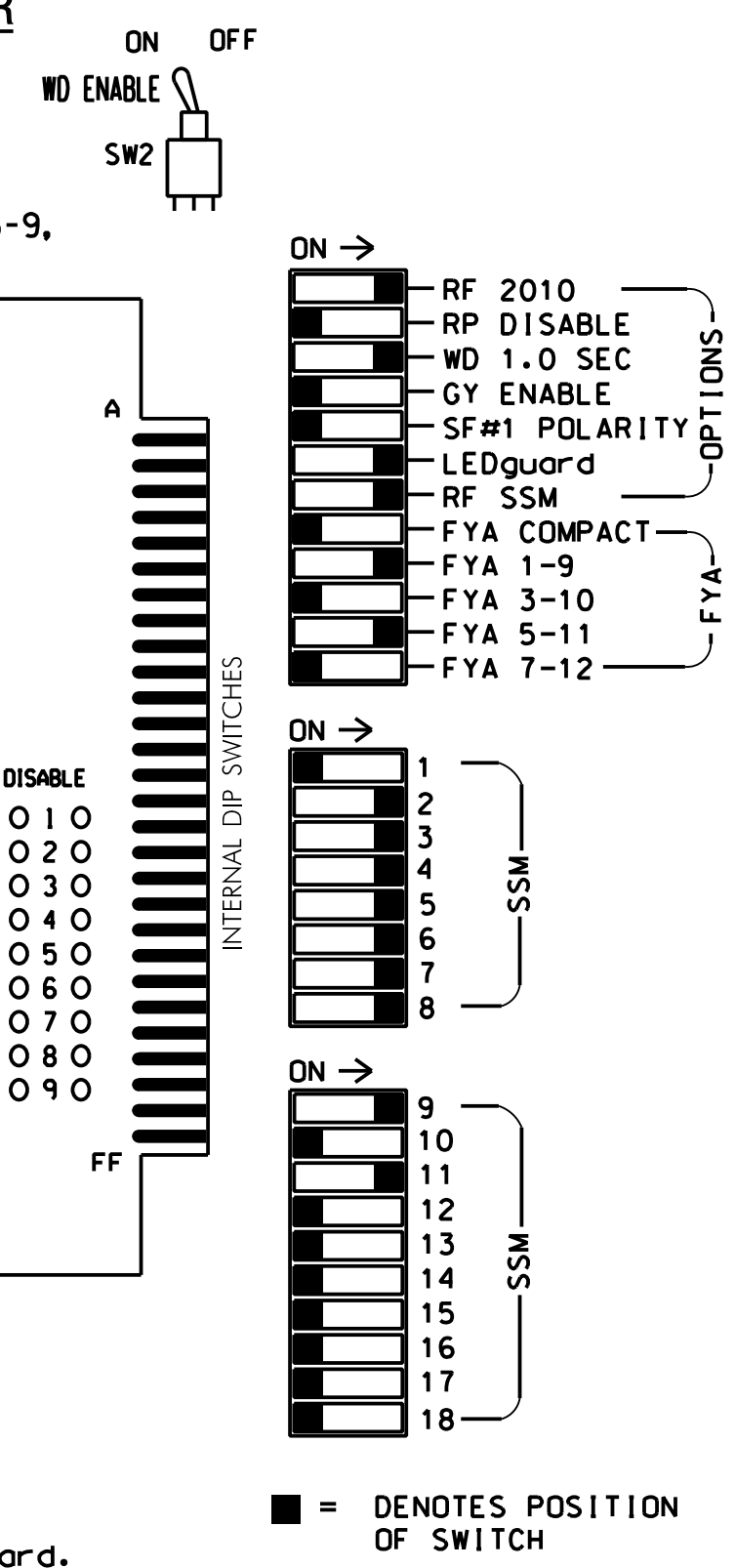
(remove jumpers and set switches as shown)

REMOVE DIODE JUMPERS 1-5, 1-6, 1-9, 1-11, 2-5, 2-6, 2-9, 2-11, 3-7, 3-8, 4-7, 4-8, 5-9, 5-11, 6-9, 6-11 and 9-11.



NOTES:

- Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
- Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
- Ensure that Red Enable is active at all times during normal operation.
- Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.



NOTES

- To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
- Enable Simultaneous Gap-Out for all Phases.
- Program phases 2 and 6 for Variable Initial and Gap Reduction.
- Program phases 2 and 6 for Startup In Green.
- Program phases 2 and 6 for Yellow Flash, and overlap 1 as Wag Overlaps.
- If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.
- The cabinet and controller are part of the NC 133 Closed Loop System.

EQUIPMENT INFORMATION

CONTROLLER.....2070E
 CABINET.....332 W/AUX
 SOFTWARE.....ECONOLITE OASIS
 CABINET MOUNT.....BASE
 OUTPUT FILE POSITIONS...18 WITH AUX. OUTPUT FILE
 LOAD SWITCHES USED.....S1,S2,S4,S5,S7,S8,S10,S11,
 AUX S1,AUX S4
 PHASES USED.....1,2,3,4,5,6,7,8
 OVERLAP "A".....1+2
 OVERLAP "B".....NOT USED
 OVERLAP "C".....5+6
 OVERLAP "D".....NOT USED

SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6	
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18	
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	8	8 PED	OLA	OLB	SPARE	OLC	OLD	SPARE	
SIGNAL HEAD NO.	11	21,22	NU	22	31,32	41,42	NU	42	51	61,62	NU	71	81,82	NU	11	NU	NU	51	NU
RED		128				101		*		134			107						
YELLOW	*	129				102				135			108						
GREEN		130				103				136			109						
RED ARROW					116								122			A121		A114	
YELLOW ARROW					117	117							123			A122		A115	
FLASHING YELLOW ARROW																A123		A116	
GREEN ARROW	127												124						

NU = Not Used
 * Denotes install load resistor. See load resistor installation detail this sheet.
 ★ See pictorial of head wiring in detail this sheet.

INPUT FILE POSITION LAYOUT

(front view)

FILE "I"	1	2	3	4	5	6	7	8	9	10	11	12	13	14
U	∅ 1	∅ 2/SYS	S	S	S	∅ 3	∅ 3	∅ 4	S	S	S	S	S	FS
L	1A	2A/S17	DC ISOLATOR	DC ISOLATOR	DC ISOLATOR	3A	3B	4A	DC ISOLATOR	DC ISOLATOR	DC ISOLATOR	DC ISOLATOR	DC ISOLATOR	DC ISOLATOR
U	NOT USED	∅ 2/SYS	∅ 5	∅ 7	∅ 8	NOT USED	NOT USED	NOT USED	NOT USED	NOT USED	NOT USED	NOT USED	NOT USED	NOT USED
L	2B/S18	2B/S18	5B	7A	8A	8B	8B	8B	8B	8B	8B	8B	8B	8B

EX.: 1A, 2A, ETC. = LOOP NO.'S
 FS = FLASH SENSE
 ST = STOP TIME

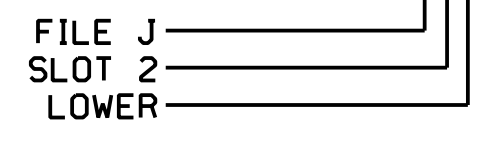
⊗ Wired Input - Do not populate slot with detector card

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT ASSIGNMENT NO.	DETECTOR NO.	NEMA PHASE	CALL	EXTEND	FULL TIME DELAY	STRETCH TIME	DELAY TIME
1A ¹	TB2-1,2	11U	56	18	1	1	Y	Y			15
	-	J4U	48	10★	26	6	Y	Y	Y		3
	-	11U	56	18★	51	1	Y	Y			3
2A/S17	TB2-5,6	12U	39	1	2	2/SYS	Y	Y			
2B/S18	TB2-7,8	12L	43	5	12	2/SYS	Y	Y			
3A	TB4-9,10	16U	41	3	4	3	Y	Y			3
3B	TB6-1,2	17U	65	27	34	3	Y	Y			
4A	TB6-5,6	18U	49	11	24	4	Y	Y			
5A ²	TB3-1,2	J1U	55	17	5	5	Y	Y			15
	-	14U	47	9★	22	2	Y	Y	Y		3
	-	J1U	55	17★	55	5	Y	Y			3
5B	TB3-9,10	J3U	64	26	36	5	Y	Y			15
6A/S19	TB3-5,6	J2U	40	2	6	6/SYS	Y	Y			
6B/S20	TB3-7,8	J2L	44	6	16	6/SYS	Y	Y			
7A	TB5-9,10	J6U	42	4	8	7	Y	Y			3
8A	TB7-1,2	J7U	66	28	38	8	Y	Y			5
8B	TB7-3,4	J7L	79	41	48	8	Y	Y			15

- Add jumper from I1-W to J4-W, on rear of input file.
 - Add jumper from J1-W to I4-W, on rear of input file.
- ★ See vehicle detector setup programming detail for alternate phasing on sheets 3 and 4.

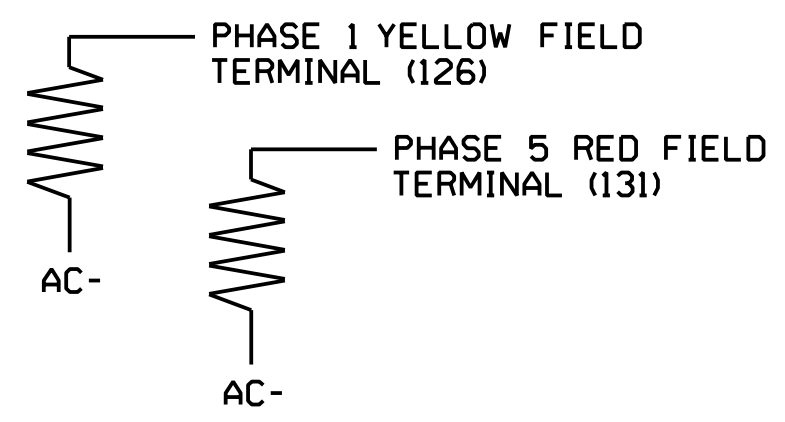
INPUT FILE POSITION LEGEND: J2L



LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown)

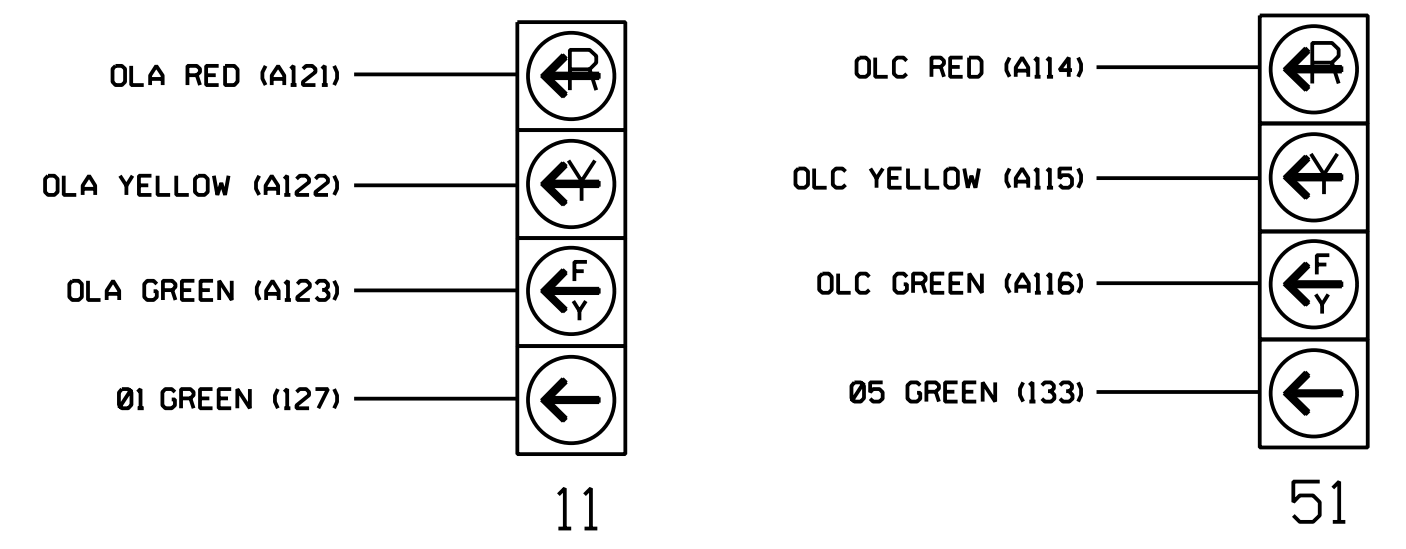
VALUE (ohms)	WATTAGE
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



! IMPORTANT: REMOVE RESISTOR FROM PHASE 2 RED FIELD TERMINAL, IF PRESENT.

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



NOTE

The sequence display for signal heads 11 and 51 requires special logic programming. See sheet 2 for programming instructions.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-1035
 DESIGNED: June 2017
 SEALED: 9/10/2021
 REVISED: N/A

Electrical Detail - Sheet 1 of 5
 Signal Upgrade
 Final Design

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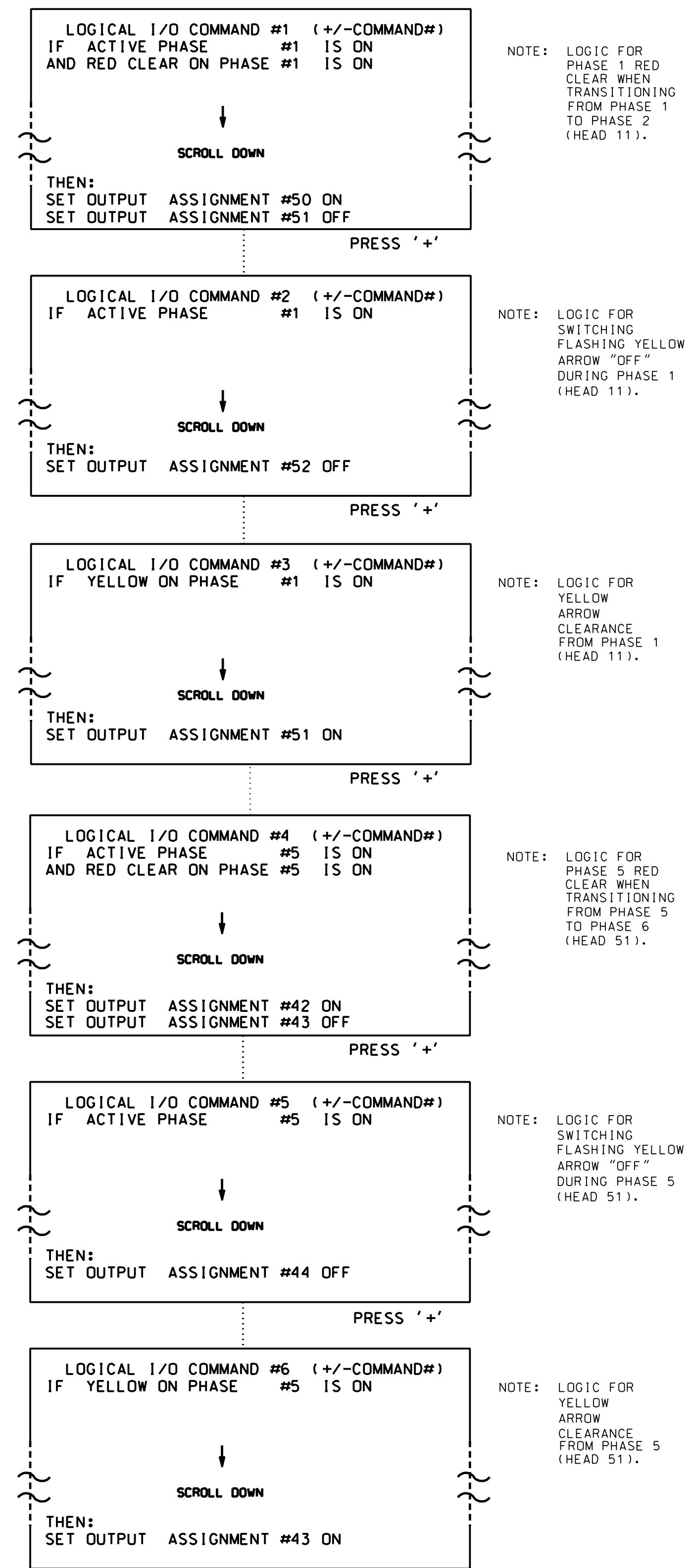
	Prepared for: 		NC 133 (Long Beach Road) at SR 1969 (Old Long Beach Road) / Long Beach Crossing Entrance		SEAL
	Division 03 Brunswick Co. Southport		PLAN DATE: June 2017 REVIEWED BY: A.D. Klinksiek PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons		
REVISIONS		INIT.	DATE	9/10/2021 SIGNATURE DATE SIG. INVENTORY NO. 03-1035	

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LOGICAL I/O PROCESSOR PROGRAMMING DETAIL TO PRODUCE SPECIAL FYA-PPLT SIGNAL SEQUENCE

(program controller as shown below)

- FROM MAIN MENU PRESS '2' (PHASE CONTROL), THEN '1' (PHASE CONTROL FUNCTIONS). SCROLL TO THE BOTTOM OF THE MENU AND ENABLE ACT LOGIC COMMANDS 1, 2, 3, 4, 5, AND 6.
- FROM MAIN MENU PRESS '6' (OUTPUTS), THEN '3' (LOGICAL I/O PROCESSOR).



NOTE: LOGIC FOR PHASE 1 RED CLEAR WHEN TRANSITIONING FROM PHASE 1 TO PHASE 2 (HEAD 11).

NOTE: LOGIC FOR SWITCHING FLASHING YELLOW ARROW "OFF" DURING PHASE 1 (HEAD 11).

NOTE: LOGIC FOR YELLOW ARROW CLEARANCE FROM PHASE 1 (HEAD 11).

NOTE: LOGIC FOR PHASE 5 RED CLEAR WHEN TRANSITIONING FROM PHASE 5 TO PHASE 6 (HEAD 51).

NOTE: LOGIC FOR SWITCHING FLASHING YELLOW ARROW "OFF" DURING PHASE 5 (HEAD 51).

NOTE: LOGIC FOR YELLOW ARROW CLEARANCE FROM PHASE 5 (HEAD 51).

LOGIC I/O PROCESSOR PROGRAMMING COMPLETE

OVERLAP PROGRAMMING DETAIL FOR DEFAULT PHASING

(program controller as shown below)

FROM MAIN MENU PRESS '8' (OVERLAPS), THEN '1' (VEHICLE OVERLAP SETTINGS).

PAGE 1: VEHICLE OVERLAP 'A' SETTINGS
 PHASE: ;12345678910111213141516
 VEH OVL PARENTS: ;XX
 VEH OVL NOT VEH: ;
 VEH OVL NOT PED: ;
 VEH OVL GRN EXT: ;
 STARTUP COLOR: _ RED _ YELLOW _ GREEN
 FLASH COLORS: _ RED _ YELLOW X GREEN
 SELECT VEHICLE OVERLAP OPTIONS: (Y/N)
 FLASH YELLOW IN CONTROLLER FLASH?...Y
 GREEN EXTENSION (0-255 SEC)...0
 YELLOW CLEAR (0=PARENT.3-25.5 SEC)...0.0
 RED CLEAR (0=PARENT.0.1-25.5 SEC)...0.0
 OUTPUT AS PHASE # (0=NONE, 1-16)...0

← NOTICE GREEN FLASH

PRESS '+' TWICE

PAGE 1: VEHICLE OVERLAP 'C' SETTINGS
 PHASE: ;12345678910111213141516
 VEH OVL PARENTS: ; XX
 VEH OVL NOT VEH: ;
 VEH OVL NOT PED: ;
 VEH OVL GRN EXT: ;
 STARTUP COLOR: _ RED _ YELLOW _ GREEN
 FLASH COLORS: _ RED _ YELLOW X GREEN
 SELECT VEHICLE OVERLAP OPTIONS: (Y/N)
 FLASH YELLOW IN CONTROLLER FLASH?...Y
 GREEN EXTENSION (0-255 SEC)...0
 YELLOW CLEAR (0=PARENT.3-25.5 SEC)...0.0
 RED CLEAR (0=PARENT.0.1-25.5 SEC)...0.0
 OUTPUT AS PHASE # (0=NONE, 1-16)...0

← NOTICE GREEN FLASH

OVERLAP PROGRAMMING COMPLETE

OVERLAP PROGRAMMING DETAIL FOR ALTERNATE PHASING

(program controller as shown below)

FROM MAIN MENU PRESS '8' (OVERLAPS), THEN '1' (VEHICLE OVERLAP SETTINGS). PRESS 'NEXT' TO ADVANCE TO PAGE 2.

NOTICE PAGE 2 → PAGE 2: VEHICLE OVERLAP 'A' SETTINGS
 PHASE: ;12345678910111213141516
 VEH OVL PARENTS: ;X
 VEH OVL NOT VEH: ;
 VEH OVL NOT PED: ;
 VEH OVL GRN EXT: ;
 STARTUP COLOR: _ RED _ YELLOW _ GREEN
 FLASH COLORS: _ RED _ YELLOW _ GREEN
 SELECT VEHICLE OVERLAP OPTIONS: (Y/N)
 FLASH YELLOW IN CONTROLLER FLASH?...Y
 GREEN EXTENSION (0-255 SEC)...0
 YELLOW CLEAR (0=PARENT.3-25.5 SEC)...0.0
 RED CLEAR (0=PARENT.0.1-25.5 SEC)...0.0
 OUTPUT AS PHASE # (0=NONE, 1-16)...0

PRESS '+' TWICE

NOTICE PAGE 2 → PAGE 2: VEHICLE OVERLAP 'C' SETTINGS
 PHASE: ;12345678910111213141516
 VEH OVL PARENTS: ; X
 VEH OVL NOT VEH: ;
 VEH OVL NOT PED: ;
 VEH OVL GRN EXT: ;
 STARTUP COLOR: _ RED _ YELLOW _ GREEN
 FLASH COLORS: _ RED _ YELLOW _ GREEN
 SELECT VEHICLE OVERLAP OPTIONS: (Y/N)
 FLASH YELLOW IN CONTROLLER FLASH?...Y
 GREEN EXTENSION (0-255 SEC)...0
 YELLOW CLEAR (0=PARENT.3-25.5 SEC)...0.0
 RED CLEAR (0=PARENT.0.1-25.5 SEC)...0.0
 OUTPUT AS PHASE # (0=NONE, 1-16)...0

OVERLAP PROGRAMMING COMPLETE

OUTPUT REFERENCE SCHEDULE	
USE TO INTERPRET LOGIC PROCESSOR	
OUTPUT 42 =	Overlap C Red
OUTPUT 43 =	Overlap C Yellow
OUTPUT 44 =	Overlap C Green
OUTPUT 50 =	Overlap A Red
OUTPUT 51 =	Overlap A Yellow
OUTPUT 52 =	Overlap A Green

THIS ELECTRICAL DETAIL IS FOR
 THE SIGNAL DESIGN: 03-1035
 DESIGNED: June 2017
 SEALED: 9/10/2021
 REVISED: N/A

Electrical Detail - Sheet 2 of 5
Signal Upgrade
Final Design

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

	Prepared for: 		
	NC 133 (Long Beach Road) at SR 1969 (Old Long Beach Road) / Long Beach Crossing Entrance		
Division 03 Brunswick Co. Southport		PLAN DATE: June 2017 REVIEWED BY: A.D. Klinksiek	
PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons		REVISIONS: INIT. DATE	
HNTB NORTH CAROLINA, P.C. 343 E. Six Forks Road, Suite 200 Raleigh, North Carolina 27609 NC License No: C-1554 (919) 546-8997		Prepared by: 	
750 N. Greenfield Pkwy, Corner, NC 27529		DATE: 9/10/2021 SIGNATURE: _____ SIG. INVENTORY NO. 03-1035	

INPUT PAGE 2 ASSIGNMENT PROGRAMMING DETAIL FOR ALTERNATE PHASING - LOOP 1A

(program controller as shown below)

- NOTES: 1. THIS PROGRAMMING APPLIES FOR INPUT PAGE 2 ONLY. INPUT PAGE 1 WILL USE STANDARD DEFAULT SETTINGS. THIS PROGRAMMING IS NECESSARY FOR PROPER DETECTOR OPERATION DURING ALTERNATE PHASING OPERATION. 2. THE FIRST TASK THIS PROGRAMMING ACCOMPLISHES IS THE DISABLING OF INPUT #10 (DETECTOR 26) SO THAT A VEHICLE CALL WILL NOT BE PLACED TO PHASE 6 DURING ALTERNATE PHASING OPERATION. THE SECOND TASK THIS PROGRAMMING ACCOMPLISHES IS THAT IT REASSIGNS DETECTOR 51 TO INPUT #18 SO THAT THE DELAY ON LOOP 1A CAN BE REDUCED FROM 15 SECONDS TO 3 SECONDS.

FROM MAIN MENU PRESS '5' (INPUTS), THEN PRESS 'NEXT' TO GET TO INPUT PAGE '2'. PRESS THE '+' KEY UNTIL INPUT 10 IS REACHED.

PAGE: 2 C1 PIN:48 VEHICLE DETECTOR INPUT ASSIGNMENT #.....10 DEBOUNCE TIME (0-25.5 SEC).....0.5 DELAY TIME (0-25.5 SEC).....0.0 HOLD-OVER TIME (0-25.5 SEC).....0.0 ASSIGNMENT SELECTION: NOT ENABLED (Y/N).....Y VEHICLE DETECTOR (1-64).....26 PEDESTRIAN DETECTOR (1-16)..... ALTERNATE PED DETECTOR (1-16)..... PREEMPT (1-10)..... INVERTED PREEMPT (1-10)..... STOP TIME (Y/N)..... FLASH SENSE (Y/N)..... DOOR OPEN (Y/N)..... MANUAL CONTROL ENABLE (Y/N)..... MANUAL CONTROL ADVANCE (Y/N)..... SPECIAL FUNCTION ALARM (1-8)..... TOD HOUR SYNCHRONIZATION (0-23)..... FORCE OFF RING (1-4)..... HOLD PHASES (1-16)..... PLAN (65=FLSH,66=FREE)..... OFFSET#..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE TIMING PAGE (1-4)..... CHANGE PHASE CONTROL PAGE (1-4)..... CHANGE OVERLAP CONTROL PAGE (1-4)..... CHANGE INPUT PAGE (1-4)..... CHANGE OUTPUT PAGE (1-4)..... OVERRIDE PHASE CONTROL FUNCTION (Y).....

ENTER A 'Y' FOR NOT ENABLED
DEFAULT DETECTOR NUMBER WILL REMAIN UNTIL 'NOT ENABLED' IS ENTERED.
(LOOP 1A - PHASE 6)

PAGE: 2 C1 PIN:48 NOT ENABLED INPUT ASSIGNMENT #.....10 DEBOUNCE TIME (0-25.5 SEC).....0.5 DELAY TIME (0-25.5 SEC).....0.0 HOLD-OVER TIME (0-25.5 SEC).....0.0 ASSIGNMENT SELECTION: NOT ENABLED (Y/N).....Y VEHICLE DETECTOR (1-64)..... PEDESTRIAN DETECTOR (1-16)..... ALTERNATE PED DETECTOR (1-16)..... PREEMPT (1-10)..... INVERTED PREEMPT (1-10)..... STOP TIME (Y/N)..... FLASH SENSE (Y/N)..... DOOR OPEN (Y/N)..... MANUAL CONTROL ENABLE (Y/N)..... MANUAL CONTROL ADVANCE (Y/N)..... SPECIAL FUNCTION ALARM (1-8)..... TOD HOUR SYNCHRONIZATION (0-23)..... FORCE OFF RING (1-4)..... HOLD PHASES (1-16)..... PLAN (65=FLSH,66=FREE)..... OFFSET#..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE TIMING PAGE (1-4)..... CHANGE PHASE CONTROL PAGE (1-4)..... CHANGE OVERLAP CONTROL PAGE (1-4)..... CHANGE INPUT PAGE (1-4)..... CHANGE OUTPUT PAGE (1-4)..... OVERRIDE PHASE CONTROL FUNCTION (Y).....

PRESS '+' TO ADVANCE TO INPUT 18

PAGE: 2 C1 PIN:56 VEHICLE DETECTOR INPUT ASSIGNMENT #.....18 DEBOUNCE TIME (0-25.5 SEC).....0.5 DELAY TIME (0-25.5 SEC).....0.0 HOLD-OVER TIME (0-25.5 SEC).....0.0 ASSIGNMENT SELECTION: NOT ENABLED (Y/N)..... VEHICLE DETECTOR (1-64).....1 PEDESTRIAN DETECTOR (1-16)..... ALTERNATE PED DETECTOR (1-16)..... PREEMPT (1-10)..... INVERTED PREEMPT (1-10)..... STOP TIME (Y/N)..... FLASH SENSE (Y/N)..... DOOR OPEN (Y/N)..... MANUAL CONTROL ENABLE (Y/N)..... MANUAL CONTROL ADVANCE (Y/N)..... SPECIAL FUNCTION ALARM (1-8)..... TOD HOUR SYNCHRONIZATION (0-23)..... FORCE OFF RING (1-4)..... HOLD PHASES (1-16)..... PLAN (65=FLSH,66=FREE)..... OFFSET#..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE TIMING PAGE (1-4)..... CHANGE PHASE CONTROL PAGE (1-4)..... CHANGE OVERLAP CONTROL PAGE (1-4)..... CHANGE INPUT PAGE (1-4)..... CHANGE OUTPUT PAGE (1-4)..... OVERRIDE PHASE CONTROL FUNCTION (Y).....

ENTER '51' TO REASSIGN THE VEHICLE DETECTOR FOR THIS INPUT
(LOOP 1A - PHASE 1)

PAGE: 2 C1 PIN:56 VEHICLE DETECTOR INPUT ASSIGNMENT #.....18 DEBOUNCE TIME (0-25.5 SEC).....0.5 DELAY TIME (0-25.5 SEC).....0.0 HOLD-OVER TIME (0-25.5 SEC).....0.0 ASSIGNMENT SELECTION: NOT ENABLED (Y/N)..... VEHICLE DETECTOR (1-64).....51 PEDESTRIAN DETECTOR (1-16)..... ALTERNATE PED DETECTOR (1-16)..... PREEMPT (1-10)..... INVERTED PREEMPT (1-10)..... STOP TIME (Y/N)..... FLASH SENSE (Y/N)..... DOOR OPEN (Y/N)..... MANUAL CONTROL ENABLE (Y/N)..... MANUAL CONTROL ADVANCE (Y/N)..... SPECIAL FUNCTION ALARM (1-8)..... TOD HOUR SYNCHRONIZATION (0-23)..... FORCE OFF RING (1-4)..... HOLD PHASES (1-16)..... PLAN (65=FLSH,66=FREE)..... OFFSET#..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE TIMING PAGE (1-4)..... CHANGE PHASE CONTROL PAGE (1-4)..... CHANGE OVERLAP CONTROL PAGE (1-4)..... CHANGE INPUT PAGE (1-4)..... CHANGE OUTPUT PAGE (1-4)..... OVERRIDE PHASE CONTROL FUNCTION (Y).....

PROGRAMMING COMPLETE

SPECIAL DETECTOR PROGRAMMING DETAIL - LOOP 1A (ALT.)

(program controller as shown below)

FROM MAIN MENU PRESS '7' (DETECTORS), THEN PRESS '1' FOR VEHICLE DETECTORS. PRESS THE '-' KEY TO GET TO VEHICLE DETECTOR #51.

VEHICLE DETECTOR #51 SETTINGS (+,-,1-64) SETTING: (Y/N) ENABLE DETECTOR.....N ENABLE LOGGING.....N ENABLE DIAGNOSTICS.....N SPEED TRAP.....N CALL DETECTOR.....Y EXTENSION DETECTOR.....Y MODE 2 STOP BAR.....N SWITCHING DETECTOR.....N DUPLICATING DETECTOR.....N ENABLE FULL TIME DELAY.....N IF FAILED, SET MIN RECALL?.....N IF FAILED, SET MAX1 RECALL?.....N IF FAILED, SET MAX2 RECALL?.....N PHASE# ;12345678910111213141516 PHASES ASSIGNED ; SWITCH/DUPLICATE; LOOP SIZE (0-255 FT).....6 SPEED TRAP DISTANCE (0-255 FT).....0 STOP BAR TIME (0-255 SEC).....0 STRETCH (0-25.5 SEC).....0.0 DELAY (0-255 SEC).....0 MAX CALLS/MIN (0-255).....255 MIN CALLS/DIAGNOSTIC PERIOD (0-255).....0 MAX OCCUPANCY (0-100%).....100 EXTENSION DISABLE TIME (0-255 SEC).....0 QUEUE MAX OCCUPANCY TIME (0-255).....0 QUEUE GAP RESET TIME (0-25.5).....0.0 PREEMPTION INDEX FOR QUEUE (0-10).....0

ENTER 'Y' FOR ENABLE DETECTOR
ENTER '1' FOR PHASES ASSIGNED
ENSURE DELAY IS '3'

VEHICLE DETECTOR #51 SETTINGS (+,-,1-64) SETTING: (Y/N) ENABLE DETECTOR.....Y ENABLE LOGGING.....N ENABLE DIAGNOSTICS.....N SPEED TRAP.....N CALL DETECTOR.....Y EXTENSION DETECTOR.....Y MODE 2 STOP BAR.....N SWITCHING DETECTOR.....N DUPLICATING DETECTOR.....N ENABLE FULL TIME DELAY.....N IF FAILED, SET MIN RECALL?.....N IF FAILED, SET MAX1 RECALL?.....N IF FAILED, SET MAX2 RECALL?.....N PHASE# ;12345678910111213141516 PHASES ASSIGNED ;X SWITCH/DUPLICATE; LOOP SIZE (0-255 FT).....6 SPEED TRAP DISTANCE (0-255 FT).....0 STOP BAR TIME (0-255 SEC).....0 STRETCH (0-25.5 SEC).....0.0 DELAY (0-255 SEC).....3 MAX CALLS/MIN (0-255).....255 MIN CALLS/DIAGNOSTIC PERIOD (0-255).....0 MAX OCCUPANCY (0-100%).....100 EXTENSION DISABLE TIME (0-255 SEC).....0 QUEUE MAX OCCUPANCY TIME (0-255).....0 QUEUE GAP RESET TIME (0-25.5).....0.0 PREEMPTION INDEX FOR QUEUE (0-10).....0

DETECTOR PROGRAMMING COMPLETE

NOTE: DETECTOR IS PROGRAMMED PER THE INPUT FILE CONNECTION AND PROGRAMMING CHART SHOWN ON SHEET 1.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-1035 DESIGNED: June 2017 SEALED: 9/10/2021 REVISED: N/A

Electrical Detail - Sheet 3 of 5 Signal Upgrade Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Table with project details: NC 133 (Long Beach Road) at SR 1969 (Old Long Beach Road) / Long Beach Crossing Entrance. Includes fields for Division 03, Brunswick Co., Southport, Plan Date, Reviewer, and Signature/Date for Natasha Simmons.

INPUT PAGE 2 ASSIGNMENT PROGRAMMING DETAIL FOR ALTERNATE PHASING - LOOP 5A

(program controller as shown below)

- NOTES: 1. THIS PROGRAMMING APPLIES FOR INPUT PAGE 2 ONLY. INPUT PAGE 1 WILL USE STANDARD DEFAULT SETTINGS. THIS PROGRAMMING IS NECESSARY FOR PROPER DETECTOR OPERATION DURING ALTERNATE PHASING OPERATION. 2. THE FIRST TASK THIS PROGRAMMING ACCOMPLISHES IS THE DISABLING OF INPUT #9 (DETECTOR 22) SO THAT A VEHICLE CALL WILL NOT BE PLACED TO PHASE 2 DURING ALTERNATE PHASING OPERATION. THE SECOND TASK THIS PROGRAMMING ACCOMPLISHES IS THAT IT REASSIGNS DETECTOR 55 TO INPUT #17 SO THAT THE DELAY ON LOOP 5A CAN BE REDUCED FROM 15 SECONDS TO 3 SECONDS.

FROM MAIN MENU PRESS '5' (INPUTS), THEN PRESS 'NEXT' TO GET TO INPUT PAGE '2'. PRESS THE '+' KEY UNTIL INPUT 9 IS REACHED.

PAGE: 2 C1 PIN:47 VEHICLE DETECTOR INPUT ASSIGNMENT #.....9 DEBOUNCE TIME (0-25.5 SEC).....0.5 DELAY TIME (0-25.5 SEC).....0.0 HOLD-OVER TIME (0-25.5 SEC).....0.0 ASSIGNMENT SELECTION: NOT ENABLED (Y/N).....Y VEHICLE DETECTOR (1-64).....22 PEDESTRIAN DETECTOR (1-16)..... ALTERNATE PED DETECTOR (1-16)..... PREEMPT (1-10)..... INVERTED PREEMPT (1-10)..... STOP TIME (Y/N)..... FLASH SENSE (Y/N)..... DOOR OPEN (Y/N)..... MANUAL CONTROL ENABLE (Y/N)..... MANUAL CONTROL ADVANCE (Y/N)..... SPECIAL FUNCTION ALARM (1-8)..... TOD HOUR SYNCHRONIZATION (0-23)..... FORCE OFF RING (1-4)..... HOLD PHASES (1-16)..... PLAN (65=FLSH,66=FREE)..... OFFSET#..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE TIMING PAGE (1-4)..... CHANGE PHASE CONTROL PAGE (1-4)..... CHANGE OVERLAP CONTROL PAGE (1-4)..... CHANGE INPUT PAGE (1-4)..... CHANGE OUTPUT PAGE (1-4)..... OVERRIDE PHASE CONTROL FUNCTION (Y).....

ENTER A 'Y' FOR NOT ENABLED
DEFAULT DETECTOR NUMBER WILL REMAIN UNTIL 'NOT ENABLED' IS ENTERED.

(LOOP 5A - PHASE 2)

PAGE: 2 C1 PIN:47 NOT ENABLED INPUT ASSIGNMENT #.....9 DEBOUNCE TIME (0-25.5 SEC).....0.5 DELAY TIME (0-25.5 SEC).....0.0 HOLD-OVER TIME (0-25.5 SEC).....0.0 ASSIGNMENT SELECTION: NOT ENABLED (Y/N).....Y VEHICLE DETECTOR (1-64)..... PEDESTRIAN DETECTOR (1-16)..... ALTERNATE PED DETECTOR (1-16)..... PREEMPT (1-10)..... INVERTED PREEMPT (1-10)..... STOP TIME (Y/N)..... FLASH SENSE (Y/N)..... DOOR OPEN (Y/N)..... MANUAL CONTROL ENABLE (Y/N)..... MANUAL CONTROL ADVANCE (Y/N)..... SPECIAL FUNCTION ALARM (1-8)..... TOD HOUR SYNCHRONIZATION (0-23)..... FORCE OFF RING (1-4)..... HOLD PHASES (1-16)..... PLAN (65=FLSH,66=FREE)..... OFFSET#..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE TIMING PAGE (1-4)..... CHANGE PHASE CONTROL PAGE (1-4)..... CHANGE OVERLAP CONTROL PAGE (1-4)..... CHANGE INPUT PAGE (1-4)..... CHANGE OUTPUT PAGE (1-4)..... OVERRIDE PHASE CONTROL FUNCTION (Y).....

PRESS '+' TO ADVANCE TO INPUT 17

PAGE: 2 C1 PIN:55 VEHICLE DETECTOR INPUT ASSIGNMENT #.....17 DEBOUNCE TIME (0-25.5 SEC).....0.5 DELAY TIME (0-25.5 SEC).....0.0 HOLD-OVER TIME (0-25.5 SEC).....0.0 ASSIGNMENT SELECTION: NOT ENABLED (Y/N)..... VEHICLE DETECTOR (1-64).....5 PEDESTRIAN DETECTOR (1-16)..... ALTERNATE PED DETECTOR (1-16)..... PREEMPT (1-10)..... INVERTED PREEMPT (1-10)..... STOP TIME (Y/N)..... FLASH SENSE (Y/N)..... DOOR OPEN (Y/N)..... MANUAL CONTROL ENABLE (Y/N)..... MANUAL CONTROL ADVANCE (Y/N)..... SPECIAL FUNCTION ALARM (1-8)..... TOD HOUR SYNCHRONIZATION (0-23)..... FORCE OFF RING (1-4)..... HOLD PHASES (1-16)..... PLAN (65=FLSH,66=FREE)..... OFFSET#..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE TIMING PAGE (1-4)..... CHANGE PHASE CONTROL PAGE (1-4)..... CHANGE OVERLAP CONTROL PAGE (1-4)..... CHANGE INPUT PAGE (1-4)..... CHANGE OUTPUT PAGE (1-4)..... OVERRIDE PHASE CONTROL FUNCTION (Y).....

ENTER '55' TO REASSIGN THE VEHICLE DETECTOR FOR THIS INPUT

(LOOP 5A - PHASE 5)

PAGE: 2 C1 PIN:55 VEHICLE DETECTOR INPUT ASSIGNMENT #.....17 DEBOUNCE TIME (0-25.5 SEC).....0.5 DELAY TIME (0-25.5 SEC).....0.0 HOLD-OVER TIME (0-25.5 SEC).....0.0 ASSIGNMENT SELECTION: NOT ENABLED (Y/N)..... VEHICLE DETECTOR (1-64).....55 PEDESTRIAN DETECTOR (1-16)..... ALTERNATE PED DETECTOR (1-16)..... PREEMPT (1-10)..... INVERTED PREEMPT (1-10)..... STOP TIME (Y/N)..... FLASH SENSE (Y/N)..... DOOR OPEN (Y/N)..... MANUAL CONTROL ENABLE (Y/N)..... MANUAL CONTROL ADVANCE (Y/N)..... SPECIAL FUNCTION ALARM (1-8)..... TOD HOUR SYNCHRONIZATION (0-23)..... FORCE OFF RING (1-4)..... HOLD PHASES (1-16)..... PLAN (65=FLSH,66=FREE)..... OFFSET#..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE SEQUENCE PAGE (1-12)..... CHANGE PHASE TIMING PAGE (1-4)..... CHANGE PHASE CONTROL PAGE (1-4)..... CHANGE OVERLAP CONTROL PAGE (1-4)..... CHANGE INPUT PAGE (1-4)..... CHANGE OUTPUT PAGE (1-4)..... OVERRIDE PHASE CONTROL FUNCTION (Y).....

PROGRAMMING COMPLETE

SPECIAL DETECTOR PROGRAMMING DETAIL - LOOP 5A (ALT.)

(program controller as shown below)

FROM MAIN MENU PRESS '7' (DETECTORS), THEN PRESS '1' FOR VEHICLE DETECTORS. PRESS THE '-' KEY TO GET TO VEHICLE DETECTOR #55.

VEHICLE DETECTOR #55 SETTINGS (+,-,1-64) SETTING: (Y/N) ENABLE DETECTOR.....N ENABLE LOGGING.....N ENABLE DIAGNOSTICS.....N SPEED TRAP.....N CALL DETECTOR.....Y EXTENSION DETECTOR.....Y MODE 2 STOP BAR.....N SWITCHING DETECTOR.....N DUPLICATING DETECTOR.....N ENABLE FULL TIME DELAY.....N IF FAILED, SET MIN RECALL?.....N IF FAILED, SET MAX1 RECALL?.....N IF FAILED, SET MAX2 RECALL?.....N PHASE# :12345678910111213141516 PHASES ASSIGNED : SWITCH/DUPLICATE: LOOP SIZE (0-255 FT).....6 SPEED TRAP DISTANCE (0-255 FT).....0 STOP BAR TIME (0-255 SEC).....0 STRETCH (0-25.5 SEC).....0.0 DELAY (0-255 SEC).....0 MAX CALLS/MIN (0-255).....255 MIN CALLS/DIAGNOSTIC PERIOD (0-255).....0 MAX OCCUPANCY (0-100%).....100 EXTENSION DISABLE TIME (0-255 SEC).....0 QUEUE MAX OCCUPANCY TIME (0-255).....0 QUEUE GAP RESET TIME (0-25.5).....0.0 PREEMPTION INDEX FOR QUEUE (0-10).....0

ENTER 'Y' FOR ENABLE DETECTOR

ENTER '5' FOR PHASES ASSIGNED

ENSURE DELAY IS '3'

VEHICLE DETECTOR #55 SETTINGS (+,-,1-64) SETTING: (Y/N) ENABLE DETECTOR.....Y ENABLE LOGGING.....N ENABLE DIAGNOSTICS.....N SPEED TRAP.....N CALL DETECTOR.....Y EXTENSION DETECTOR.....Y MODE 2 STOP BAR.....N SWITCHING DETECTOR.....N DUPLICATING DETECTOR.....N ENABLE FULL TIME DELAY.....N IF FAILED, SET MIN RECALL?.....N IF FAILED, SET MAX1 RECALL?.....N IF FAILED, SET MAX2 RECALL?.....N PHASE# :12345678910111213141516 PHASES ASSIGNED : X SWITCH/DUPLICATE: LOOP SIZE (0-255 FT).....6 SPEED TRAP DISTANCE (0-255 FT).....0 STOP BAR TIME (0-255 SEC).....0 STRETCH (0-25.5 SEC).....0.0 DELAY (0-255 SEC).....3 MAX CALLS/MIN (0-255).....255 MIN CALLS/DIAGNOSTIC PERIOD (0-255).....0 MAX OCCUPANCY (0-100%).....100 EXTENSION DISABLE TIME (0-255 SEC).....0 QUEUE MAX OCCUPANCY TIME (0-255).....0 QUEUE GAP RESET TIME (0-25.5).....0.0 PREEMPTION INDEX FOR QUEUE (0-10).....0

DETECTOR PROGRAMMING COMPLETE

NOTE: DETECTOR IS PROGRAMMED PER THE INPUT FILE CONNECTION AND PROGRAMMING CHART SHOWN ON SHEET 1.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-1035 DESIGNED: June 2017 SEALED: 9/10/2021 REVISED: N/A

Electrical Detail - Sheet 4 of 5 Signal Upgrade Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Table with project details: Prepared for: HNTB, Project: NC 133 (Long Beach Road) at SR 1969 (Old Long Beach Road) / Long Beach Crossing Entrance, Division: 03 Brunswick Co., Southport, Plan Date: June 2017, Reviewed by: A.D. Klinksiek, Prepared by: A.H. Thornburg, Reviewed by: N.R. Simmons. Includes a professional seal for Natasha R. Simmons, Engineer, No. 031464.

ALTERNATE PHASING ACTIVATION DETAIL

TO RUN ALT. PHASING DURING COORDINATION - SELECT ALL PAGE CHANGES (AS SHOWN BELOW) WITHIN COORDINATION PLAN PROGRAMMING.

TO RUN ALT. PHASING DURING FREE RUN - PROGRAM PAGE CHANGES (SHOWN BELOW) IN SEPARATE TIME OF DAY EVENTS. IF PAGE 1 IS USED, NO EVENT PROGRAMMING IS NECESSARY FOR THAT PARTICULAR PAGE.

<u>PHASING</u>	<u>INPUTS PAGE</u>	<u>OVERLAPS PAGE</u>
ACTIVE PAGES REQUIRED TO RUN <u>DEFAULT PHASING</u>	1	1
ACTIVE PAGES REQUIRED TO RUN <u>ALTERNATE PHASING</u>	2	2

NOTE: PAGES NOT SHOWN (i.e. sequence, phase control, etc.) SHOULD REMAIN AS '1', OR AS DEFINED BY TIMING ENGINEER.

IMPORTANT: IF ALT. PHASING IS USED DURING FREE RUN AND COORDINATION, DO NOT OPERATE TIME OF DAY PAGE CHANGE EVENTS CONCURRENTLY WITH COORDINATION PLAN EVENTS IN THE EVENT SCHEDULER. (EX. FREE RUN PAGE CHANGE EVENT SHOULD END BEFORE COORDINATION PLAN EVENT STARTS AND VICE-VERSA).

ALTERNATE PHASING PAGE CHANGE SUMMARY

THE FOLLOWING IS A SUMMARY OF WHAT TAKES PLACE WHEN THESE OVERLAP/INPUT PAGE CHANGES ACTIVATE TO CALL THE "ALTERNATE PHASING":

OVERLAPS PAGE 2: Modifies overlap parent phases for heads 11 and 51 to run protected turns only.

INPUTS PAGE 2: Disables phase 6 call on loop 1A and reduces delay time for phase 1 call on loop 1A to 3 seconds.

Disables phase 2 call on loop 5A and reduces delay time for phase 5 call on loop 5A to 3 seconds.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-1035
DESIGNED: June 2017
SEALED: 9/10/2021
REVISED: N/A

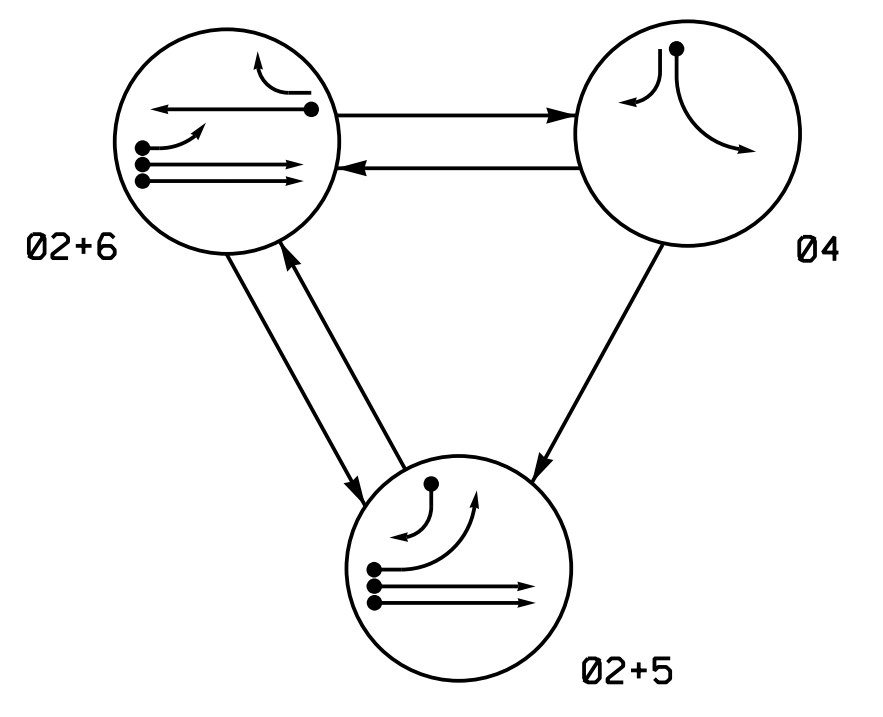
Electrical Detail - Sheet 5 of 5
Signal Upgrade
Final Design

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

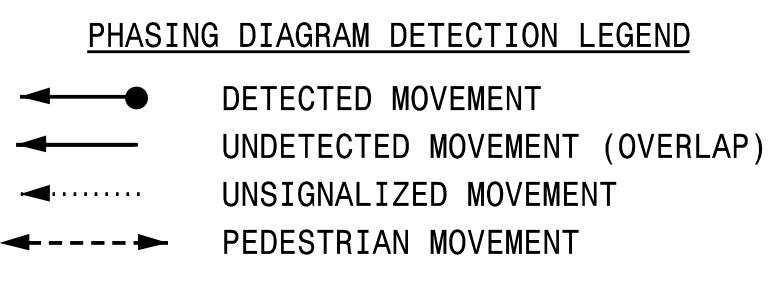
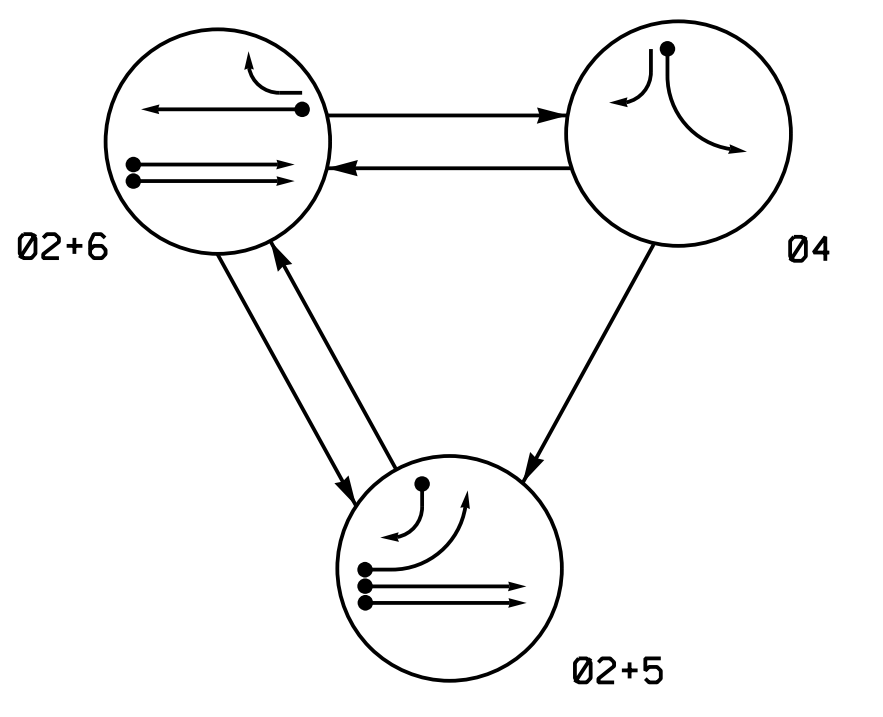
HNTB HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554
(919) 546-8997

<p style="font-size: small;">ELECTRICAL AND PROGRAMMING DETAILS FOR:</p> <p style="font-size: x-small;">Prepared for: DEPARTMENT OF TRANSPORTATION, MOBILITY AND SAFETY DIVISION, STATE OF NORTH CAROLINA Signal Management</p> <p style="font-size: x-small;">750 N. Greenfield Pkwy, Corner, NC 27529</p>	<p style="font-size: small;">NC 133 (Long Beach Road) at SR 1969 (Old Long Beach Road) / Long Beach Crossing Entrance</p> <p style="font-size: x-small;">Division 03 Brunswick Co. Southport</p> <p style="font-size: x-small;">PLAN DATE: June 2017 REVIEWED BY: A.D. Klinksiek</p> <p style="font-size: x-small;">PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons</p> <table border="1" style="width: 100%; border-collapse: collapse; font-size: x-small;"> <thead> <tr> <th>REVISIONS</th> <th>INIT.</th> <th>DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	REVISIONS	INIT.	DATE										<p style="font-size: x-small;">SEAL</p> <p style="font-size: x-small;">NATASHA R. SIMMONS ENGINEER SEAL 031464</p> <p style="font-size: x-small;">DocuSigned by: <i>Natasha Simmons</i> 9/10/2021</p> <p style="font-size: x-small;">SIGNATURE DATE</p> <p style="font-size: x-small;">SIG. INVENTORY NO. 03-1035</p>
REVISIONS	INIT.	DATE												

DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE			
	02+5	02+6	04	F L TOP
21,22	G	G	R	Y
41	R	R	G	R
42	R	R	G	R
51	—	—	—	—
61,62	R	G	R	Y

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE			
	02+5	02+6	04	F L TOP
21,22	G	G	R	Y
41	R	R	G	R
42	R	R	G	R
51	—	—	—	—
61,62	R	G	R	Y

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

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

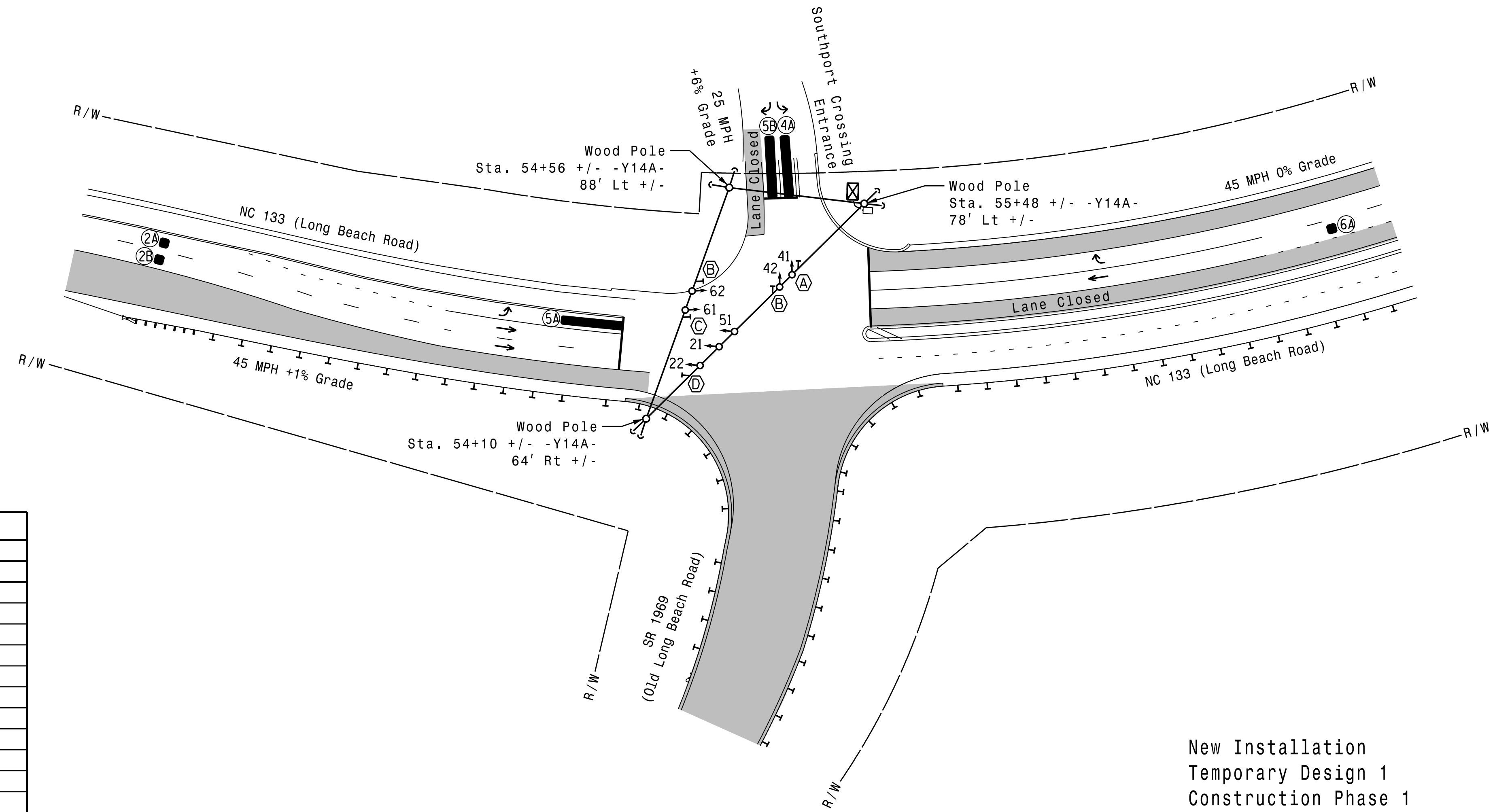
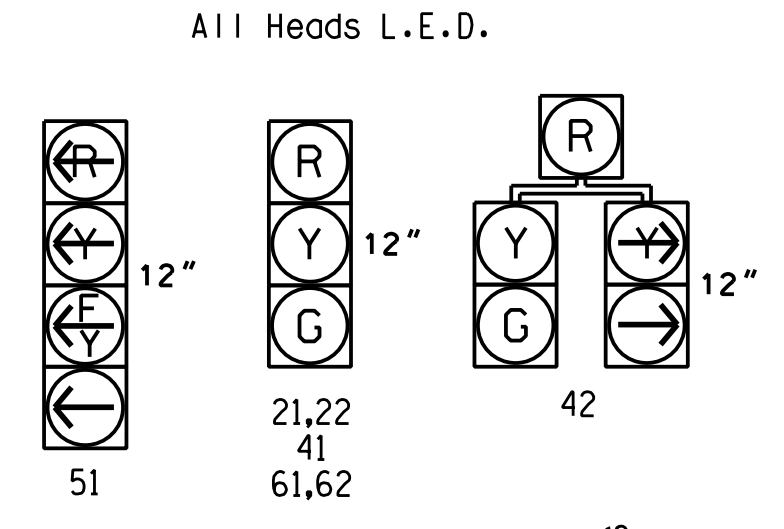
* Multizone Microwave Detection.
 ** Disable phase 2 call for 5A during alternate phasing operation.
 *** Reduce delay to 0 seconds during alternate phasing operation.

3 Phase Fully Actuated (NC 133 Closed Loop System)

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 5 may be lagged.
- Set all detector units to presence mode.
- The Division Traffic Engineer will determine the hours of use for each phasing plan.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- 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.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Closed loop system data: Controller Asset #: 1125.

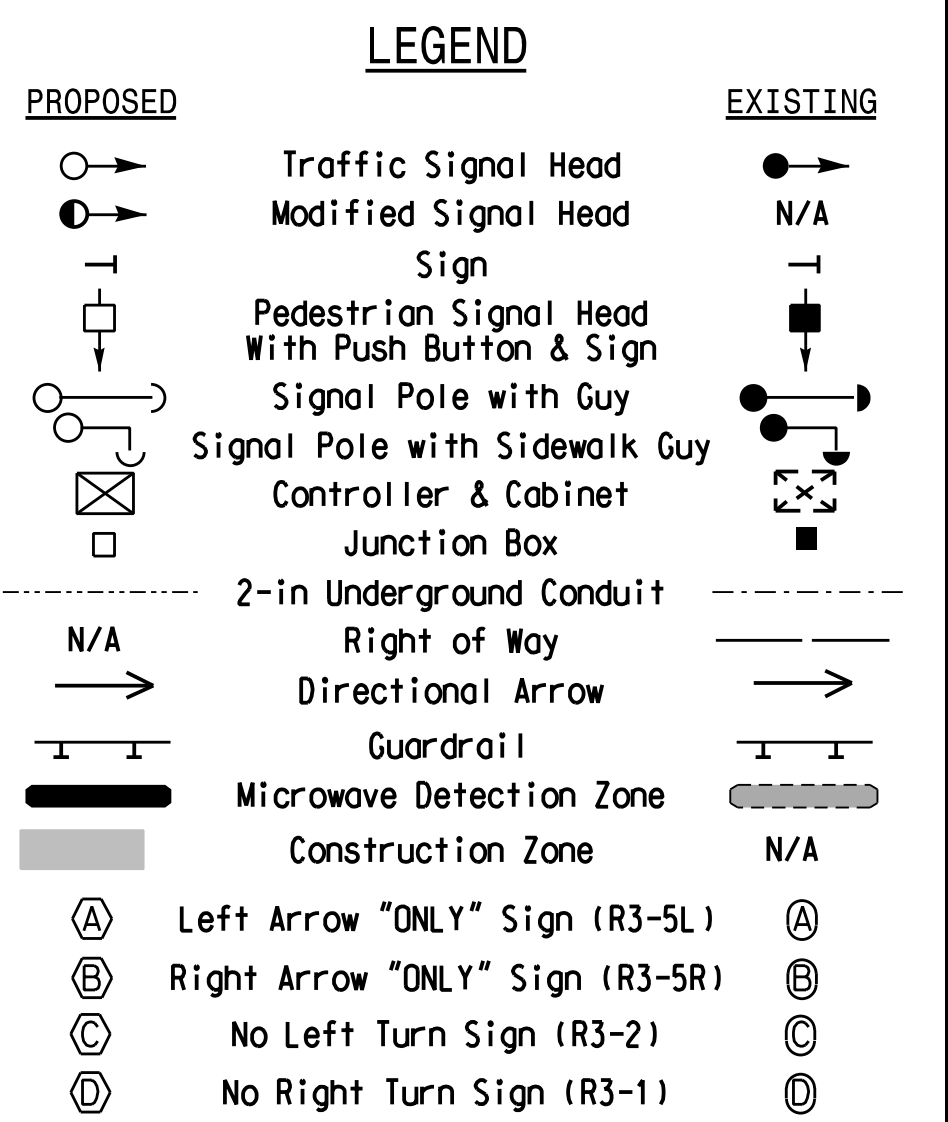
SIGNAL FACE I.D.



OASIS 2070 TIMING CHART

FEATURE	PHASE			
	2	4	5	6
Min Green 1 *	12	7	7	12
Extension 1 *	6.0	2.0	2.0	6.0
Max Green 1 *	60	30	20	60
Yellow Clearance	4.5	3.0	3.0	4.5
Red Clearance	2.5	3.4	3.6	2.5
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	1.8	-	-	2.5
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	-	-	-	-
Simultaneous Gap	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.



New Installation
 Temporary Design 1
 Construction Phase 1

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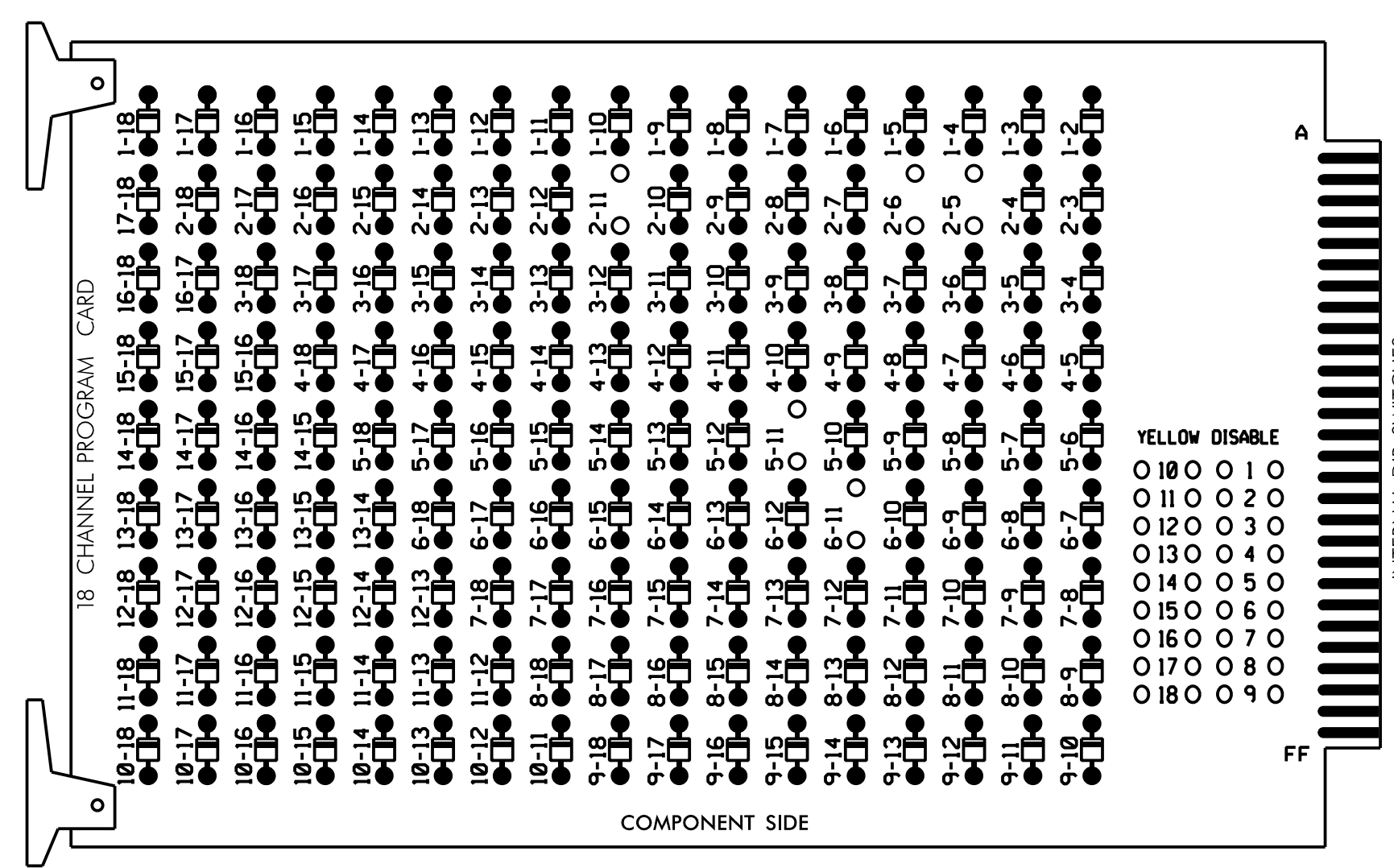
	NC 133 (Long Beach Road) at SR 1969 (Old Long Beach Road) / Southport Crossing Entrance		
	Division 03 Brunswick Co. Southport PLAN DATE: June 2017 REVIEWED BY: A.D. Klinksiek PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons	SCALE: 1"=50' REVISIONS:	

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EDI MODEL 2018ECL-NC CONFLICT MONITOR PROGRAMMING DETAIL

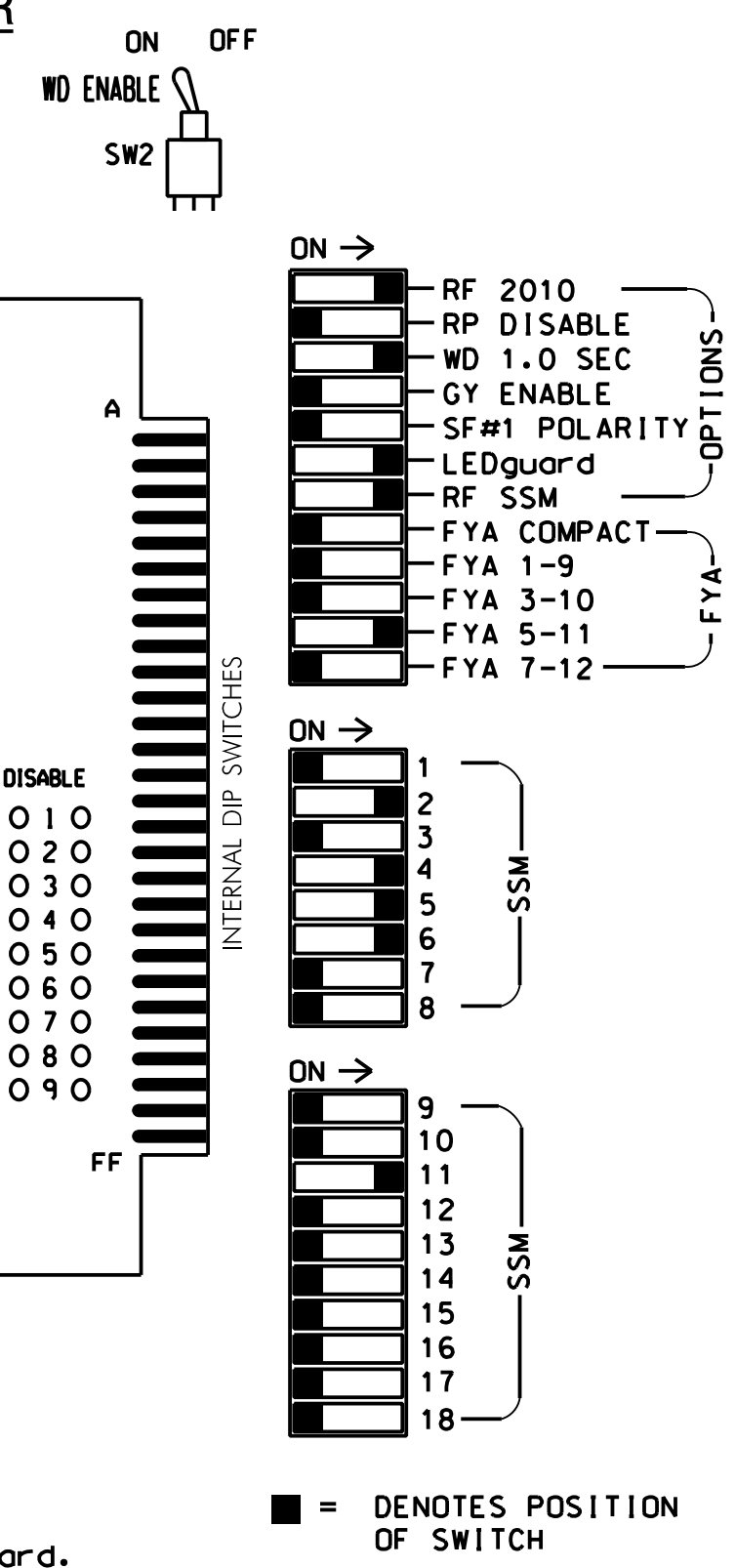
(remove jumpers and set switches as shown)

REMOVE DIODE JUMPERS 2-5, 2-6, 2-11, 5-11, and 6-11.



NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.



NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
2. Enable Simultaneous Gap-Out for all Phases.
3. Program phases 2 and 6 for Variable Initial and Gap Reduction.
4. Program phases 2 and 6 for Startup In Green.
5. Program phases 2 and 6 for Yellow Flash.
6. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.
7. The cabinet and controller are part of the NC 133 Closed Loop System.

EQUIPMENT INFORMATION

CONTROLLER.....2070E
 CABINET.....332 W/AUX
 SOFTWARE.....ECONOLITE OASIS
 CABINET MOUNT.....BASE
 OUTPUT FILE POSITIONS...18 WITH AUX. OUTPUT FILE
 LOAD SWITCHES USED.....S2,S5,S7,S8,AUX S4
 PHASES USED.....2,4,5,6
 OVERLAP "A".....NOT USED
 OVERLAP "B".....NOT USED
 OVERLAP "C".....5+6
 OVERLAP "D".....NOT USED

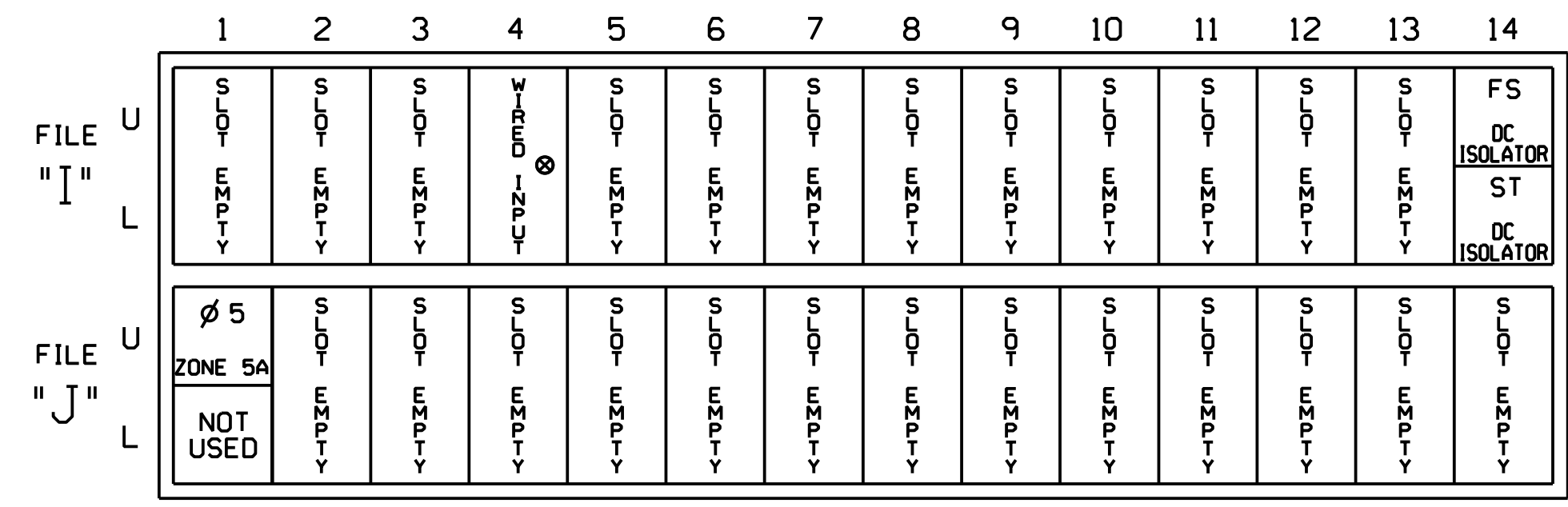
SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	8	8 PED	OLA	OLB	SPARE	OLC	OLD	SPARE
SIGNAL HEAD NO.	NU	21,22	NU	NU	41,42	NU	42	51*	61,62	NU	NU	NU	NU	NU	NU	51	NU	NU
RED		128			101			*	134									
YELLOW		129			102				135									
GREEN		130			103				136									
RED ARROW																		A114
YELLOW ARROW							132											A115
FLASHING YELLOW ARROW																		A116
GREEN ARROW							133	133										

NU = Not Used
 * Denotes install load resistor. See load resistor installation detail this sheet.
 ★ See pictorial of head wiring in detail this sheet.

INPUT FILE POSITION LAYOUT

(front view)

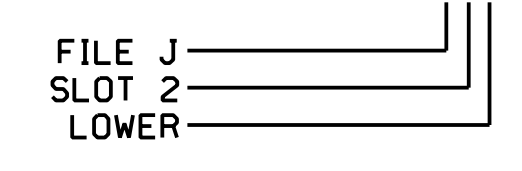


INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT ASSIGNMENT NO.	DETECTOR NO.	NEMA PHASE	CALL	EXTEND	FULL TIME DELAY	STRETCH TIME	DELAY TIME
ZONE 5A ¹	★★	J1U	55	17	5	5	Y	Y			15
	-	I4U	47	9★	22	2	Y	Y			
	-	J1U	55	17★	55	5	Y	Y			

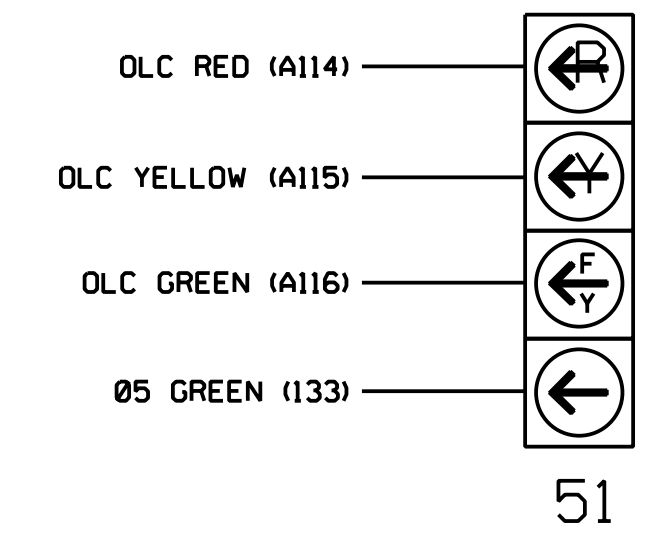
- ¹Add jumper from J1-W to I4-W, on rear of input file.
 ★ See vehicle detector setup programming detail for alternate phasing on sheet 3.
 ★★ Multizone Microwave Detector Zone. See Special Detector Note.

INPUT FILE POSITION LEGEND: J2L



FYA SIGNAL WIRING DETAIL

(wire signal head as shown)



NOTE

The sequence display for signal head 51 requires special logic programming. See sheet 2 for programming instructions.

SPECIAL DETECTOR NOTE

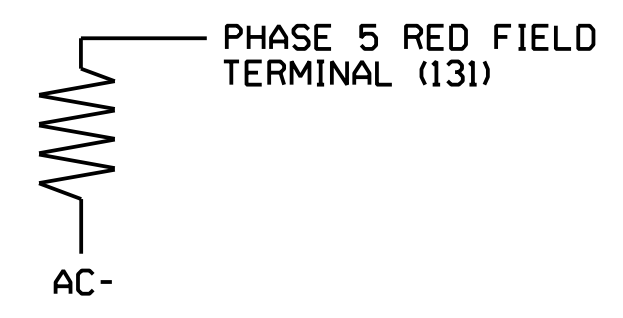
Install a microwave detection system for vehicle detection. Perform installation according to manufacturer's directions and NCDOT engineer-approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

For loop 5A, detector card placement and slots reserved for wired inputs are typical for a NCDOT installation. Inputs associated with these slots are compatible with time of day instructions located on sheets 3 and 4 of this electrical detail.

LOAD RESISTOR INSTALLATION DETAIL

(install resistor as shown)

VALUE (ohms)	WATTAGE
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-1125T1
 DESIGNED: June 2017
 SEALED: 9/10/2021
 REVISED: N/A

Electrical Detail - Sheet 1 of 4
New Installation
Temporary Design 1

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 HNTB NORTH CAROLINA, P.C. 343 E. Six Forks Road, Suite 200 Raleigh, North Carolina 27609 NC License No: C-1554 (919) 546-8997	Prepared for: NC 133 (Long Beach Road) at SR 1969 (Old Long Beach Road) / Southport Crossing Entrance	SEAL Natasha R. Simmons
	Division 03 Brunswick Co. Southport PLAN DATE: June 2017 REVIEWED BY: A.D. Klinksiek PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons	REVISIONS INIT. DATE DATE

LOGICAL I/O PROCESSOR PROGRAMMING DETAIL TO PRODUCE SPECIAL FYA-PPLT SIGNAL SEQUENCE

(program controller as shown below)

- FROM MAIN MENU PRESS '2' (PHASE CONTROL), THEN '1' (PHASE CONTROL FUNCTIONS). SCROLL TO THE BOTTOM OF THE MENU AND ENABLE ACT LOGIC COMMANDS 1, 2, and 3.
- FROM MAIN MENU PRESS '6' (OUTPUTS), THEN '3' (LOGICAL I/O PROCESSOR).

```

LOGICAL I/O COMMAND #1 (+/-COMMAND#)
IF ACTIVE PHASE #5 IS ON
AND RED CLEAR ON PHASE #5 IS ON

      ↓
      SCROLL DOWN

THEN:
SET OUTPUT ASSIGNMENT #42 ON
SET OUTPUT ASSIGNMENT #43 OFF
    
```

NOTE: LOGIC FOR PHASE 5 RED CLEAR WHEN TRANSITIONING FROM PHASE 5 TO PHASE 6 (HEAD 51).

```

LOGICAL I/O COMMAND #2 (+/-COMMAND#)
IF ACTIVE PHASE #5 IS ON

      ↓
      SCROLL DOWN

THEN:
SET OUTPUT ASSIGNMENT #44 OFF
    
```

NOTE: LOGIC FOR SWITCHING FLASHING YELLOW ARROW "OFF" DURING PHASE 5 (HEAD 51).

```

LOGICAL I/O COMMAND #3 (+/-COMMAND#)
IF YELLOW ON PHASE #5 IS ON

      ↓
      SCROLL DOWN

THEN:
SET OUTPUT ASSIGNMENT #43 ON
    
```

NOTE: LOGIC FOR YELLOW ARROW CLEARANCE FROM PHASE 5 (HEAD 51).

LOGIC I/O PROCESSOR PROGRAMMING COMPLETE

OUTPUT REFERENCE SCHEDULE	
USE TO INTERPRET LOGIC PROCESSOR	
OUTPUT 42 =	Overlap C Red
OUTPUT 43 =	Overlap C Yellow
OUTPUT 44 =	Overlap C Green

OVERLAP PROGRAMMING DETAIL FOR DEFAULT PHASING

(program controller as shown below)

- FROM MAIN MENU PRESS '8' (OVERLAPS), THEN '1' (VEHICLE OVERLAP SETTINGS).

PRESS '+' TWICE

```

PAGE 1: VEHICLE OVERLAP 'C' SETTINGS
PHASE:      :12345678910111213141516
VEH OVL PARENTS:  : XX
VEH OVL NOT VEH:  :
VEH OVL NOT PED:  :
VEH OVL GRN EXT:  :
STARTUP COLOR:  - RED - YELLOW - GREEN
FLASH COLORS:  - RED - YELLOW X GREEN

SELECT VEHICLE OVERLAP OPTIONS: (Y/N)
FLASH YELLOW IN CONTROLLER FLASH?...Y
GREEN EXTENSION (0-255 SEC)...0
YELLOW CLEAR (0=PARENT,3-25.5 SEC)...0.0
RED CLEAR (0=PARENT,0.1-25.5 SEC)...0.0
OUTPUT AS PHASE # (0=NONE, 1-16)...0
    
```

← NOTICE GREEN FLASH

OVERLAP PROGRAMMING COMPLETE

OVERLAP PROGRAMMING DETAIL FOR ALTERNATE PHASING

(program controller as shown below)

- FROM MAIN MENU PRESS '8' (OVERLAPS), THEN '1' (VEHICLE OVERLAP SETTINGS). PRESS 'NEXT' TO ADVANCE TO PAGE 2.

PRESS '+' TWICE

NOTICE PAGE 2 →

```

PAGE 2: VEHICLE OVERLAP 'C' SETTINGS
PHASE:      :12345678910111213141516
VEH OVL PARENTS:  : X
VEH OVL NOT VEH:  :
VEH OVL NOT PED:  :
VEH OVL GRN EXT:  :
STARTUP COLOR:  - RED - YELLOW - GREEN
FLASH COLORS:  - RED - YELLOW - GREEN

SELECT VEHICLE OVERLAP OPTIONS: (Y/N)
FLASH YELLOW IN CONTROLLER FLASH?...Y
GREEN EXTENSION (0-255 SEC)...0
YELLOW CLEAR (0=PARENT,3-25.5 SEC)...0.0
RED CLEAR (0=PARENT,0.1-25.5 SEC)...0.0
OUTPUT AS PHASE # (0=NONE, 1-16)...0
    
```

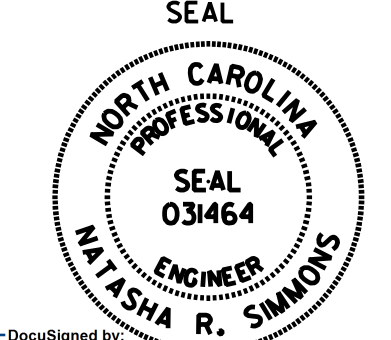
OVERLAP PROGRAMMING COMPLETE

Electrical Detail - Sheet 2 of 4
New Installation
Temporary Design 1

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-1125T1
DESIGNED: June 2017
SEALED: 9/10/2021
REVISED: N/A

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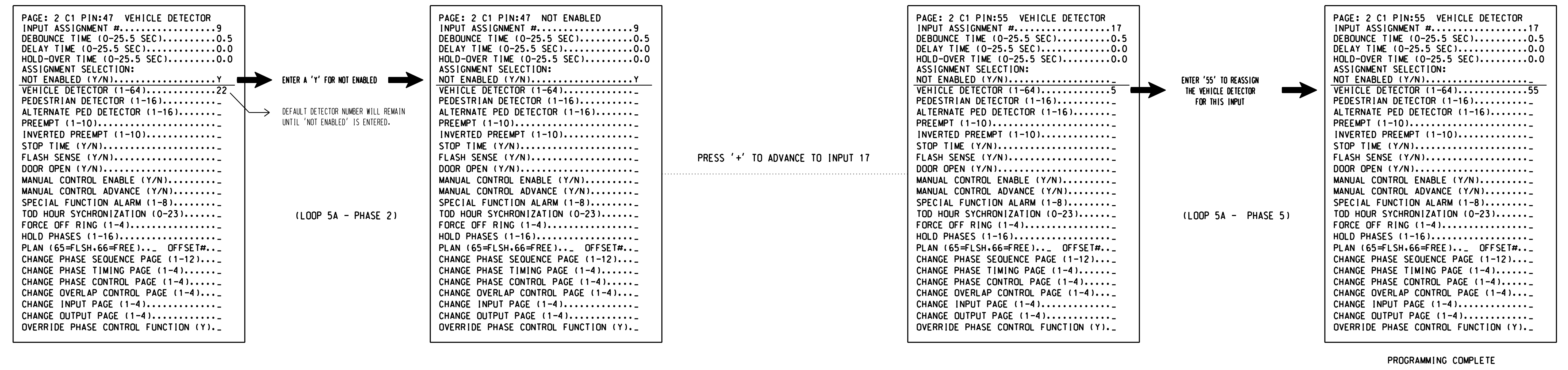
	NC 133 (Long Beach Road) at SR 1969 (Old Long Beach Road) / Southport Crossing Entrance	
	Division 03 Brunswick Co. Southport	PLAN DATE: June 2017 REVIEWED BY: A.D. Klinksiek
PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons	REVISIONS:	DATE:
750 N. Greenfield Pkwy, Corner, NC 27529	Signature: <i>Natasha Simmons</i>	DATE: 9/10/2021
SIG. INVENTORY NO. 03-1125T1		DATE:

INPUT PAGE 2 ASSIGNMENT PROGRAMMING DETAIL FOR ALTERNATE PHASING - LOOP 5A

(program controller as shown below)

- NOTES: 1. THIS PROGRAMMING APPLIES FOR INPUT PAGE 2 ONLY. INPUT PAGE 1 WILL USE STANDARD DEFAULT SETTINGS. THIS PROGRAMMING IS NECESSARY FOR PROPER DETECTOR OPERATION DURING ALTERNATE PHASING OPERATION. 2. THE FIRST TASK THIS PROGRAMMING ACCOMPLISHES IS THE DISABLING OF INPUT #9 (DETECTOR 22) SO THAT A VEHICLE CALL WILL NOT BE PLACED TO PHASE 2 DURING ALTERNATE PHASING OPERATION. THE SECOND TASK THIS PROGRAMMING ACCOMPLISHES IS THAT IT REASSIGNS DETECTOR 55 TO INPUT #17 SO THAT THE DELAY ON LOOP 5A CAN BE REDUCED FROM 15 SECONDS TO 0 SECONDS.

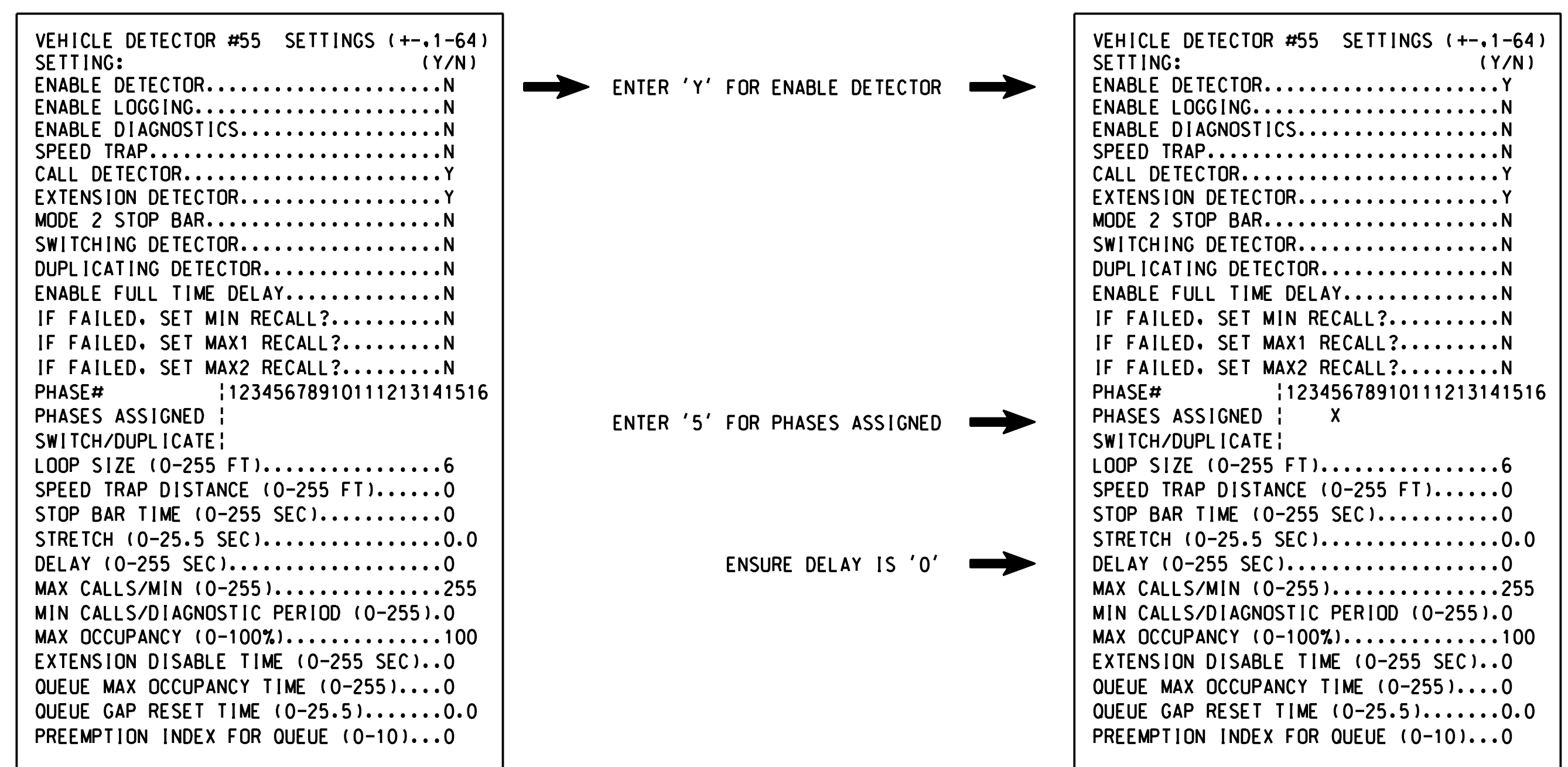
FROM MAIN MENU PRESS '5' (INPUTS), THEN PRESS 'NEXT' TO GET TO INPUT PAGE '2'. PRESS THE '+' KEY UNTIL INPUT 9 IS REACHED.



SPECIAL DETECTOR PROGRAMMING DETAIL - LOOP 5A (ALT.)

(program controller as shown below)

FROM MAIN MENU PRESS '7' (DETECTORS), THEN PRESS '1' FOR VEHICLE DETECTORS. PRESS THE '-' KEY TO GET TO VEHICLE DETECTOR #55.



NOTE: DETECTOR IS PROGRAMMED PER THE INPUT FILE CONNECTION AND PROGRAMMING CHART SHOWN ON SHEET 1.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-1125T1 DESIGNED: June 2017 SEALED: 9/10/2021 REVISED: N/A

Electrical Detail - Sheet 3 of 4 New Installation Temporary Design 1

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Table with project details: NC 133 (Long Beach Road) at SR 1969 (Old Long Beach Road) / Southport Crossing Entrance. Includes fields for Division, Plan Date, Prepared By, and Revisions. Contains a signature block for Natasha Simmons, dated 9/10/2021, and a seal for the North Carolina Professional Engineer.

ALTERNATE PHASING ACTIVATION DETAIL

TO RUN ALT. PHASING DURING COORDINATION - SELECT ALL PAGE CHANGES (AS SHOWN BELOW) WITHIN COORDINATION PLAN PROGRAMMING.

TO RUN ALT. PHASING DURING FREE RUN - PROGRAM PAGE CHANGES (SHOWN BELOW) IN SEPARATE TIME OF DAY EVENTS. IF PAGE 1 IS USED, NO EVENT PROGRAMMING IS NECESSARY FOR THAT PARTICULAR PAGE.

<u>PHASING</u>	<u>INPUTS PAGE</u>	<u>OVERLAPS PAGE</u>
ACTIVE PAGES REQUIRED TO RUN <u>DEFAULT PHASING</u>	1	1
ACTIVE PAGES REQUIRED TO RUN <u>ALTERNATE PHASING</u>	2	2

NOTE: PAGES NOT SHOWN (i.e. sequence, phase control, etc.) SHOULD REMAIN AS '1', OR AS DEFINED BY TIMING ENGINEER.

IMPORTANT: IF ALT. PHASING IS USED DURING FREE RUN AND COORDINATION, DO NOT OPERATE TIME OF DAY PAGE CHANGE EVENTS CONCURRENTLY WITH COORDINATION PLAN EVENTS IN THE EVENT SCHEDULER. (EX. FREE RUN PAGE CHANGE EVENT SHOULD END BEFORE COORDINATION PLAN EVENT STARTS AND VICE-VERSA).

ALTERNATE PHASING PAGE CHANGE SUMMARY

THE FOLLOWING IS A SUMMARY OF WHAT TAKES PLACE WHEN THESE OVERLAP/INPUT PAGE CHANGES ACTIVATE TO CALL THE "ALTERNATE PHASING":

OVERLAPS PAGE 2: Modifies overlap parent phase for head 51 to run protected turns only.

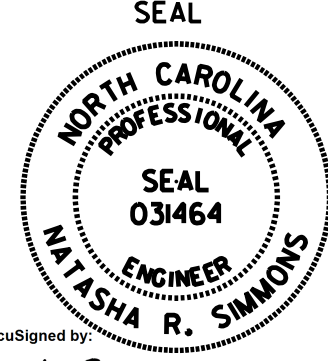

INPUTS PAGE 2: Disables phase 2 call on loop 5A and reduces delay time for phase 5 call on loop 5A to 0 seconds.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-1125T1
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 SEALED: 9/10/2021
 REVISED: N/A

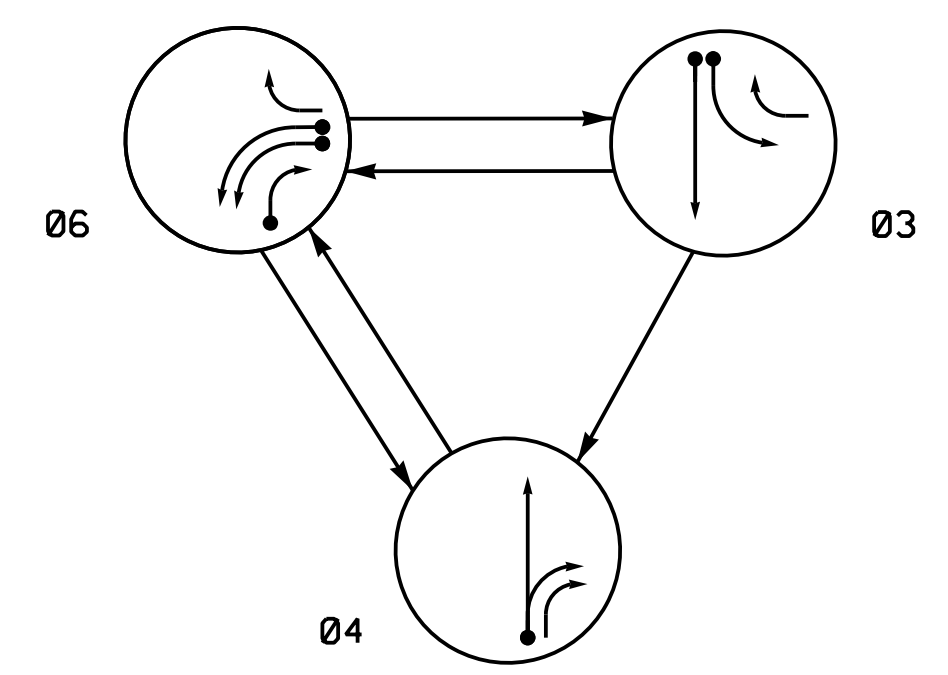
Electrical Detail - Sheet 4 of 4
 New Installation
 Temporary Design 1

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ELECTRICAL AND PROGRAMMING DETAILS FOR:	NC 133 (Long Beach Road) at SR 1969 (Old Long Beach Road) / Southport Crossing Entrance Division 03 Brunswick Co. Southport	SEAL 
Prepared for: 	PLAN DATE: June 2017 REVIEWED BY: A.D. Klinksiek PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons	DocuSigned by: Natasha Simmons 9/10/2021
750 N. Greenfield Pkwy, Corner, NC 27529	REVISIONS INIT. DATE	SIGNATURE DATE _____ _____ _____ _____
		SIG. INVENTORY NO. 03-1125T1

PHASING DIAGRAM

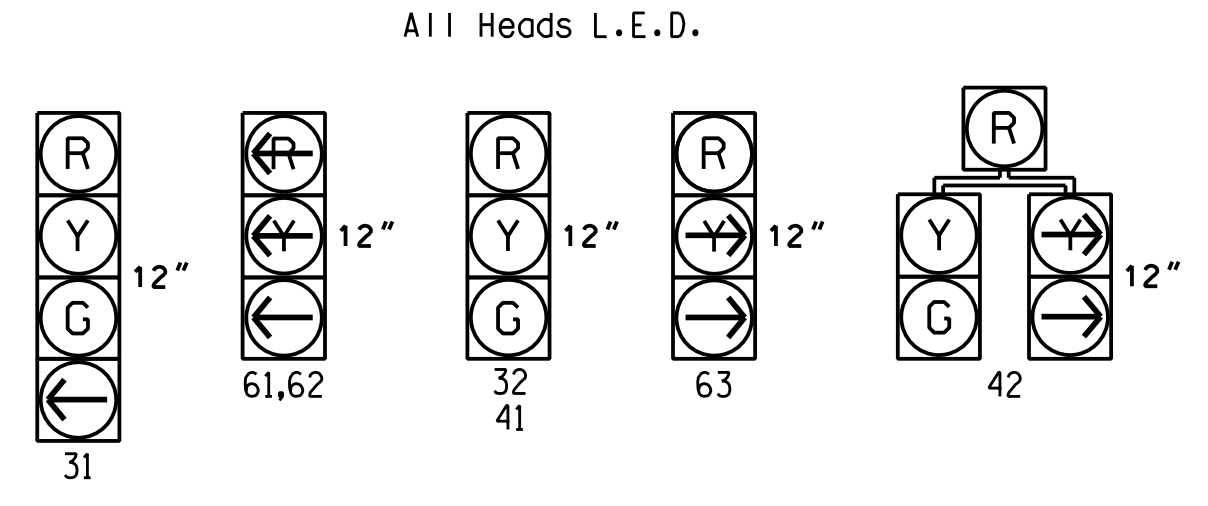


PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE			
	06	03	04	FLASH
31	R	G	R	R
32	R	G	R	R
41	R	R	G	R
42	R	R	G	R
61,62	-	-	-	-
63	-	-	R	-

SIGNAL FACE I.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
3A	6X40	0	*	*	3	Y	Y	-	-	3	-	Y
3B	6X40	0	*	*	3	Y	Y	-	-	-	-	-
4A	6X40	0	*	*	4	Y	Y	-	-	-	-	-
6A	6X6	300	*	*	6	Y	Y	-	-	-	-	-
6B	6X6	300	*	*	6	Y	Y	-	-	-	-	-
6C	6X40	0	*	*	6	Y	Y	Y	2.0	5	-	Y
6D	6X40	0	*	*	6	Y	Y	Y	2.0	5	-	Y
6E	6X40	0	*	*	6	Y	Y	-	-	-	-	Y

* Multizone Microwave Detection.

3 Phase Fully Actuated (NC 133 Closed Loop System)

NOTES

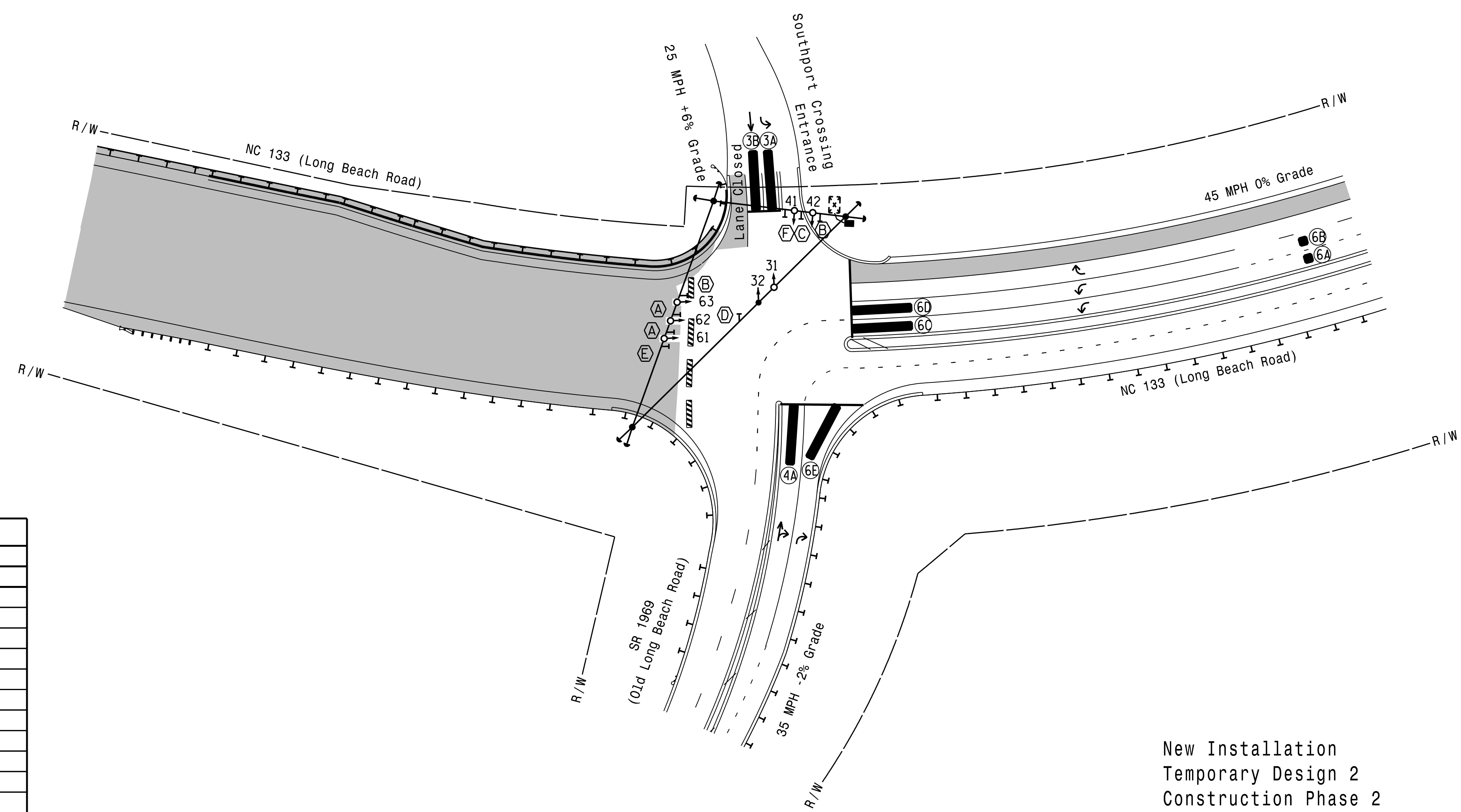
- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- The order of Phase 3 and Phase 4 may be reversed.
- Reposition existing signal head numbered 32.
- Set all detector units to presence mode.
- 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.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Closed loop system data: Controller Asset #: 1125.

LEGEND

PROPOSED	EXISTING
○ → Traffic Signal Head	● → N/A
○ → Modified Signal Head	○ → N/A
○ → Sign	○ → 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
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
(A) Left Arrow "ONLY" Sign (R3-5L)	(A) N/A
(B) Right Arrow "ONLY" Sign (R3-5R)	(B) N/A
(C) Combined Through and Right Arrow Sign (R3-6R)	(C) N/A
(D) No Right Turn Sign (R3-1)	(D) N/A
(E) No U Turn Sign (R3-4)	(E) N/A
(F) No Left Turn Sign (R3-2)	(F) N/A

OASIS 2070 TIMING CHART			
FEATURE	PHASE		
	3	4	6
Min Green 1 *	7	7	12
Extension 1 *	2.0	2.0	2.0
Max Green 1 *	30	30	60
Yellow Clearance	3.0	4.0	3.0
Red Clearance	3.3	1.6	3.2
Red Revert	2.0	2.0	2.0
Walk 1 *	-	-	-
Don't Walk 1	-	-	-
Seconds Per Actuation *	-	-	-
Max Variable Initial *	-	-	-
Time Before Reduction *	-	-	-
Time To Reduce *	-	-	-
Minimum Gap	-	-	-
Recall Mode	-	-	MIN RECALL
Vehicle Call Memory	-	-	-
Dual Entry	-	-	-
Simultaneous Gap	ON	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.



New Installation
Temporary Design 2
Construction Phase 2

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	NC 133 (Long Beach Road) at SR 1969 (Old Long Beach Road) / Southport Crossing Entrance		
	Division 03 Brunswick Co. Southport PLAN DATE: June 2017 REVIEWED BY: A.D. Klinskiesk PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons	REVISIONS INIT. DATE SIGNATURE DATE 9/10/2021	

LOGICAL I/O PROCESSOR PROGRAMMING DETAIL
TO PRODUCE SPECIAL FYA-PPLT SIGNAL SEQUENCE

(program controller as shown below)

- FROM MAIN MENU PRESS '2' (PHASE CONTROL), THEN '1' (PHASE CONTROL FUNCTIONS). SCROLL TO THE BOTTOM OF THE MENU.
!DISABLE ACT LOGIC COMMANDS 1, 2, AND 3.!

OVERLAP PROGRAMMING DETAIL
(program controller as shown below)

FROM MAIN MENU PRESS '8' (OVERLAPS),
THEN '1' (VEHICLE OVERLAP SETTINGS).

```

PAGE 1: VEHICLE OVERLAP 'A' SETTINGS
PHASE:           12345678910111213141516
VEH OVL PARENTS: XX
VEH OVL NOT VEH:
VEH OVL NOT PED:
VEH OVL GRN EXT:
STARTUP COLOR:  - RED  - YELLOW  - GREEN
FLASH COLORS:  - RED  - YELLOW  - GREEN
SELECT VEHICLE OVERLAP OPTIONS: (Y/N)
FLASH YELLOW IN CONTROLLER FLASH?...Y
GREEN EXTENSION (0-255 SEC).....0
YELLOW CLEAR (0=PARENT,3-25.5 SEC)..0.0
RED CLEAR (0=PARENT,0.1-25.5 SEC)...0.0
OUTPUT AS PHASE # (0=NONE, 1-16)....0

```

OVERLAP PROGRAMMING COMPLETE

NOTE: RESET OVERLAP 'C' ON
PAGE 1 AND 2 TO DEFAULT VALUES.


Electrical Detail - Sheet 2 of 2
New Installation
Temporary Design 2

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

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 03-1125T2
DESIGNED: June 2017
SEALED: 9/10/2021
REVISED: N/A

HNTB
HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554
(919) 546-8997

ELECTRICAL AND PROGRAMMING
DETAILS FOR:



Prepared for:
750 N. Greenfield Pkwy, Corner, NC 27529

NC 133 (Long Beach Road) at
SR 1969 (Old Long Beach Road) /
Southport Crossing Entrance

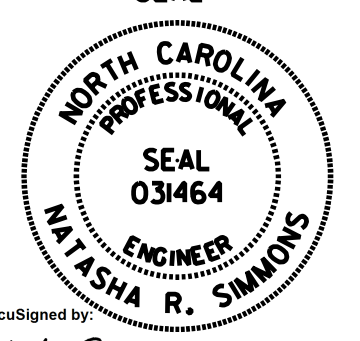
Division 03 Brunswick Co. Southport

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

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

REVISIONS	INIT.	DATE

SEAL

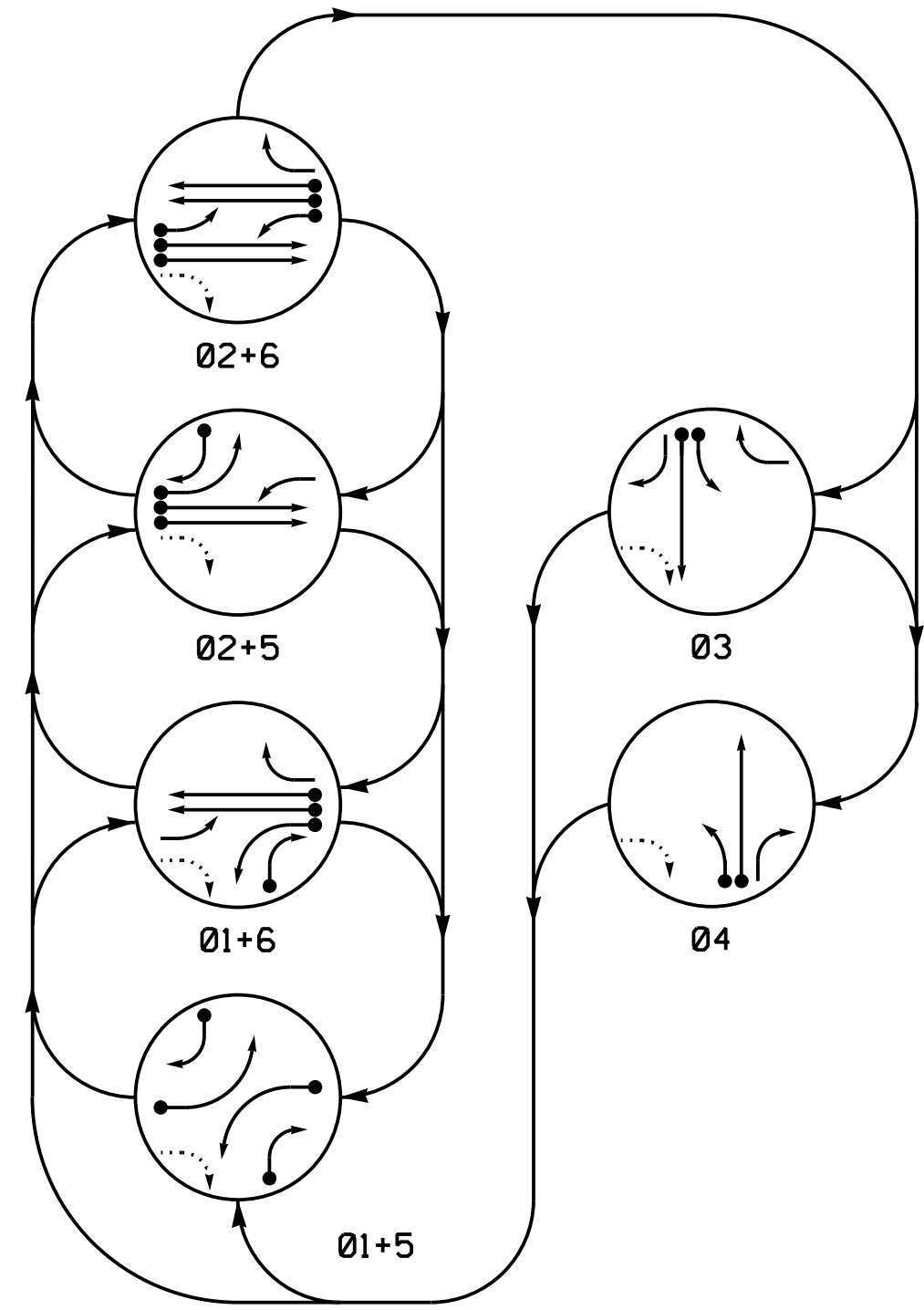


DocuSigned by:
Natasha Simmons
9/10/2021

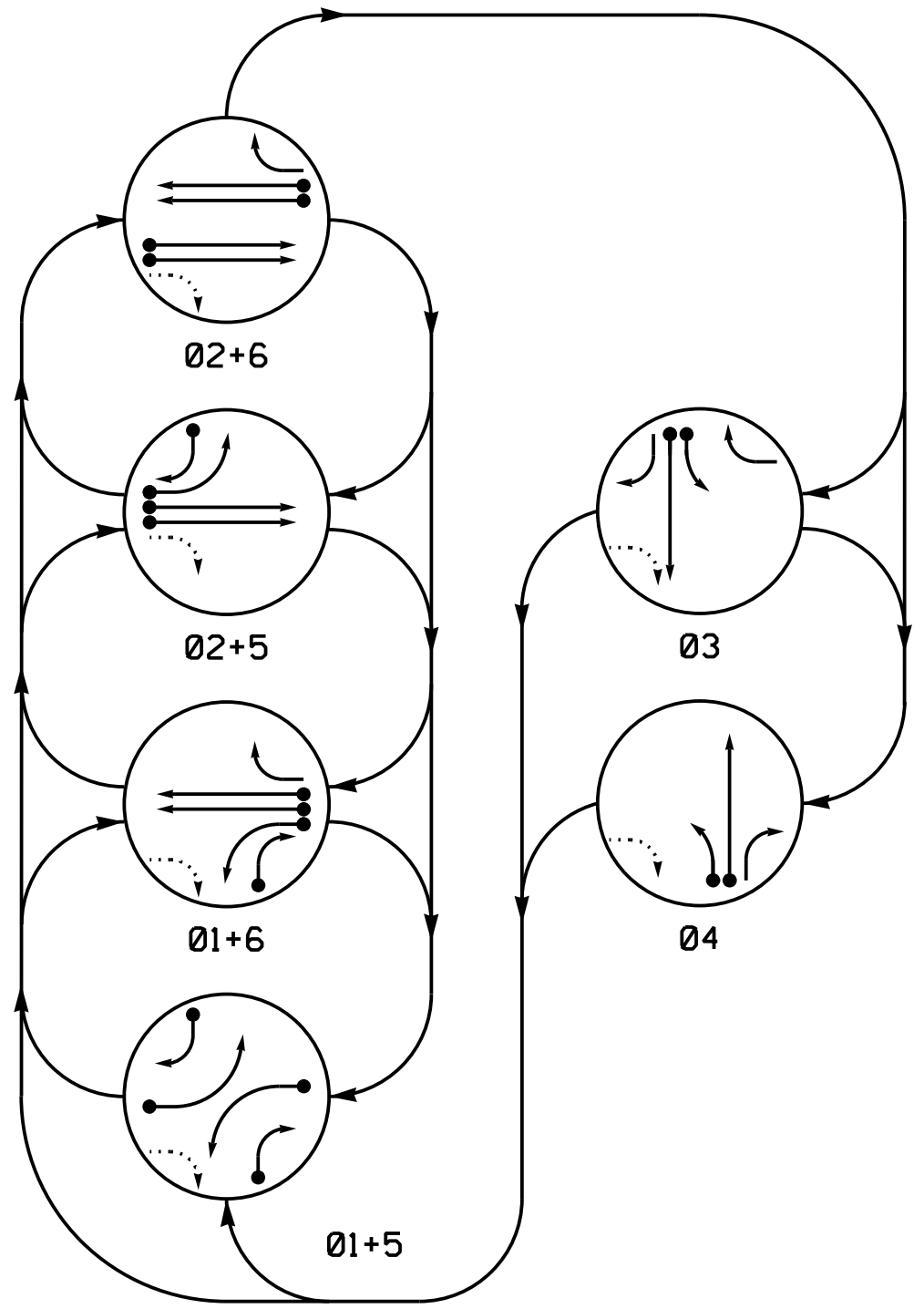
SIGNATURE DATE

SIG. INVENTORY NO. 03-1125T2

DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE					
	01+5	02+5	02+6	03	04	F L S H
11	—	—	—	—	—	—
21,22	R	R	G	G	R	R
31	R	R	R	R	G	R
32	R	R	R	R	G	R
33	F	F	F	F	R	R
41	R	R	R	R	G	Y
42	R	R	R	R	G	R
43	F	F	R	R	F	R
51	—	—	—	—	—	—
61,62,64	R	G	R	G	R	Y
63	R	F	F	F	R	Y

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE					
	01+5	02+5	02+6	03	04	F L S H
11	—	—	—	—	—	—
21,22	R	R	G	G	R	R
31	R	R	R	R	G	R
32	R	R	R	R	G	R
33	F	F	F	F	R	R
41	R	R	R	R	G	Y
42	R	R	R	R	G	R
43	F	F	R	R	F	R
51	—	—	—	—	—	—
61,62,64	R	G	R	G	R	Y
63	R	F	F	F	R	Y

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
1A	6X40	0	2-4-2	Y	1	Y	Y	-	-	**15	-	Y
1B	6X40	0	2-4-2	Y	1	Y	Y	-	-	15	-	Y
2A/S21	6X6	300	6	Y	2	Y	Y	-	-	-	-	Y
2B/S22	6X6	300	6	Y	2	Y	Y	-	-	-	-	Y
3A	6X40	0	2-4-2	Y	3	Y	Y	-	-	3	-	Y
3B	6X40	0	2-4-2	Y	3	Y	Y	-	-	-	-	Y
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	-	-	Y
4B	6X40	0	2-4-2	Y	4	Y	Y	-	-	-	-	Y
5A	6X40	0	2-4-2	Y	5	Y	Y	-	-	**15	-	Y
5B	6X40	0	2-4-2	Y	5	Y	Y	-	-	15	-	Y
6A/S23	6X6	300	4	Y	6	Y	Y	-	-	-	-	Y
6B/S24	6X6	300	4	Y	6	Y	Y	-	-	-	-	Y

6 Phase Fully Actuated (NC 133 Closed Loop System)

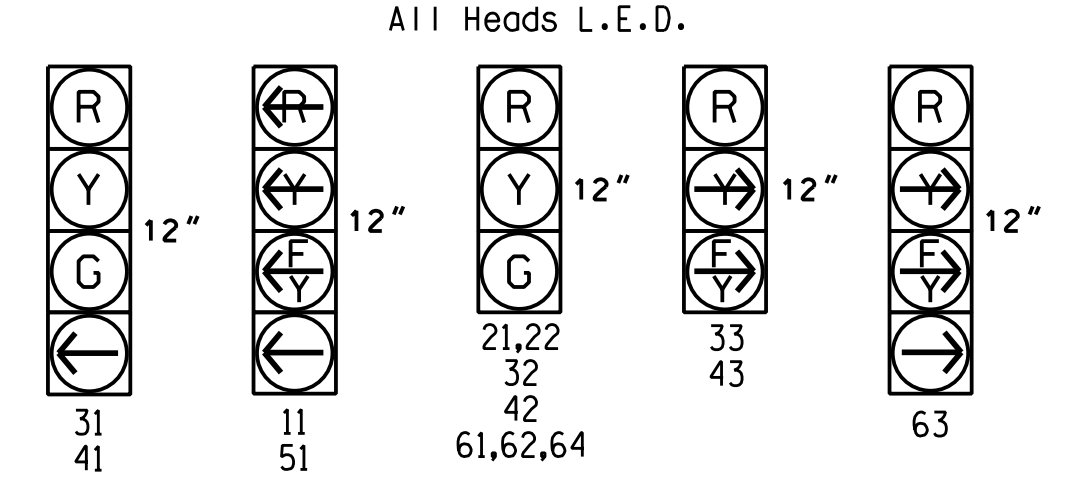
NOTES

- 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.
- The order of Phase 3 and Phase 4 may be reversed.
- Set all detector units to presence mode.
- 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.
- Closed loop system data: Controller Asset #: 1125.

PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE I.D.

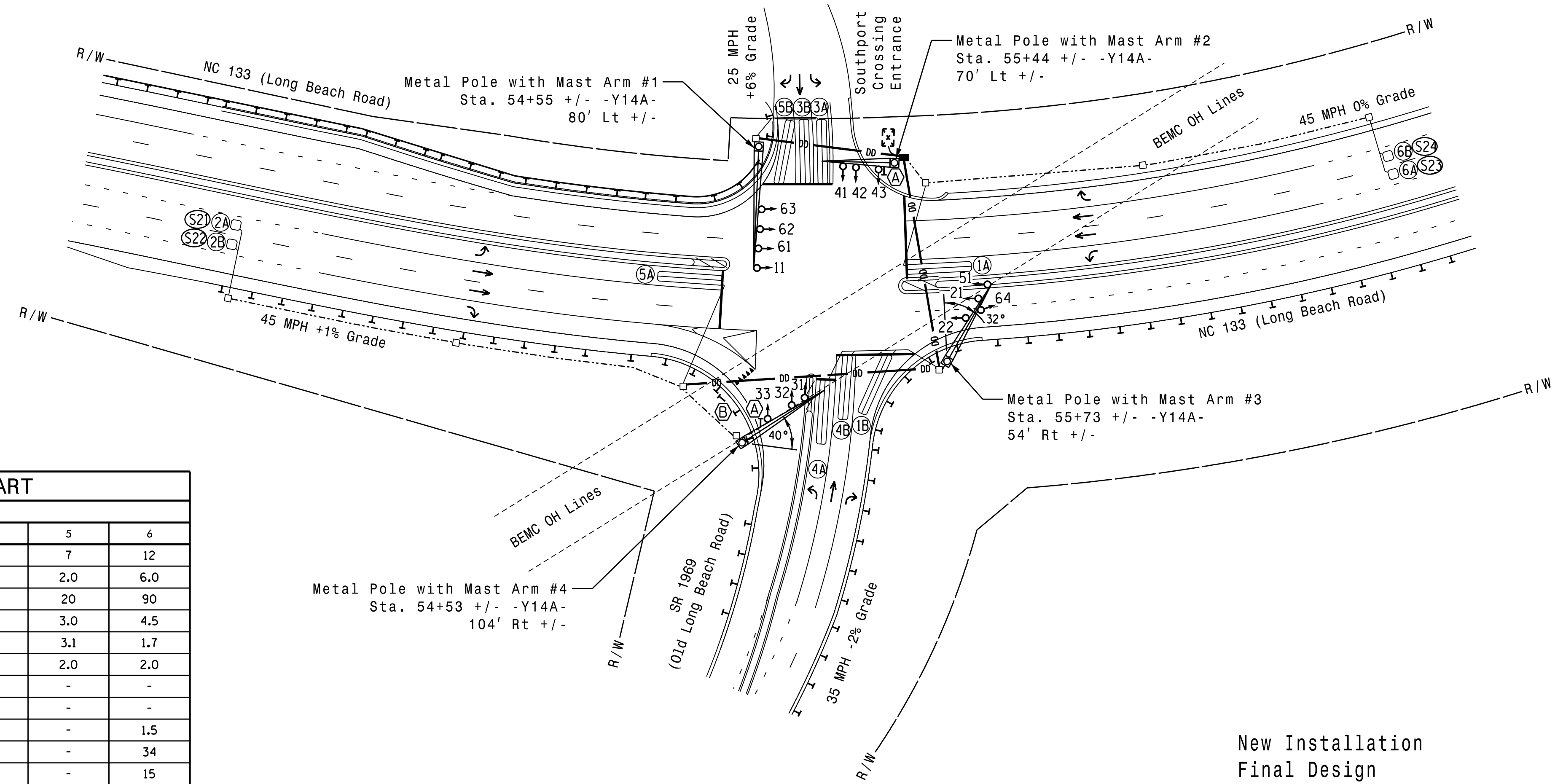


* Disable phase 2 and 6 call for 1A and 5A during alternate phasing operation.
 ** Reduce delay to 3 seconds for 1A and 5A during alternate phasing operation.

OASIS 2070 TIMING CHART

FEATURE	PHASE					
	1	2	3	4	5	6
Min Green 1*	7	12	7	7	7	12
Extension 1*	2.0	6.0	2.0	2.0	2.0	6.0
Max Green 1*	20	90	30	30	20	90
Yellow Clearance	3.0	4.5	4.0	3.0	3.0	4.5
Red Clearance	2.8	1.7	1.9	2.9	3.1	1.7
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1*	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-
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	-	-	-	-	-	-
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	● → Traffic Signal Head
○ → Modified Signal Head	○ → N/A
⊥ Pedestrian Signal Head With Push Button & Sign	⊥ Pedestrian Signal Head With Push Button & Sign
⊥ Signal Pole with Guy	⊥ Signal Pole with Guy
⊥ Signal Pole with Sidewalk Guy	⊥ Signal Pole with Sidewalk Guy
⊥ 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	N/A
⊥ Metal Pole with Mastarm	⊥ Metal Pole with Mastarm
⊥ Guardrail	⊥ Guardrail
⊙ "RIGHT TURN MUST YIELD TO U-TURN" Sign	⊙ "RIGHT TURN MUST YIELD TO U-TURN" Sign
⊙ "YIELD" Sign (R1-2)	⊙ "YIELD" Sign (R1-2)

New Installation Final Design

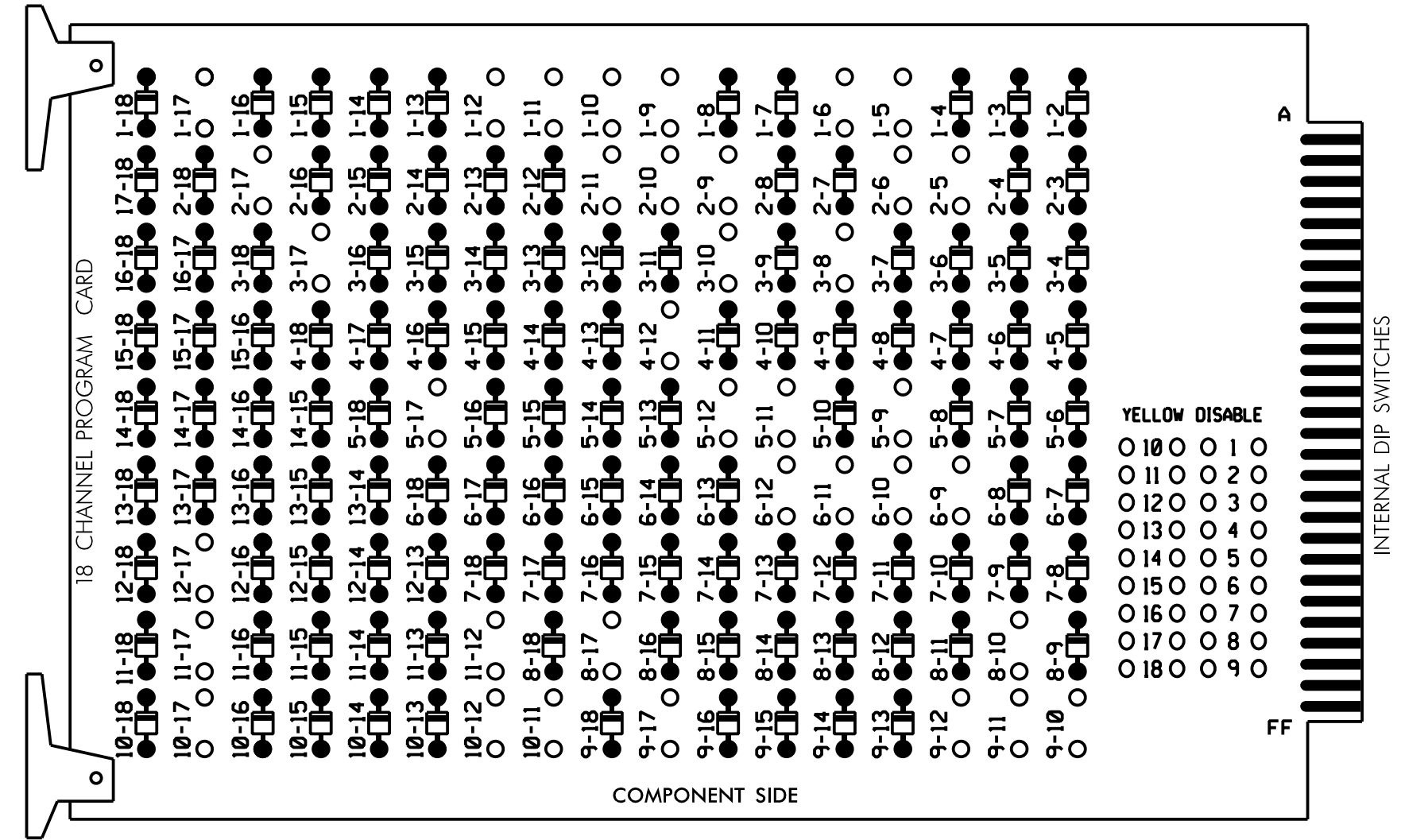
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

	Prepared For: TRANSPORTATION MOBILITY AND SAFETY DIVISION NORTH CAROLINA DEPARTMENT OF TRANSPORTATION Signal Design Section	NC 133 (Long Beach Road) at SR 1969 (Old Long Beach Road) / Southport Crossing Entrance Division 03 Brunswick Co. Southport PLAN DATE: June 2017 REVIEWED BY: A.D. Klinskyk PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons	SEAL
	750 N. Greenfield Pkwy, Garner, NC 27529 HNTB NORTH CAROLINA, P.C. 343 E. Six Forks Road, Suite 200 Raleigh, North Carolina 27609 NC License No: C-1554 (919) 546-8997	SCALE 0 50 1" = 50'	REVISIONS INIT. DATE _____ _____ _____

EDI MODEL 2018ECL-NC CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)

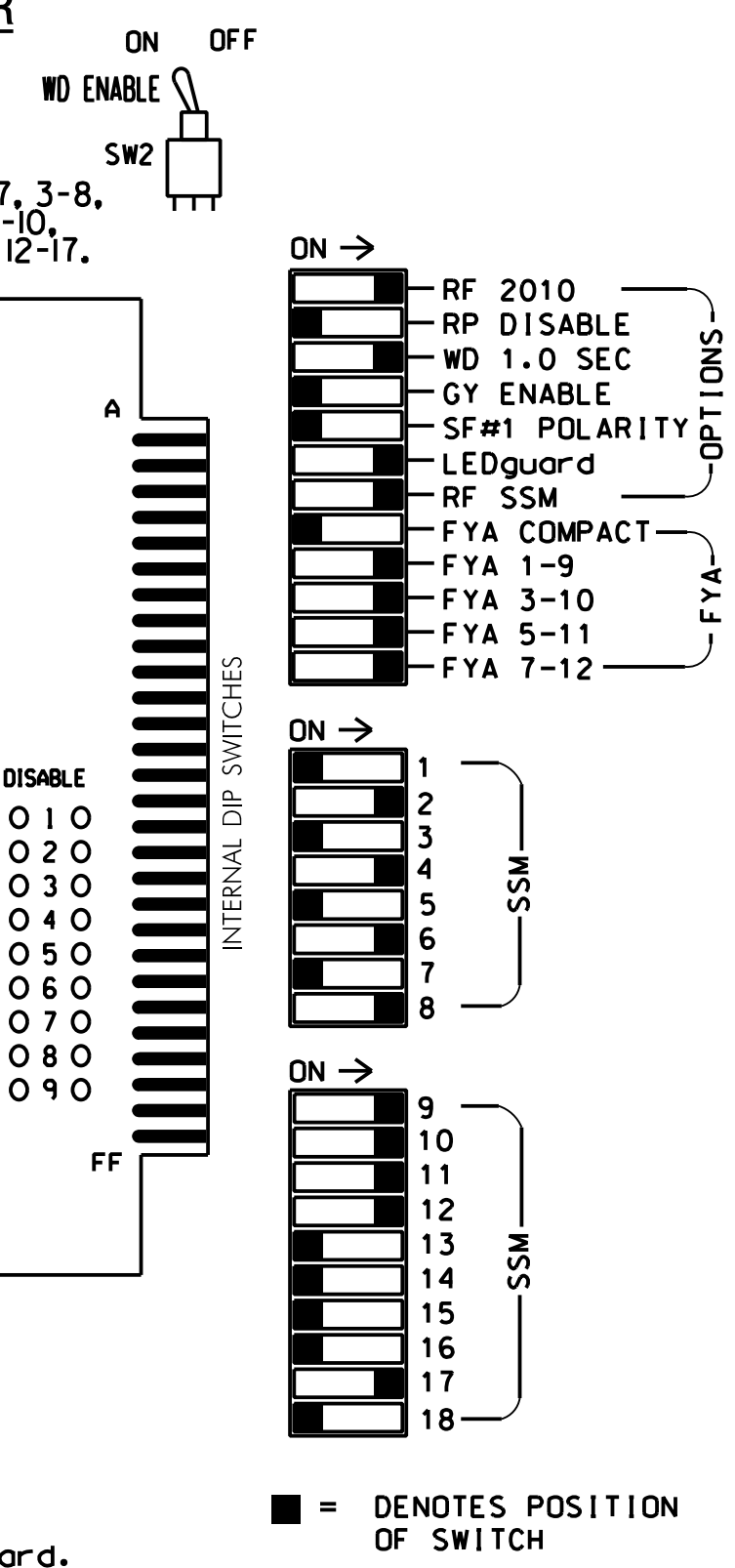
REMOVE DIODE JUMPERS 1-5, 1-6, 1-9, 1-10, 1-11, 1-12, 1-17, 2-5, 2-6, 2-9, 2-10, 2-11, 2-17, 3-8, 3-10, 3-17, 4-12, 5-9, 5-11, 5-12, 5-17, 6-9, 6-10, 6-11, 6-12, 8-10, 8-17, 9-10, 9-11, 9-12, 9-17, 10-11, 10-12, 10-17, 11-2, 11-17, and 12-17.



REMOVE JUMPERS AS SHOWN

NOTES:

- Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
- Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
- Ensure that Red Enable is active at all times during normal operation.
- Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.



NOTES

- To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
- Enable Simultaneous Gap-Out for all Phases.
- Program phases 2 and 6 for Variable Initial and Gap Reduction.
- Program phases 2 and 6 for Startup In Green.
- Program phases 2 and 6 for Yellow Flash, and overlaps 1, 2, and 5 as Wag Overlaps.
- If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.
- The cabinet and controller are part of the NC 133 Closed Loop System.

EQUIPMENT INFORMATION

CONTROLLER.....2070E
 CABINET.....332 W/AUX
 SOFTWARE.....ECONOLITE OASIS
 CABINET MOUNT.....BASE
 OUTPUT FILE POSITIONS...18 WITH AUX. OUTPUT FILE
 LOAD SWITCHES USED.....S1,S2,S4,S5,S7,S8,S11,AUX S1, AUX S2,AUX S3,AUX S4,AUX S5
 PHASES USED.....1,2,3,4,5,6
 OVERLAP "A".....1+2
 OVERLAP "B".....3+6
 OVERLAP "C".....5+6
 OVERLAP "D".....1+4
 OVERLAP "E".....3+5
 OVERLAP "F".....NOT USED
 OVERLAP "G".....3

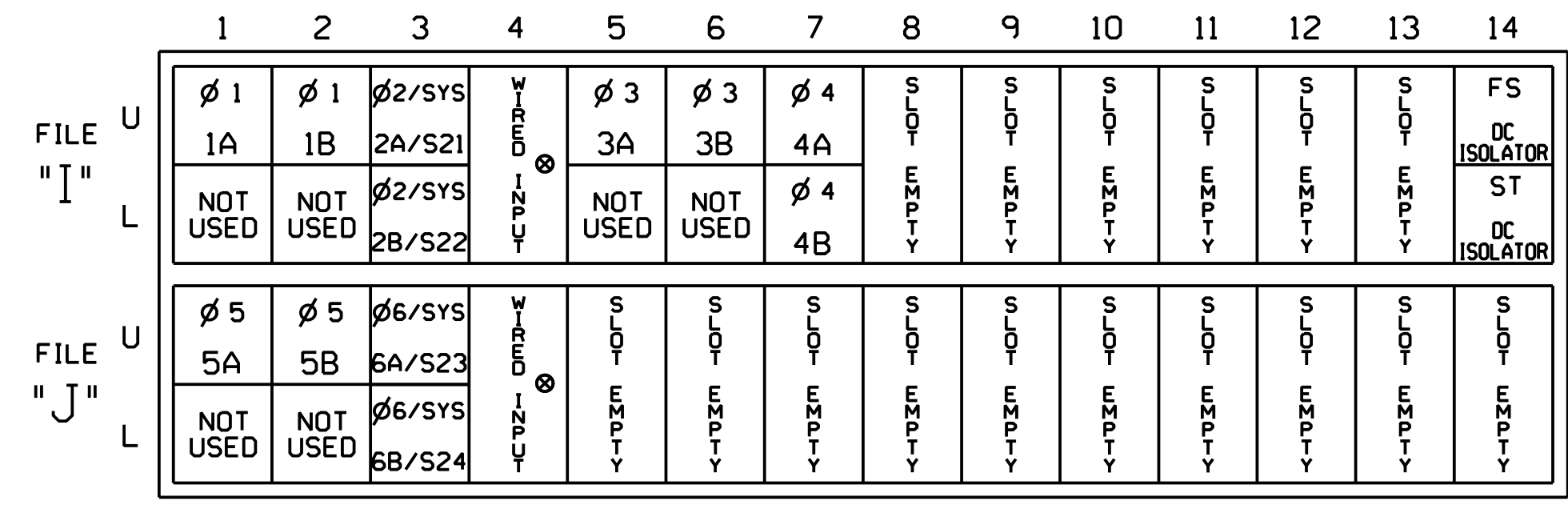
SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6	
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18	
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	OLG	8 PED	OLA	OLA	OLE	OLC	OLD	NU	
SIGNAL HEAD NO.	11	21,22	NU	63	41	42	NU	51	61,62,64	NU	31	32	NU	11	63	33	51	43	
RED		128			101	101			134		107	107			A124	A111		A101	
YELLOW	*	129		*	102	102		*	135		108	108							
GREEN		130			103	103			136		109	109							
RED ARROW															A121			A114	
YELLOW ARROW															A122	A125	A112	A115	A102
FLASHING YELLOW ARROW															A123	A126	A113	A116	A103
GREEN ARROW	127				118	103			133		109								

NU = Not Used
 * Denotes install load resistor. See load resistor installation detail this sheet.
 ★ See pictorial of head wiring in detail this sheet.
 NOTE: Load switches S11 and AUX S3 require output remapping. See sheets 7 and 8 of this electrical detail for instructions.

INPUT FILE POSITION LAYOUT

(front view)



EX.: 1A, 2A, ETC. = LOOP NO.'S
 FS = FLASH SENSE
 ST = STOP TIME

⊗ Wired Input - Do not populate slot with detector card

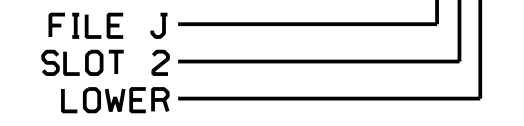
INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT ASSIGNMENT NO.	DETECTOR NO.	NEMA PHASE	CALL	EXTEND	FULL TIME DELAY	STRETCH TIME	DELAY TIME
1A ¹	TB2-1,2	J1U	56	18	1	1	Y	Y			15
	-	J4U	48	10★	26	6	Y	Y	Y		3
	-	J1U	56	18★	51	1	Y	Y			3
1B	TB2-5,6	J2U	39	1	2	1	Y	Y			15
2A/S21	TB2-9,10	J3U	63	25	32	2/SYS	Y	Y			
2B/S22	TB2-11,12	J3L	76	38	42	2/SYS	Y	Y			
3A	TB4-5,6	J5U	58	20	3	3	Y	Y			
3B	TB4-9,10	J6U	41	3	3	3	Y	Y			
4A	TB6-1,2	J7U	65	27	34	4	Y	Y			
4B	TB6-3,4	J7L	78	40	44	4	Y	Y			
5A ²	TB3-1,2	J1U	55	17	5	5	Y	Y			15
	-	J4U	47	9★	22	2	Y	Y	Y		3
	-	J1U	55	17★	55	5	Y	Y			3
5B	TB3-5,6	J2U	40	2	6	5	Y	Y			15
6A/S23	TB3-9,10	J3U	64	26	36	6/SYS	Y	Y			
6B/S24	TB3-11,12	J3L	77	39	46	6/SYS	Y	Y			

¹Add jumper from I1-W to J4-W, on rear of input file.
²Add jumper from J1-W to J4-W, on rear of input file.

★ See vehicle detector setup programming detail for alternate phasing on sheets 4 and 5.

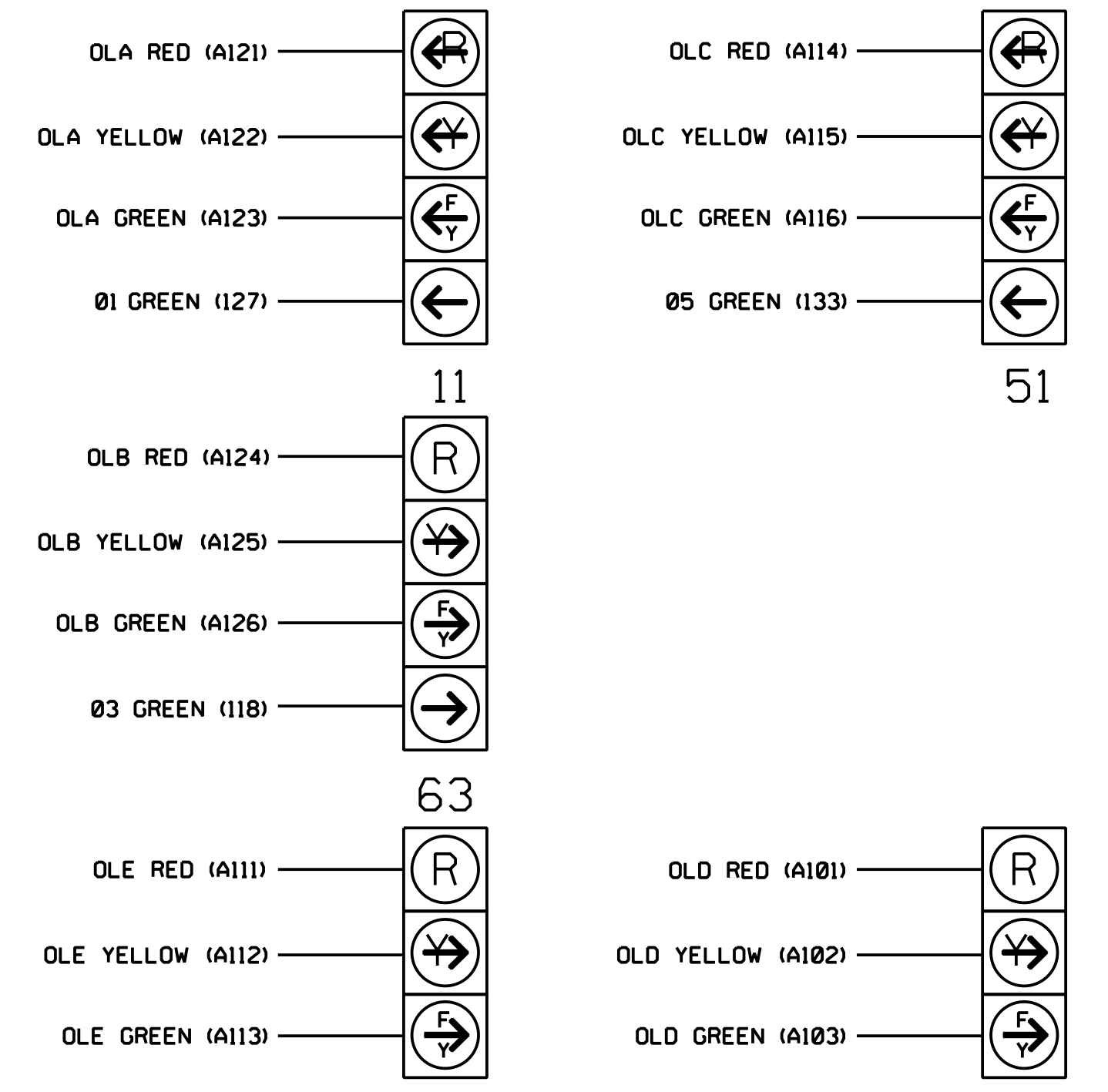
INPUT FILE POSITION LEGEND: J2L



THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-1125
 DESIGNED: June 2017
 SEALED: 9/10/2021
 REVISED: N/A

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



NOTE

The sequence display for signal heads 11, 51, and 63 requires special logic programming. See sheet 2 for programming instructions.

Electrical Detail - Sheet 1 of 8

New Installation
 Final Design

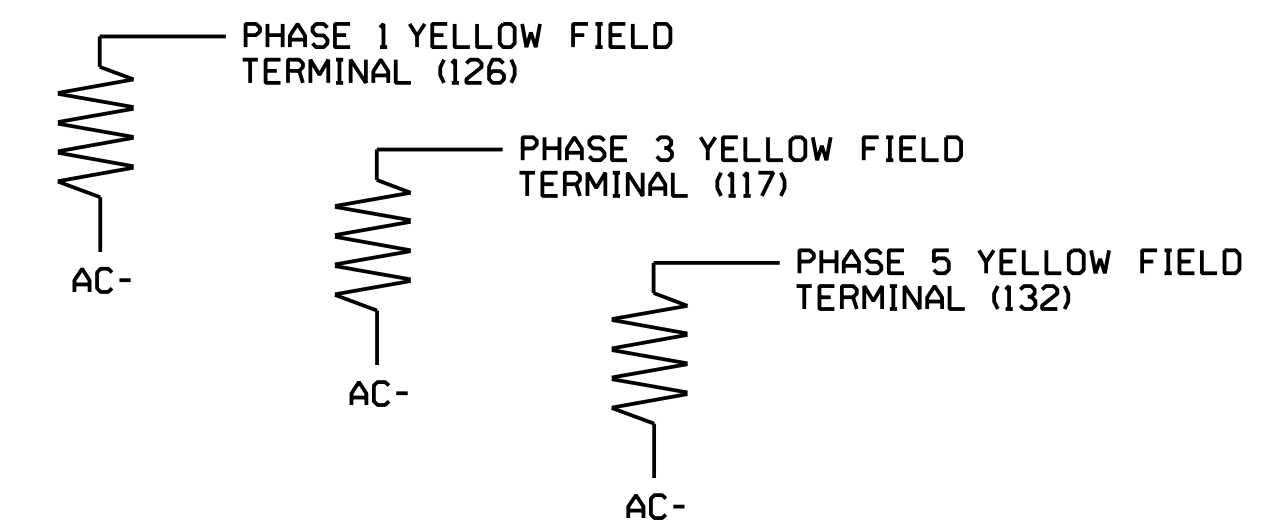
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LOAD RESISTOR INSTALLATION DETAIL

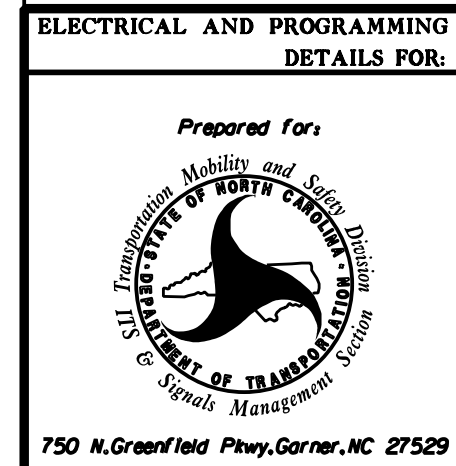
(install resistors as shown)

ACCEPTABLE VALUES

VALUE (ohms)	WATTAGE
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



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NC 133 (Long Beach Road) at SR 1969 (Old Long Beach Road) / Southport Crossing Entrance
 Division 03 Brunswick Co. Southport
 PLAN DATE: June 2017 REVIEWED BY: A.D. Klinskiak
 PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons

REVISIONS	INIT.	DATE

SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 031464
 NATASHA R. SIMMONS

OVERLAP PROGRAMMING DETAIL FOR DEFAULT PHASING

(program controller as shown below)

FROM MAIN MENU PRESS '8' (OVERLAPS), THEN '1' (VEHICLE OVERLAP SETTINGS).

```

PAGE 1: VEHICLE OVERLAP 'A' SETTINGS
PHASE: :12345678910111213141516
VEH OVL PARENTS: :XX
VEH OVL NOT VEH: :
VEH OVL NOT PED: :
VEH OVL GRN EXT: :
STARTUP COLOR: - RED - YELLOW - GREEN
FLASH COLORS: - RED - YELLOW X GREEN
SELECT VEHICLE OVERLAP OPTIONS: (Y/N)
FLASH YELLOW IN CONTROLLER FLASH?...Y
GREEN EXTENSION (0-255 SEC)...0
YELLOW CLEAR (0=PARENT,3-25.5 SEC)...0.0
RED CLEAR (0=PARENT,0.1-25.5 SEC)...0.0
OUTPUT AS PHASE # (0=NONE, 1-16)...0
  
```

← NOTICE GREEN FLASH

PRESS '+'

```

PAGE 1: VEHICLE OVERLAP 'B' SETTINGS
PHASE: :12345678910111213141516
VEH OVL PARENTS: :X X
VEH OVL NOT VEH: :
VEH OVL NOT PED: :
VEH OVL GRN EXT: :
STARTUP COLOR: - RED - YELLOW - GREEN
FLASH COLORS: - RED - YELLOW X GREEN
SELECT VEHICLE OVERLAP OPTIONS: (Y/N)
FLASH YELLOW IN CONTROLLER FLASH?...N
GREEN EXTENSION (0-255 SEC)...0
YELLOW CLEAR (0=PARENT,3-25.5 SEC)...0.0
RED CLEAR (0=PARENT,0.1-25.5 SEC)...0.0
OUTPUT AS PHASE # (0=NONE, 1-16)...0
  
```

← NOTICE GREEN FLASH

PRESS '+'

```

PAGE 1: VEHICLE OVERLAP 'C' SETTINGS
PHASE: :12345678910111213141516
VEH OVL PARENTS: :XX
VEH OVL NOT VEH: :
VEH OVL NOT PED: :
VEH OVL GRN EXT: :
STARTUP COLOR: - RED - YELLOW - GREEN
FLASH COLORS: - RED - YELLOW X GREEN
SELECT VEHICLE OVERLAP OPTIONS: (Y/N)
FLASH YELLOW IN CONTROLLER FLASH?...Y
GREEN EXTENSION (0-255 SEC)...0
YELLOW CLEAR (0=PARENT,3-25.5 SEC)...0.0
RED CLEAR (0=PARENT,0.1-25.5 SEC)...0.0
OUTPUT AS PHASE # (0=NONE, 1-16)...0
  
```

← NOTICE GREEN FLASH

PRESS '+'

```

PAGE 1: VEHICLE OVERLAP 'D' SETTINGS
PHASE: :12345678910111213141516
VEH OVL PARENTS: :X X
VEH OVL NOT VEH: :
VEH OVL NOT PED: :
VEH OVL GRN EXT: :
STARTUP COLOR: - RED - YELLOW - GREEN
FLASH COLORS: - RED - YELLOW X GREEN
SELECT VEHICLE OVERLAP OPTIONS: (Y/N)
FLASH YELLOW IN CONTROLLER FLASH?...N
GREEN EXTENSION (0-255 SEC)...0
YELLOW CLEAR (0=PARENT,3-25.5 SEC)...0.0
RED CLEAR (0=PARENT,0.1-25.5 SEC)...0.0
OUTPUT AS PHASE # (0=NONE, 1-16)...0
  
```

← NOTICE GREEN FLASH

PRESS '+'

```

PAGE 1: VEHICLE OVERLAP 'E' SETTINGS
PHASE: :12345678910111213141516
VEH OVL PARENTS: :X X
VEH OVL NOT VEH: :
VEH OVL NOT PED: :
VEH OVL GRN EXT: :
STARTUP COLOR: - RED - YELLOW - GREEN
FLASH COLORS: - RED - YELLOW X GREEN
SELECT VEHICLE OVERLAP OPTIONS: (Y/N)
FLASH YELLOW IN CONTROLLER FLASH?...N
GREEN EXTENSION (0-255 SEC)...0
YELLOW CLEAR (0=PARENT,3-25.5 SEC)...0.0
RED CLEAR (0=PARENT,0.1-25.5 SEC)...0.0
OUTPUT AS PHASE # (0=NONE, 1-16)...0
  
```

← NOTICE GREEN FLASH

PRESS '+' TWICE

```

PAGE 1: VEHICLE OVERLAP 'G' SETTINGS
PHASE: :12345678910111213141516
VEH OVL PARENTS: :X
VEH OVL NOT VEH: :
VEH OVL NOT PED: :
VEH OVL GRN EXT: :
STARTUP COLOR: - RED - YELLOW - GREEN
FLASH COLORS: - RED - YELLOW - GREEN
SELECT VEHICLE OVERLAP OPTIONS: (Y/N)
FLASH YELLOW IN CONTROLLER FLASH?...Y
GREEN EXTENSION (0-255 SEC)...0
YELLOW CLEAR (0=PARENT,3-25.5 SEC)...0.0
RED CLEAR (0=PARENT,0.1-25.5 SEC)...0.0
OUTPUT AS PHASE # (0=NONE, 1-16)...0
  
```

OVERLAP PROGRAMMING COMPLETE

OVERLAP PROGRAMMING DETAIL FOR ALTERNATE PHASING

(program controller as shown below)

FROM MAIN MENU PRESS '8' (OVERLAPS), THEN '1' (VEHICLE OVERLAP SETTINGS), PRESS 'NEXT' TO ADVANCE TO PAGE 2.

NOTICE PAGE 2 →

```

PAGE 2: VEHICLE OVERLAP 'A' SETTINGS
PHASE: :12345678910111213141516
VEH OVL PARENTS: :X
VEH OVL NOT VEH: :
VEH OVL NOT PED: :
VEH OVL GRN EXT: :
STARTUP COLOR: - RED - YELLOW - GREEN
FLASH COLORS: - RED - YELLOW X GREEN
SELECT VEHICLE OVERLAP OPTIONS: (Y/N)
FLASH YELLOW IN CONTROLLER FLASH?...Y
GREEN EXTENSION (0-255 SEC)...0
YELLOW CLEAR (0=PARENT,3-25.5 SEC)...0.0
RED CLEAR (0=PARENT,0.1-25.5 SEC)...0.0
OUTPUT AS PHASE # (0=NONE, 1-16)...0
  
```

PRESS '+'

NOTICE PAGE 2 →

```

PAGE 2: VEHICLE OVERLAP 'B' SETTINGS
PHASE: :12345678910111213141516
VEH OVL PARENTS: :X X
VEH OVL NOT VEH: :
VEH OVL NOT PED: :
VEH OVL GRN EXT: :
STARTUP COLOR: - RED - YELLOW - GREEN
FLASH COLORS: - RED - YELLOW X GREEN
SELECT VEHICLE OVERLAP OPTIONS: (Y/N)
FLASH YELLOW IN CONTROLLER FLASH?...N
GREEN EXTENSION (0-255 SEC)...0
YELLOW CLEAR (0=PARENT,3-25.5 SEC)...0.0
RED CLEAR (0=PARENT,0.1-25.5 SEC)...0.0
OUTPUT AS PHASE # (0=NONE, 1-16)...0
  
```

PRESS '+'

← NOTICE GREEN FLASH

NOTICE PAGE 2 →

```

PAGE 2: VEHICLE OVERLAP 'C' SETTINGS
PHASE: :12345678910111213141516
VEH OVL PARENTS: :X
VEH OVL NOT VEH: :
VEH OVL NOT PED: :
VEH OVL GRN EXT: :
STARTUP COLOR: - RED - YELLOW - GREEN
FLASH COLORS: - RED - YELLOW X GREEN
SELECT VEHICLE OVERLAP OPTIONS: (Y/N)
FLASH YELLOW IN CONTROLLER FLASH?...Y
GREEN EXTENSION (0-255 SEC)...0
YELLOW CLEAR (0=PARENT,3-25.5 SEC)...0.0
RED CLEAR (0=PARENT,0.1-25.5 SEC)...0.0
OUTPUT AS PHASE # (0=NONE, 1-16)...0
  
```

PRESS '+'

NOTICE PAGE 2 →

```

PAGE 2: VEHICLE OVERLAP 'D' SETTINGS
PHASE: :12345678910111213141516
VEH OVL PARENTS: :X X
VEH OVL NOT VEH: :
VEH OVL NOT PED: :
VEH OVL GRN EXT: :
STARTUP COLOR: - RED - YELLOW - GREEN
FLASH COLORS: - RED - YELLOW X GREEN
SELECT VEHICLE OVERLAP OPTIONS: (Y/N)
FLASH YELLOW IN CONTROLLER FLASH?...N
GREEN EXTENSION (0-255 SEC)...0
YELLOW CLEAR (0=PARENT,3-25.5 SEC)...0.0
RED CLEAR (0=PARENT,0.1-25.5 SEC)...0.0
OUTPUT AS PHASE # (0=NONE, 1-16)...0
  
```

PRESS '+'

← NOTICE GREEN FLASH

NOTICE PAGE 2 →

```

PAGE 2: VEHICLE OVERLAP 'E' SETTINGS
PHASE: :12345678910111213141516
VEH OVL PARENTS: :X X
VEH OVL NOT VEH: :
VEH OVL NOT PED: :
VEH OVL GRN EXT: :
STARTUP COLOR: - RED - YELLOW - GREEN
FLASH COLORS: - RED - YELLOW X GREEN
SELECT VEHICLE OVERLAP OPTIONS: (Y/N)
FLASH YELLOW IN CONTROLLER FLASH?...N
GREEN EXTENSION (0-255 SEC)...0
YELLOW CLEAR (0=PARENT,3-25.5 SEC)...0.0
RED CLEAR (0=PARENT,0.1-25.5 SEC)...0.0
OUTPUT AS PHASE # (0=NONE, 1-16)...0
  
```

PRESS '+' TWICE

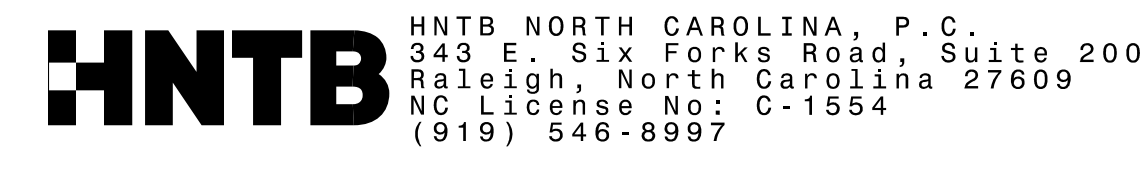
← NOTICE GREEN FLASH

```

PAGE 2: VEHICLE OVERLAP 'G' SETTINGS
PHASE: :12345678910111213141516
VEH OVL PARENTS: :X
VEH OVL NOT VEH: :
VEH OVL NOT PED: :
VEH OVL GRN EXT: :
STARTUP COLOR: - RED - YELLOW - GREEN
FLASH COLORS: - RED - YELLOW - GREEN
SELECT VEHICLE OVERLAP OPTIONS: (Y/N)
FLASH YELLOW IN CONTROLLER FLASH?...Y
GREEN EXTENSION (0-255 SEC)...0
YELLOW CLEAR (0=PARENT,3-25.5 SEC)...0.0
RED CLEAR (0=PARENT,0.1-25.5 SEC)...0.0
OUTPUT AS PHASE # (0=NONE, 1-16)...0
  
```

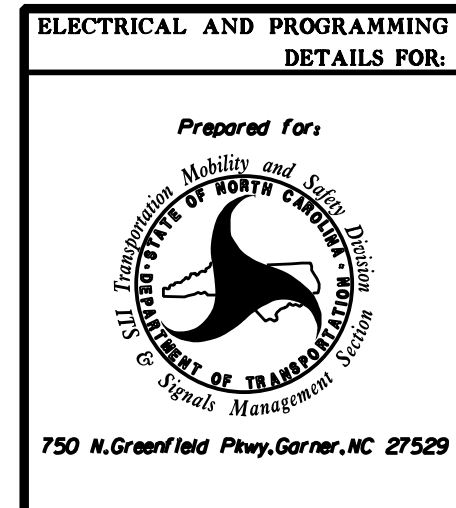
OVERLAP PROGRAMMING COMPLETE

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-1125
 DESIGNED: June 2017
 SEALED: 9/10/2021
 REVISED: N/A



Electrical Detail - Sheet 3 of 8
 New Installation
 Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



Prepared for:		NC 133 (Long Beach Road) at SR 1969 (Old Long Beach Road) / Southport Crossing Entrance	
Division 03	Brunswick Co.	Southport	
PLAN DATE:	June 2017	REVIEWED BY:	A.D. Klinksiek
PREPARED BY:	A.H. Thornburg	REVIEWED BY:	N.R. Simmons
REVISIONS	INIT.	DATE	

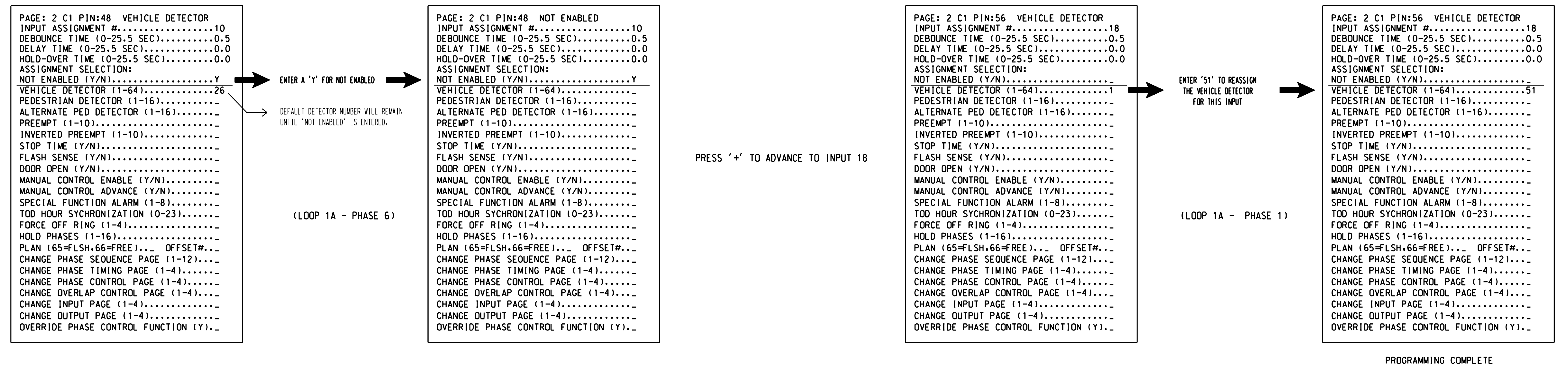
SEAL	9/10/2021
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 031464	
Signature: <i>Natasha Simmons</i>	
SIGNATURE	DATE
SIG. INVENTORY NO. 03-1125	

INPUT PAGE 2 ASSIGNMENT PROGRAMMING DETAIL FOR ALTERNATE PHASING - LOOP 1A

(program controller as shown below)

- NOTES: 1. THIS PROGRAMMING APPLIES FOR INPUT PAGE 2 ONLY. INPUT PAGE 1 WILL USE STANDARD DEFAULT SETTINGS. THIS PROGRAMMING IS NECESSARY FOR PROPER DETECTOR OPERATION DURING ALTERNATE PHASING OPERATION. 2. THE FIRST TASK THIS PROGRAMMING ACCOMPLISHES IS THE DISABLING OF INPUT #10 (DETECTOR 26) SO THAT A VEHICLE CALL WILL NOT BE PLACED TO PHASE 6 DURING ALTERNATE PHASING OPERATION. THE SECOND TASK THIS PROGRAMMING ACCOMPLISHES IS THAT IT REASSIGNS DETECTOR 51 TO INPUT #18 SO THAT THE DELAY ON LOOP 1A CAN BE REDUCED FROM 15 SECONDS TO 3 SECONDS.

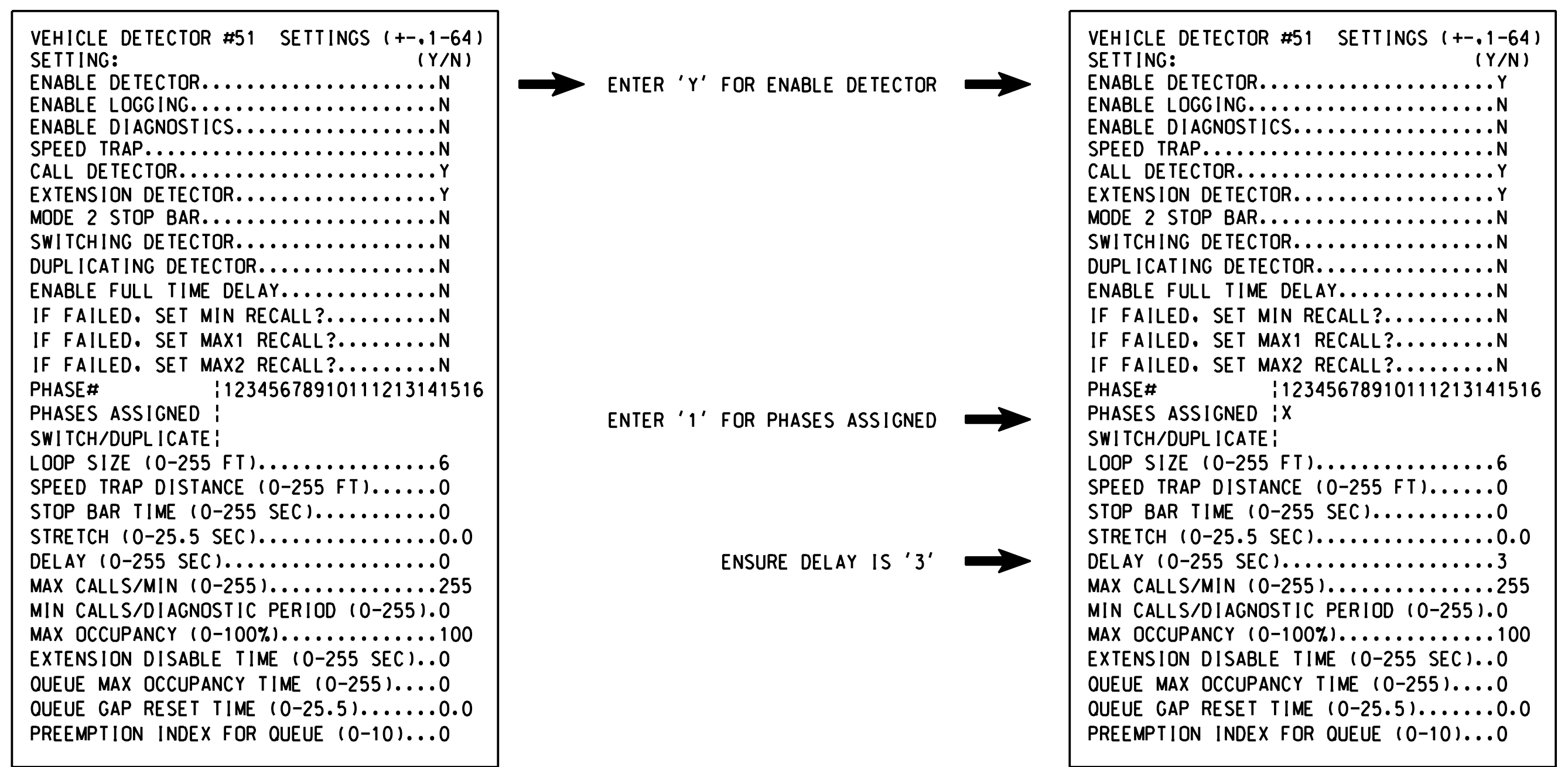
FROM MAIN MENU PRESS '5' (INPUTS). THEN PRESS 'NEXT' TO GET TO INPUT PAGE '2'. PRESS THE '+' KEY UNTIL INPUT 10 IS REACHED.



SPECIAL DETECTOR PROGRAMMING DETAIL - LOOP 1A (ALT.)

(program controller as shown below)

FROM MAIN MENU PRESS '7' (DETECTORS). THEN PRESS '1' FOR VEHICLE DETECTORS. PRESS THE '-' KEY TO GET TO VEHICLE DETECTOR #51.



NOTE: DETECTOR IS PROGRAMMED PER THE INPUT FILE CONNECTION AND PROGRAMMING CHART SHOWN ON SHEET 1.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-1125 DESIGNED: June 2017 SEALED: 9/10/2021 REVISED: N/A

Electrical Detail - Sheet 4 of 8 New Installation Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

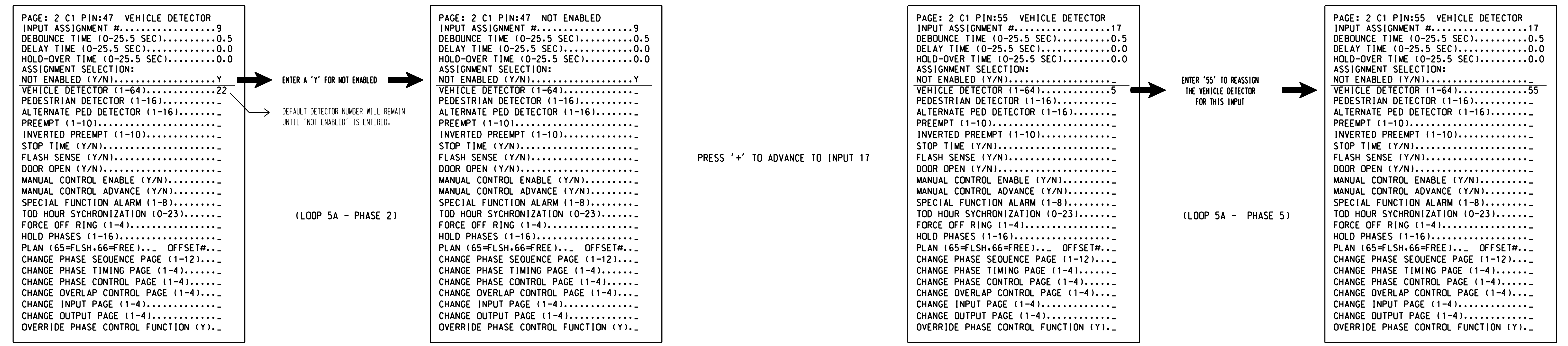
Table with project details: NC 133 (Long Beach Road) at SR 1969 (Old Long Beach Road) / Southport Crossing Entrance. Includes fields for Division 03, Brunswick Co., Southport, Plan Date (June 2017), Reviewed By (A.D. Klinksiek), Prepared By (A.H. Thornburg), and Reviewed By (N.R. Simmons). Includes a signature block for Natasha Simmons, dated 9/10/2021, and a seal for the North Carolina Professional Engineer, Natasha R. Simmons, Seal 031464. Includes a signature block for A.H. Thornburg, dated 9/10/2021, and a seal for the North Carolina Professional Engineer, A.H. Thornburg, Seal 031464. Includes a signature block for N.R. Simmons, dated 9/10/2021, and a seal for the North Carolina Professional Engineer, N.R. Simmons, Seal 031464. Includes a signature block for A.D. Klinksiek, dated 9/10/2021, and a seal for the North Carolina Professional Engineer, A.D. Klinksiek, Seal 031464. Includes a signature block for J. Simmons, dated 9/10/2021, and a seal for the North Carolina Professional Engineer, J. Simmons, Seal 031464.

INPUT PAGE 2 ASSIGNMENT PROGRAMMING DETAIL FOR ALTERNATE PHASING - LOOP 5A

(program controller as shown below)

- NOTES: 1. THIS PROGRAMMING APPLIES FOR INPUT PAGE 2 ONLY. INPUT PAGE 1 WILL USE STANDARD DEFAULT SETTINGS. THIS PROGRAMMING IS NECESSARY FOR PROPER DETECTOR OPERATION DURING ALTERNATE PHASING OPERATION. 2. THE FIRST TASK THIS PROGRAMMING ACCOMPLISHES IS THE DISABLING OF INPUT #9 (DETECTOR 22) SO THAT A VEHICLE CALL WILL NOT BE PLACED TO PHASE 2 DURING ALTERNATE PHASING OPERATION. THE SECOND TASK THIS PROGRAMMING ACCOMPLISHES IS THAT IT REASSIGNS DETECTOR 55 TO INPUT #17 SO THAT THE DELAY ON LOOP 5A CAN BE REDUCED FROM 15 SECONDS TO 3 SECONDS.

FROM MAIN MENU PRESS '5' (INPUTS), THEN PRESS 'NEXT' TO GET TO INPUT PAGE '2'. PRESS THE '+' KEY UNTIL INPUT 9 IS REACHED.

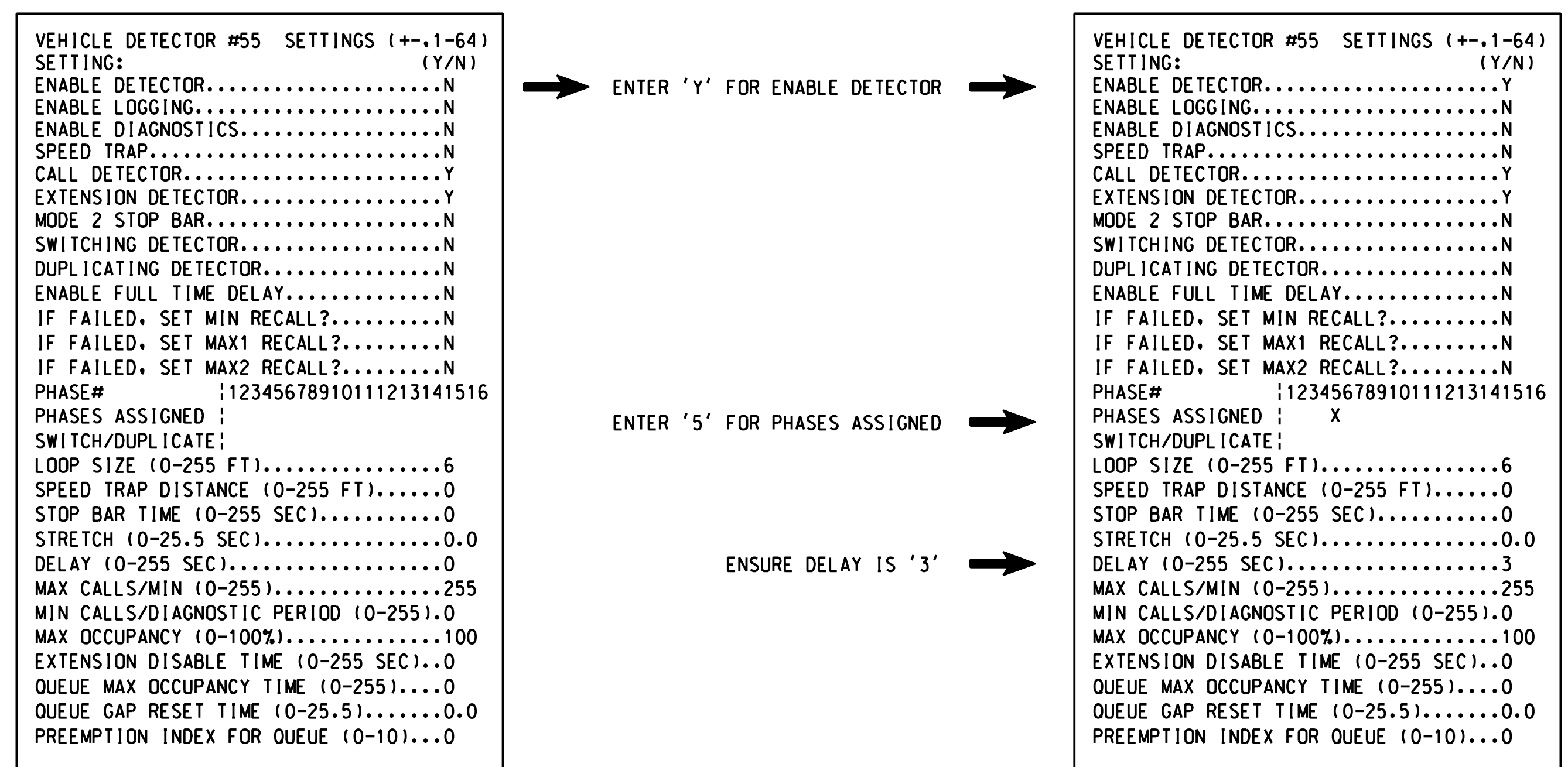


PROGRAMMING COMPLETE

SPECIAL DETECTOR PROGRAMMING DETAIL - LOOP 5A (ALT.)

(program controller as shown below)

FROM MAIN MENU PRESS '7' (DETECTORS), THEN PRESS '1' FOR VEHICLE DETECTORS. PRESS THE '-' KEY TO GET TO VEHICLE DETECTOR #55.



NOTE: DETECTOR IS PROGRAMMED PER THE INPUT FILE CONNECTION AND PROGRAMMING CHART SHOWN ON SHEET 1.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 03-1125 DESIGNED: June 2017 SEALED: 9/10/2021 REVISED: N/A

DETECTOR PROGRAMMING COMPLETE

Electrical Detail - Sheet 5 of 8 New Installation Final Design

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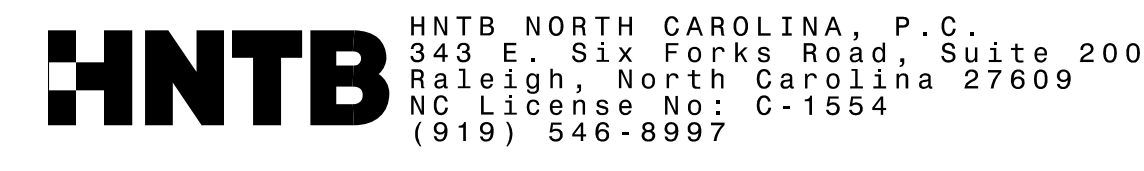


Table with project details: NC 133 (Long Beach Road) at SR 1969 (Old Long Beach Road) / Southport Crossing Entrance. Includes fields for PLAN DATE, REVIEWED BY, PREPARED BY, REVISIONS, INITI, DATE, and SIGNATURE. Includes a professional seal for Natasha R. Simmons, Engineer, Seal 031464. Includes a 'DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED' stamp.

ALTERNATE PHASING ACTIVATION DETAIL

TO RUN ALT. PHASING DURING COORDINATION - SELECT ALL PAGE CHANGES (AS SHOWN BELOW) WITHIN COORDINATION PLAN PROGRAMMING.

TO RUN ALT. PHASING DURING FREE RUN - PROGRAM PAGE CHANGES (SHOWN BELOW) IN SEPARATE TIME OF DAY EVENTS. IF PAGE 1 IS USED, NO EVENT PROGRAMMING IS NECESSARY FOR THAT PARTICULAR PAGE.

<u>PHASING</u>	<u>INPUTS PAGE</u>	<u>OVERLAPS PAGE</u>
ACTIVE PAGES REQUIRED TO RUN <u>DEFAULT PHASING</u>	1	1
ACTIVE PAGES REQUIRED TO RUN <u>ALTERNATE PHASING</u>	2	2

NOTE: PAGES NOT SHOWN (i.e. sequence, phase control, etc.) SHOULD REMAIN AS '1', OR AS DEFINED BY TIMING ENGINEER.

IMPORTANT: IF ALT. PHASING IS USED DURING FREE RUN AND COORDINATION, DO NOT OPERATE TIME OF DAY PAGE CHANGE EVENTS CONCURRENTLY WITH COORDINATION PLAN EVENTS IN THE EVENT SCHEDULER. (EX. FREE RUN PAGE CHANGE EVENT SHOULD END BEFORE COORDINATION PLAN EVENT STARTS AND VICE-VERSA).

ALTERNATE PHASING PAGE CHANGE SUMMARY

THE FOLLOWING IS A SUMMARY OF WHAT TAKES PLACE WHEN THESE OVERLAP/INPUT PAGE CHANGES ACTIVATE TO CALL THE "ALTERNATE PHASING":

OVERLAPS PAGE 2: Modifies overlap parent phases for heads 11 and 51 to run protected turns only.

INPUTS PAGE 2: Disables phase 6 call on loop 1A and reduces delay time for phase 1 call on loop 1A to 3 seconds.

Disables phase 2 call on loop 5A and reduces delay time for phase 5 call on loop 5A to 3 seconds.

FLASHER CIRCUIT MODIFICATION DETAIL

IN ORDER TO INSURE THAT SIGNALS FLASH CONCURRENTLY ON THE SAME APPROACH, MAKE THE FOLLOWING FLASHER CIRCUIT CHANGES:

1. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-4 AND TERMINATE ON T2-2.
2. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-5 AND TERMINATE ON T2-3.
3. REMOVE FLASHER UNIT 2.

THE CHANGES LISTED ABOVE TIES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.


THIS ELECTRICAL DETAIL IS FOR
 THE SIGNAL DESIGN: 03-1125
 DESIGNED: June 2017
 SEALED: 9/10/2021
 REVISED: N/A

Electrical Detail - Sheet 6 of 8
New Installation
Final Design

**DOCUMENT NOT CONSIDERED FINAL
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HNTB HNTB NORTH CAROLINA, P.C.
 343 E. Six Forks Road, Suite 200
 Raleigh, North Carolina 27609
 NC License No: C-1554
 (919) 546-8997

ELECTRICAL AND PROGRAMMING
DETAILS FOR:



Prepared for:
750 N. Greenfield Pkwy, Corner, NC 27529

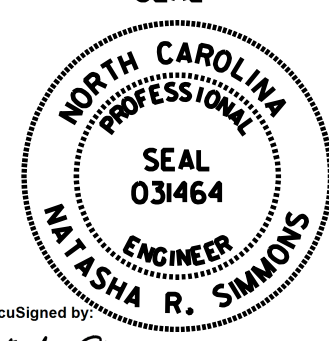
NC 133 (Long Beach Road) at
SR 1969 (Old Long Beach Road) /
Southport Crossing Entrance

Division 03 Brunswick Co. Southport

PLAN DATE: June 2017	REVIEWED BY: A.D. Klinksiek
PREPARED BY: A.H. Thornburg	REVIEWED BY: N.R. Simmons

REVISIONS	INIT.	DATE

SEAL



DocuSigned by:
Natasha Simmons
9/10/2021

SIGNATURE DATE

SIG. INVENTORY NO. 03-1125

OUTPUT REMAPPING ASSIGNMENT PROGRAMMING DETAIL
TO ASSIGN LOADSWITCH AUX S3 TO OVERLAP 'E'
(FOR SIGNAL HEAD 33)
(program controller as shown below)

FROM MAIN MENU PRESS '6' (OUTPUTS), THEN
'1' (OUTPUT ASSIGNMENTS),
WITH CURSOR IN "OUTPUT ASSIGNMENT#" POSITION, ENTER "45"

DISPLAY WILL NOW SHOW THE SPECIFIED OUTPUT
ASSIGNED AS 'VEHICLE OVERLAP' AS SHOWN BELOW.

```
PAGE:1 C1 PIN:91 NOT ENABLED
OUTPUT ASSIGNMENT #.....45
FREQUENCY (0=DEFAULT) (0-25.5 HZ)...0.0
DUTY CYCLE (0=DEFAULT) (0 - 100%)...0
MODE (0=SOLID,1=FLASH).....0
SELECT ASSIGNMENT:
NOT ENABLED.....Y
VEHICLE PHASE.....
PEDESTRIAN PHASE.....
VEHICLE OVERLAP.....Y
PEDESTRIAN OVERLAP.....
WATCHDOG.....
DETECTOR RESET.....
ADVANCE BEACON.....
OUT OF PHASE FLASHER.....
CONTROLLER FLASH.....
RUN FREE.....
RESERVED.....
PREEMPT.....
SOFT PREEMPT.....
ANY PREEMPT.....
COORDINATION PLAN.....
OFFSET.....
PHASE CHECK.....
PHASE ON.....
PHASE NEXT.....
```

OVERLAP "E" RED

THE OUTPUT IS SET AS NOT ENABLED BY DEFAULT. THIS
"Y" WILL REMAIN UNTIL THE OUTPUT IS CHANGED.
ENTER A "Y" FOR VEHICLE OVERLAP.

```
PAGE:1 C1 PIN:91 NOT ENABLED
SELECT VEHICLE OVERLAP (A=1,P=16)...5
SELECT COLOR(0=RED,1=YEL,2=GRN)....0
```

WHEN A 'Y' IS ENTERED FOR 'VEHICLE OVERLAP'
THE SCREEN SHOWN ABOVE WILL APPEAR.
ENTER DATA AS SHOWN.
PRESS THE 'ENT' AFTER AFTER INPUTING DATA,
THEN 'ESC'.

```
PAGE:1 C1 PIN:91 VEHICLE OVERLAP
OUTPUT ASSIGNMENT #.....45
FREQUENCY (0=DEFAULT) (0-25.5 HZ)...0.0
DUTY CYCLE (0=DEFAULT) (0 - 100%)...0
MODE (0=SOLID,1=FLASH).....0
SELECT ASSIGNMENT:
NOT ENABLED.....
VEHICLE PHASE.....
PEDESTRIAN PHASE.....Y
VEHICLE OVERLAP.....Y
PEDESTRIAN OVERLAP.....
WATCHDOG.....
DETECTOR RESET.....
ADVANCE BEACON.....
OUT OF PHASE FLASHER.....
CONTROLLER FLASH.....
RUN FREE.....
RESERVED.....
PREEMPT.....
SOFT PREEMPT.....
ANY PREEMPT.....
COORDINATION PLAN.....
OFFSET.....
PHASE CHECK.....
PHASE ON.....
PHASE NEXT.....
```

PRESS '+' KEY FOR OUTPUT 46

```
PAGE:1 C1 PIN:93 NOT ENABLED
OUTPUT ASSIGNMENT #.....46
FREQUENCY (0=DEFAULT) (0-25.5 HZ)...0.0
DUTY CYCLE (0=DEFAULT) (0 - 100%)...0
MODE (0=SOLID,1=FLASH).....0
SELECT ASSIGNMENT:
NOT ENABLED.....Y
VEHICLE PHASE.....
PEDESTRIAN PHASE.....
VEHICLE OVERLAP.....Y
PEDESTRIAN OVERLAP.....
WATCHDOG.....
DETECTOR RESET.....
ADVANCE BEACON.....
OUT OF PHASE FLASHER.....
CONTROLLER FLASH.....
RUN FREE.....
RESERVED.....
PREEMPT.....
SOFT PREEMPT.....
ANY PREEMPT.....
COORDINATION PLAN.....
OFFSET.....
PHASE CHECK.....
PHASE ON.....
PHASE NEXT.....
```

OVERLAP "E" GREEN

THE OUTPUT IS SET AS NOT ENABLED BY DEFAULT. THIS
"Y" WILL REMAIN UNTIL THE OUTPUT IS CHANGED.
ENTER A "Y" FOR VEHICLE OVERLAP.

```
PAGE:1 C1 PIN:93 NOT ENABLED
SELECT VEHICLE OVERLAP (A=1,P=16)...5
SELECT COLOR(0=RED,1=YEL,2=GRN)....2
```

WHEN A 'Y' IS ENTERED FOR 'VEHICLE OVERLAP'
THE SCREEN SHOWN ABOVE WILL APPEAR.
ENTER DATA AS SHOWN.
PRESS THE 'ENT' AFTER AFTER INPUTING DATA,
THEN 'ESC'.

DISPLAY WILL NOW SHOW THE SPECIFIED OUTPUT
ASSIGNED AS 'VEHICLE OVERLAP' AS SHOWN BELOW.

```
PAGE:1 C1 PIN:93 VEHICLE OVERLAP
OUTPUT ASSIGNMENT #.....46
FREQUENCY (0=DEFAULT) (0-25.5 HZ)...0.0
DUTY CYCLE (0=DEFAULT) (0 - 100%)...0
MODE (0=SOLID,1=FLASH).....0
SELECT ASSIGNMENT:
NOT ENABLED.....
VEHICLE PHASE.....
PEDESTRIAN PHASE.....
VEHICLE OVERLAP.....Y
PEDESTRIAN OVERLAP.....
WATCHDOG.....
DETECTOR RESET.....
ADVANCE BEACON.....
OUT OF PHASE FLASHER.....
CONTROLLER FLASH.....
RUN FREE.....
RESERVED.....
PREEMPT.....
SOFT PREEMPT.....
ANY PREEMPT.....
COORDINATION PLAN.....
OFFSET.....
PHASE CHECK.....
PHASE ON.....
PHASE NEXT.....
```

PRESS '+' KEY FOR OUTPUT 54

```
PAGE:1 C1 PIN:101 CONTROLLER FLASH
OUTPUT ASSIGNMENT #.....54
FREQUENCY (0=DEFAULT) (0-25.5 HZ)...0.0
DUTY CYCLE (0=DEFAULT) (0 - 100%)...0
MODE (0=SOLID,1=FLASH).....0
SELECT ASSIGNMENT:
NOT ENABLED.....
VEHICLE PHASE.....
PEDESTRIAN PHASE.....
VEHICLE OVERLAP.....Y
PEDESTRIAN OVERLAP.....
WATCHDOG.....
DETECTOR RESET.....
ADVANCE BEACON.....
OUT OF PHASE FLASHER.....
CONTROLLER FLASH.....Y
RUN FREE.....
RESERVED.....
PREEMPT.....
SOFT PREEMPT.....
ANY PREEMPT.....
COORDINATION PLAN.....
OFFSET.....
PHASE CHECK.....
PHASE ON.....
PHASE NEXT.....
```

OVERLAP "E" YELLOW

ENTER A "Y" FOR VEHICLE OVERLAP.

```
PAGE:1 C1 PIN:101 CONTROLLER FLASH
SELECT VEHICLE OVERLAP (A=1,P=16)...5
SELECT COLOR(0=RED,1=YEL,2=GRN)....1
```

WHEN A 'Y' IS ENTERED FOR 'VEHICLE OVERLAP'
THE SCREEN SHOWN ABOVE WILL APPEAR.
ENTER DATA AS SHOWN.
PRESS THE 'ENT' AFTER AFTER INPUTING DATA,
THEN 'ESC'.

DISPLAY WILL NOW SHOW THE SPECIFIED OUTPUT
ASSIGNED AS 'VEHICLE OVERLAP' AS SHOWN BELOW.

```
PAGE:1 C1 PIN:101 VEHICLE OVERLAP
OUTPUT ASSIGNMENT #.....54
FREQUENCY (0=DEFAULT) (0-25.5 HZ)...0.0
DUTY CYCLE (0=DEFAULT) (0 - 100%)...0
MODE (0=SOLID,1=FLASH).....0
SELECT ASSIGNMENT:
NOT ENABLED.....
VEHICLE PHASE.....
PEDESTRIAN PHASE.....
VEHICLE OVERLAP.....Y
PEDESTRIAN OVERLAP.....
WATCHDOG.....
DETECTOR RESET.....
ADVANCE BEACON.....
OUT OF PHASE FLASHER.....
CONTROLLER FLASH.....
RUN FREE.....
RESERVED.....
PREEMPT.....
SOFT PREEMPT.....
ANY PREEMPT.....
COORDINATION PLAN.....
OFFSET.....
PHASE CHECK.....
PHASE ON.....
PHASE NEXT.....
```

THE OUTPUT IS SET AS CONTROLLER FLASH BY DEFAULT. THIS
"Y" WILL REMAIN UNTIL THE OUTPUT IS CHANGED.

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 03-1125
DESIGNED: June 2017
SEALED: 9/10/2021
REVISED: N/A

Electrical Detail - Sheet 7 of 8
New Installation
Final Design

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

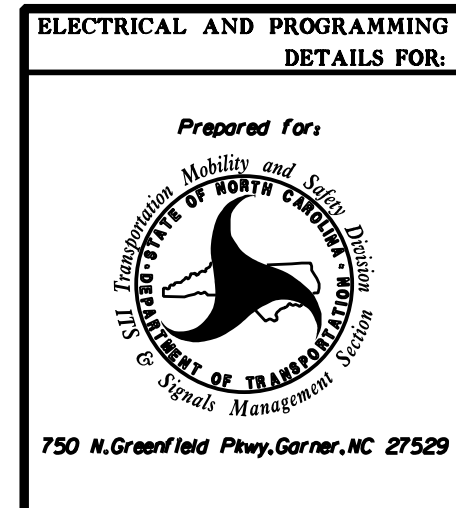
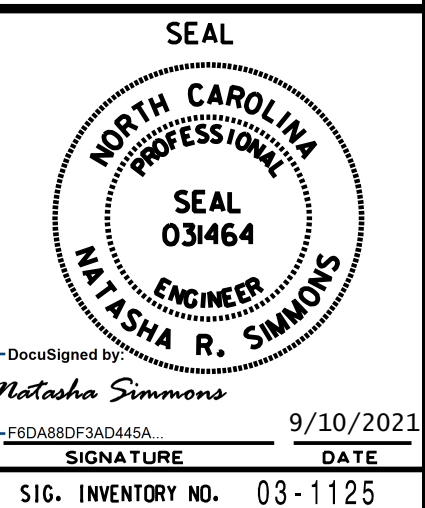


Table with project details: NC 133 (Long Beach Road) at SR 1969 (Old Long Beach Road) / Southport Crossing Entrance. Includes fields for Division, Plan Date, Prepared By, and Revisions.



HNTB HNTB NORTH CAROLINA, P.C.
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N.C. License No.: C-1564
(919) 546-8997

9/10/2021
SIGNATURE DATE
SIG. INVENTORY NO. 03-1125

OUTPUT REMAPPING ASSIGNMENT PROGRAMMING DETAIL
TO ASSIGN LOADSWITCH S11 TO OVERLAP 'G'
(FOR SIGNAL HEADS 31 & 32)
(program controller as shown below)

FROM MAIN MENU PRESS '6' (OUTPUTS), THEN
'1' (OUTPUT ASSIGNMENTS),
WITH CURSOR IN "OUTPUT ASSIGNMENT#" POSITION, ENTER "19"

DISPLAY WILL NOW SHOW THE SPECIFIED OUTPUT
ASSIGNED AS 'VEHICLE OVERLAP' AS SHOWN BELOW.

```
PAGE:1 C1 PIN:21 VEHICLE PHASE
OUTPUT ASSIGNMENT #.....19
FREQUENCY (0=DEFAULT) (0-25.5 HZ)...0.0
DUTY CYCLE (0=DEFAULT) (0 - 100%)...0
MODE (0=SOL ID,1=FLASH)...0
SELECT ASSIGNMENT:
NOT ENABLED.....
VEHICLE PHASE.....Y
PEDESTRIAN PHASE.....
VEHICLE OVERLAP.....Y
PEDESTRIAN OVERLAP.....
WATCHDOG.....
DETECTOR RESET.....
ADVANCE BEACON.....
OUT OF PHASE FLASHER.....
CONTROLLER FLASH.....
RUN FREE.....
RESERVED.....
PREEMPT.....
SOFT PREEMPT.....
ANY PREEMPT.....
COORDINATION PLAN.....
OFFSET.....
PHASE CHECK.....
PHASE ON.....
PHASE NEXT.....
```

OVERLAP "G" RED

THE OUTPUT IS SET AS A VEHICLE PHASE BY DEFAULT. THIS
"Y" WILL REMAIN UNTIL THE OUTPUT IS CHANGED.
ENTER A "Y" FOR VEHICLE OVERLAP.

```
PAGE:1 C1 PIN:21 VEHICLE PHASE
SELECT VEHICLE OVERLAP (A=1,P=16)...7
SELECT COLOR(0=RED,1=YEL,2=GRN)...0
```

WHEN A 'Y' IS ENTERED FOR 'VEHICLE OVERLAP'
THE SCREEN SHOWN ABOVE WILL APPEAR.
ENTER DATA AS SHOWN.
PRESS THE 'ENT' AFTER AFTER INPUTING DATA,
THEN 'ESC'.

PRESS '*' KEY FOR OUTPUT 20

```
PAGE:1 C1 PIN:21 VEHICLE PHASE
OUTPUT ASSIGNMENT #.....19
FREQUENCY (0=DEFAULT) (0-25.5 HZ)...0.0
DUTY CYCLE (0=DEFAULT) (0 - 100%)...0
MODE (0=SOL ID,1=FLASH)...0
SELECT ASSIGNMENT:
NOT ENABLED.....
VEHICLE PHASE.....Y
PEDESTRIAN PHASE.....
VEHICLE OVERLAP.....Y
PEDESTRIAN OVERLAP.....
WATCHDOG.....
DETECTOR RESET.....
ADVANCE BEACON.....
OUT OF PHASE FLASHER.....
CONTROLLER FLASH.....
RUN FREE.....
RESERVED.....
PREEMPT.....
SOFT PREEMPT.....
ANY PREEMPT.....
COORDINATION PLAN.....
OFFSET.....
PHASE CHECK.....
PHASE ON.....
PHASE NEXT.....
```

```
PAGE:1 C1 PIN:22 VEHICLE PHASE
OUTPUT ASSIGNMENT #.....20
FREQUENCY (0=DEFAULT) (0-25.5 HZ)...0.0
DUTY CYCLE (0=DEFAULT) (0 - 100%)...0
MODE (0=SOL ID,1=FLASH)...0
SELECT ASSIGNMENT:
NOT ENABLED.....
VEHICLE PHASE.....Y
PEDESTRIAN PHASE.....
VEHICLE OVERLAP.....Y
PEDESTRIAN OVERLAP.....
WATCHDOG.....
DETECTOR RESET.....
ADVANCE BEACON.....
OUT OF PHASE FLASHER.....
CONTROLLER FLASH.....
RUN FREE.....
RESERVED.....
PREEMPT.....
SOFT PREEMPT.....
ANY PREEMPT.....
COORDINATION PLAN.....
OFFSET.....
PHASE CHECK.....
PHASE ON.....
PHASE NEXT.....
```

OVERLAP "G" YELLOW

THE OUTPUT IS SET AS A VEHICLE PHASE BY DEFAULT. THIS
"Y" WILL REMAIN UNTIL THE OUTPUT IS CHANGED.
ENTER A "Y" FOR VEHICLE OVERLAP.

```
PAGE:1 C1 PIN:22 VEHICLE PHASE
SELECT VEHICLE OVERLAP (A=1,P=16)...7
SELECT COLOR(0=RED,1=YEL,2=GRN)...1
```

WHEN A 'Y' IS ENTERED FOR 'VEHICLE OVERLAP'
THE SCREEN SHOWN ABOVE WILL APPEAR.
ENTER DATA AS SHOWN.
PRESS THE 'ENT' AFTER AFTER INPUTING DATA,
THEN 'ESC'.

PRESS '*' KEY FOR OUTPUT 21

```
PAGE:1 C1 PIN:22 VEHICLE PHASE
OUTPUT ASSIGNMENT #.....20
FREQUENCY (0=DEFAULT) (0-25.5 HZ)...0.0
DUTY CYCLE (0=DEFAULT) (0 - 100%)...0
MODE (0=SOL ID,1=FLASH)...0
SELECT ASSIGNMENT:
NOT ENABLED.....
VEHICLE PHASE.....Y
PEDESTRIAN PHASE.....
VEHICLE OVERLAP.....Y
PEDESTRIAN OVERLAP.....
WATCHDOG.....
DETECTOR RESET.....
ADVANCE BEACON.....
OUT OF PHASE FLASHER.....
CONTROLLER FLASH.....
RUN FREE.....
RESERVED.....
PREEMPT.....
SOFT PREEMPT.....
ANY PREEMPT.....
COORDINATION PLAN.....
OFFSET.....
PHASE CHECK.....
PHASE ON.....
PHASE NEXT.....
```

```
PAGE:1 C1 PIN:23 VEHICLE PHASE
OUTPUT ASSIGNMENT #.....21
FREQUENCY (0=DEFAULT) (0-25.5 HZ)...0.0
DUTY CYCLE (0=DEFAULT) (0 - 100%)...0
MODE (0=SOL ID,1=FLASH)...0
SELECT ASSIGNMENT:
NOT ENABLED.....
VEHICLE PHASE.....Y
PEDESTRIAN PHASE.....
VEHICLE OVERLAP.....Y
PEDESTRIAN OVERLAP.....
WATCHDOG.....
DETECTOR RESET.....
ADVANCE BEACON.....
OUT OF PHASE FLASHER.....
CONTROLLER FLASH.....
RUN FREE.....
RESERVED.....
PREEMPT.....
SOFT PREEMPT.....
ANY PREEMPT.....
COORDINATION PLAN.....
OFFSET.....
PHASE CHECK.....
PHASE ON.....
PHASE NEXT.....
```

OVERLAP "G" GREEN

THE OUTPUT IS SET AS A VEHICLE PHASE BY DEFAULT. THIS
"Y" WILL REMAIN UNTIL THE OUTPUT IS CHANGED.
ENTER A "Y" FOR VEHICLE OVERLAP.

```
PAGE:1 C1 PIN:23 VEHICLE PHASE
SELECT VEHICLE OVERLAP (A=1,P=16)...7
SELECT COLOR(0=RED,1=YEL,2=GRN)...2
```

WHEN A 'Y' IS ENTERED FOR 'VEHICLE OVERLAP'
THE SCREEN SHOWN ABOVE WILL APPEAR.
ENTER DATA AS SHOWN.
PRESS THE 'ENT' AFTER AFTER INPUTING DATA,
THEN 'ESC'.

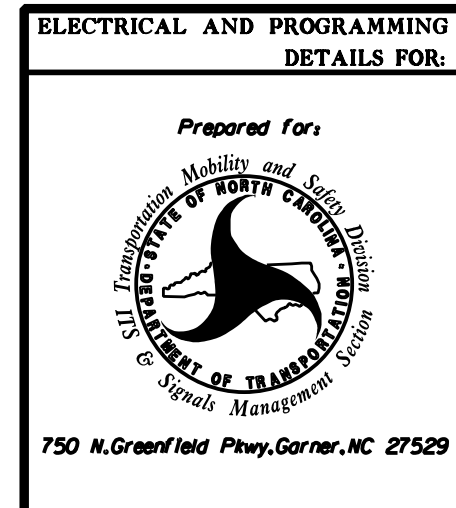
```
PAGE:1 C1 PIN:23 VEHICLE PHASE
OUTPUT ASSIGNMENT #.....21
FREQUENCY (0=DEFAULT) (0-25.5 HZ)...0.0
DUTY CYCLE (0=DEFAULT) (0 - 100%)...0
MODE (0=SOL ID,1=FLASH)...0
SELECT ASSIGNMENT:
NOT ENABLED.....
VEHICLE PHASE.....Y
PEDESTRIAN PHASE.....
VEHICLE OVERLAP.....Y
PEDESTRIAN OVERLAP.....
WATCHDOG.....
DETECTOR RESET.....
ADVANCE BEACON.....
OUT OF PHASE FLASHER.....
CONTROLLER FLASH.....
RUN FREE.....
RESERVED.....
PREEMPT.....
SOFT PREEMPT.....
ANY PREEMPT.....
COORDINATION PLAN.....
OFFSET.....
PHASE CHECK.....
PHASE ON.....
PHASE NEXT.....
```

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 03-1125
DESIGNED: June 2017
SEALED: 9/10/2021
REVISED: N/A

Electrical Detail - Sheet 8 of 8
New Installation
Final Design

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

HNTB HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
No. License No.: C-1564
(919) 546-8997

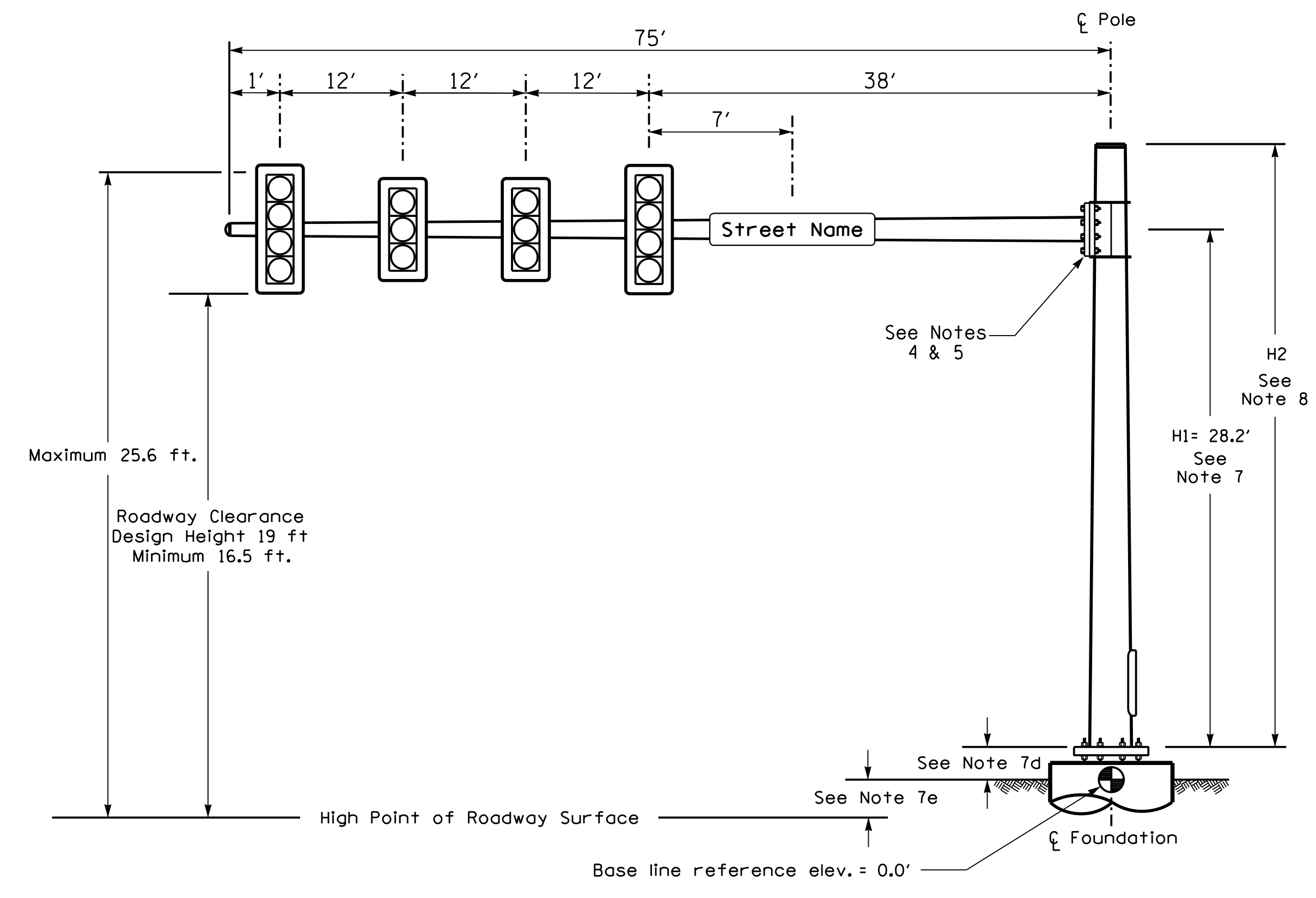


NC 133 (Long Beach Road) at
SR 1969 (Old Long Beach Road) /
Southport Crossing Entrance

Division 03	Brunswick Co.	Southport
PLAN DATE: June 2017	REVIEWED BY: A.D. Klinksiek	
PREPARED BY: A.H. Thornburg	REVIEWED BY: N.R. Simmons	
REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA
PROFESSIONAL
ENGINEER
NATASHA R. SIMMONS
9/10/2021
SIG. INVENTORY NO. 03-1125

Design Loading for METAL POLE NO. 1

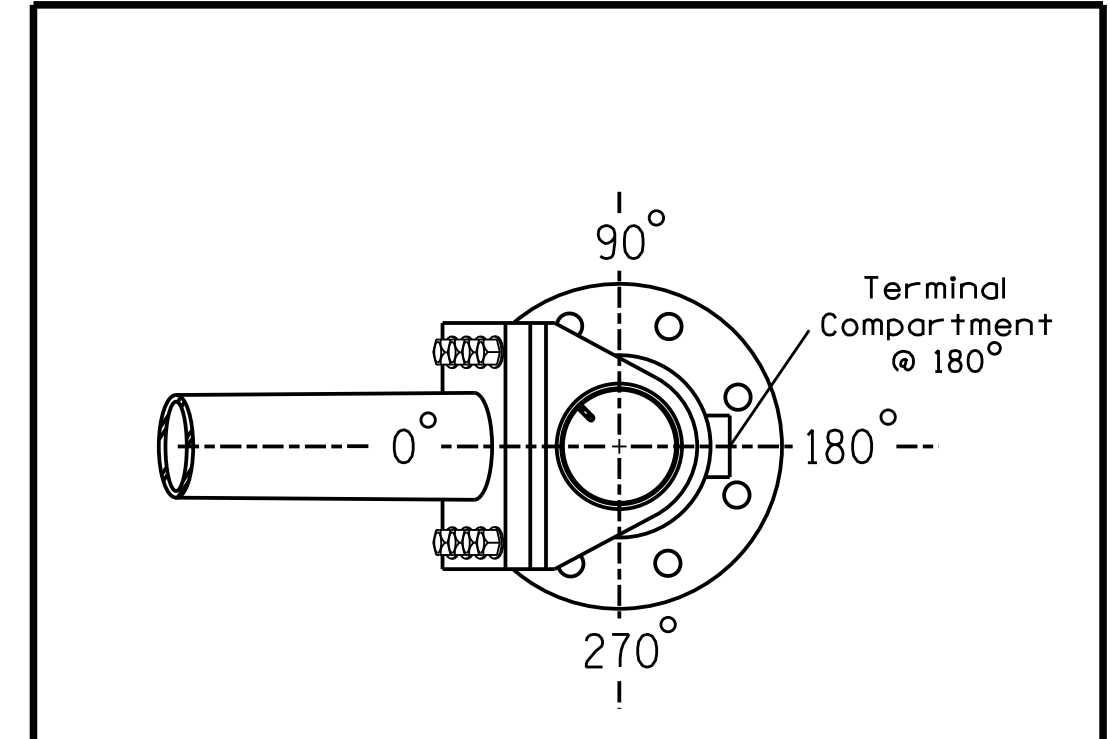


Elevation View

SPECIAL NOTE
The contractor is responsible for verifying that the mast arm attachment height (H1) will provide the "Design Height" clearance from the roadway before submitting final shop drawings for approval. Verify elevation data below which was obtained by field measurement or from available project survey data.

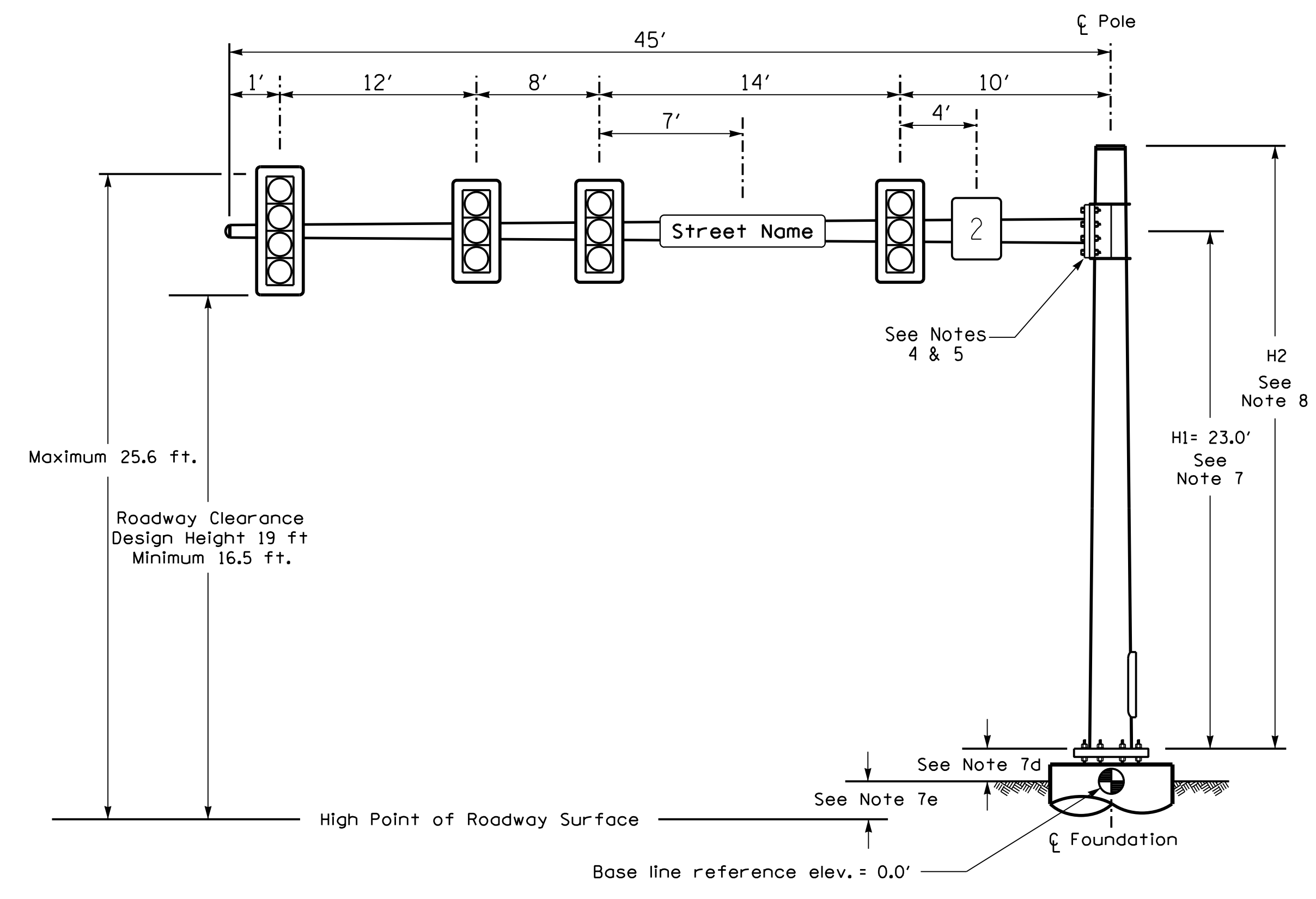
Elevation Data for Mast Arm Attachment (H1)

Elevation Differences for:	Pole 1	Pole 2
Baseline reference point at Foundation @ ground level	0.0 ft.	0.0 ft.
Elevation difference at High point of roadway surface	+7.22 ft.	+1.95 ft.
Elevation difference at Edge of travelway or face of curb	+3.72 ft.	+1.91 ft.

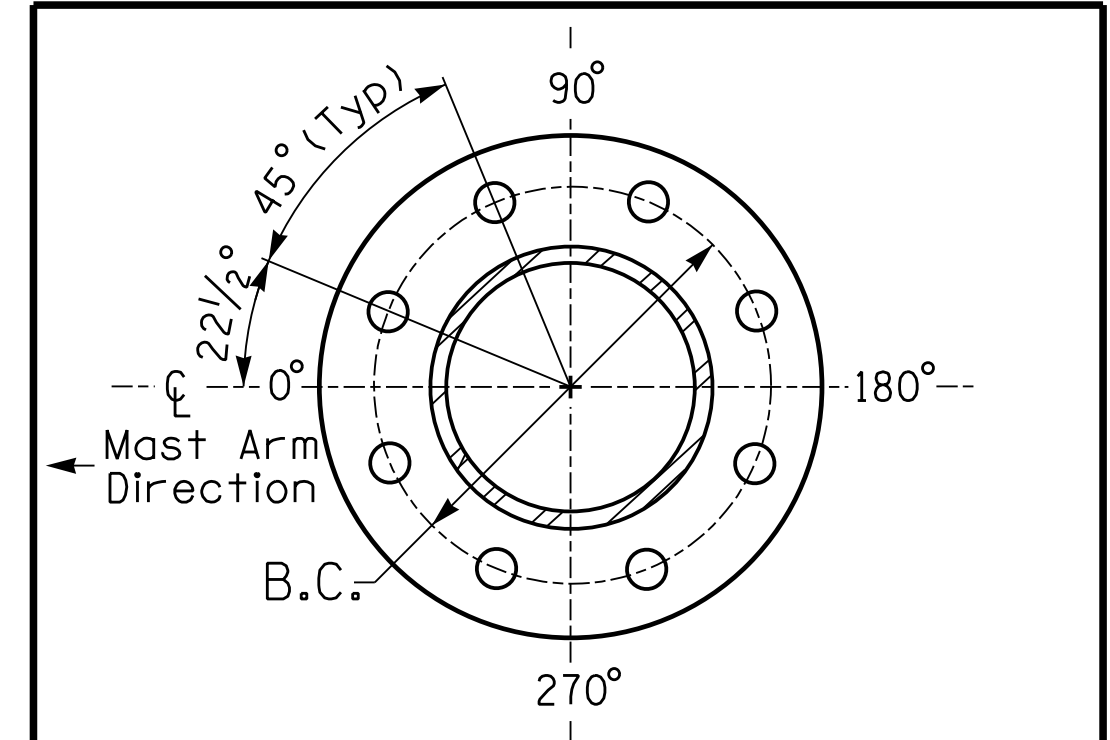


POLE RADIAL ORIENTATION

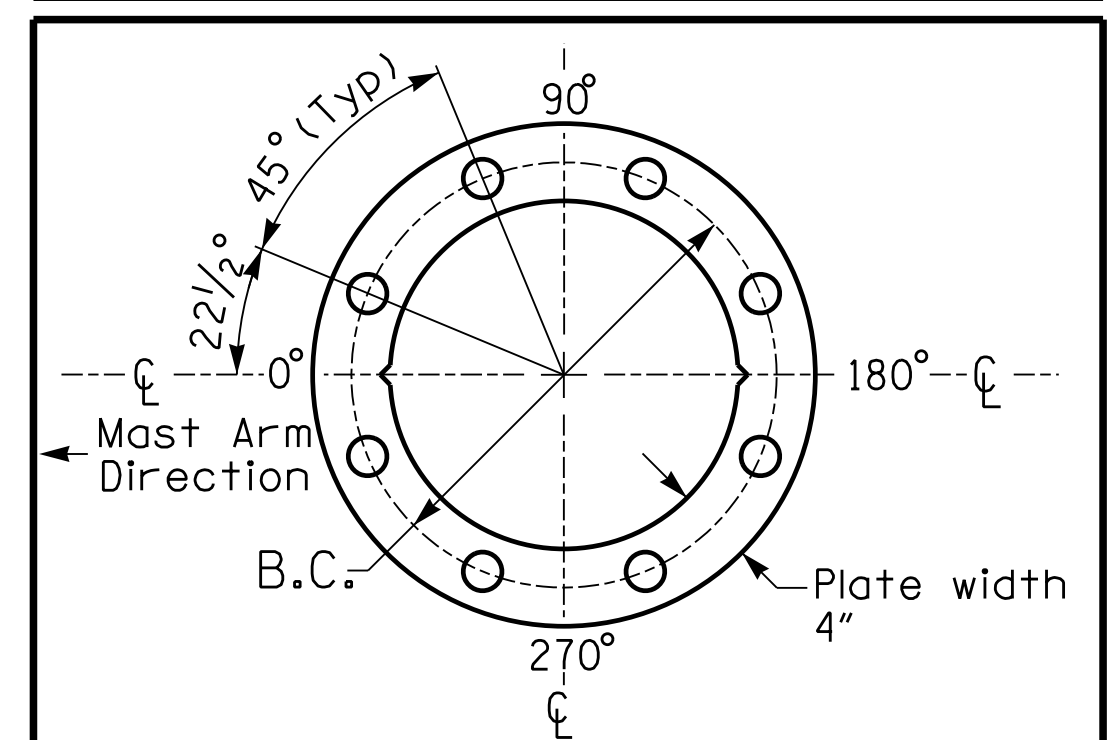
Design Loading for METAL POLE NO. 2



Elevation View



8 BOLT BASE PLATE DETAIL
See Note 6



BASE PLATE TEMPLATE & ANCHOR BOLT LOCK PLATE DETAIL
For 8 Bolt Base Plate

MAST ARM LOADING SCHEDULE

LOADING SYMBOL	DESCRIPTION	AREA	SIZE	WEIGHT
[Symbol]	RIGID MOUNTED SIGNAL HEAD 12"-3 SECTION-WITH BACKPLATE	9.3 S.F.	25.5" W X 52.5" L	60 LBS
[Symbol]	RIGID MOUNTED SIGNAL HEAD 12"-5 SECTION-WITH BACKPLATE	16.3 S.F.	42.0" W X 56.0" L	103 LBS
[Symbol]	RIGID MOUNTED SIGNAL HEAD 12"-4 SECTION-WITH BACKPLATE	11.5 S.F.	25.5" W X 66.0" L	74 LBS
[Symbol]	SIGN RIGID MOUNTED	7.5 S.F.	30.0" W X 36.0" L	14 LBS
[Symbol]	STREET NAME SIGN RIGID MOUNTED	16.0 S.F.	24.0" W X 96.0" L	36 LBS

NOTES

DESIGN REFERENCE MATERIAL

- Design the traffic signal structure and foundation in accordance with:
 - The 6th Edition 2013 AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, including all of the latest interim revisions.
 - The 2018 NCDOT "Standard Specifications for Roads and Structures." The latest addenda to the specifications can be found in the traffic signal project special provisions.
 - The 2018 NCDOT Roadway Standard Drawings.
 - The traffic signal project plans and special provisions.
 - The NCDOT "Metal Pole Standards" located at the following NCDOT website: <https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx>

DESIGN REQUIREMENTS

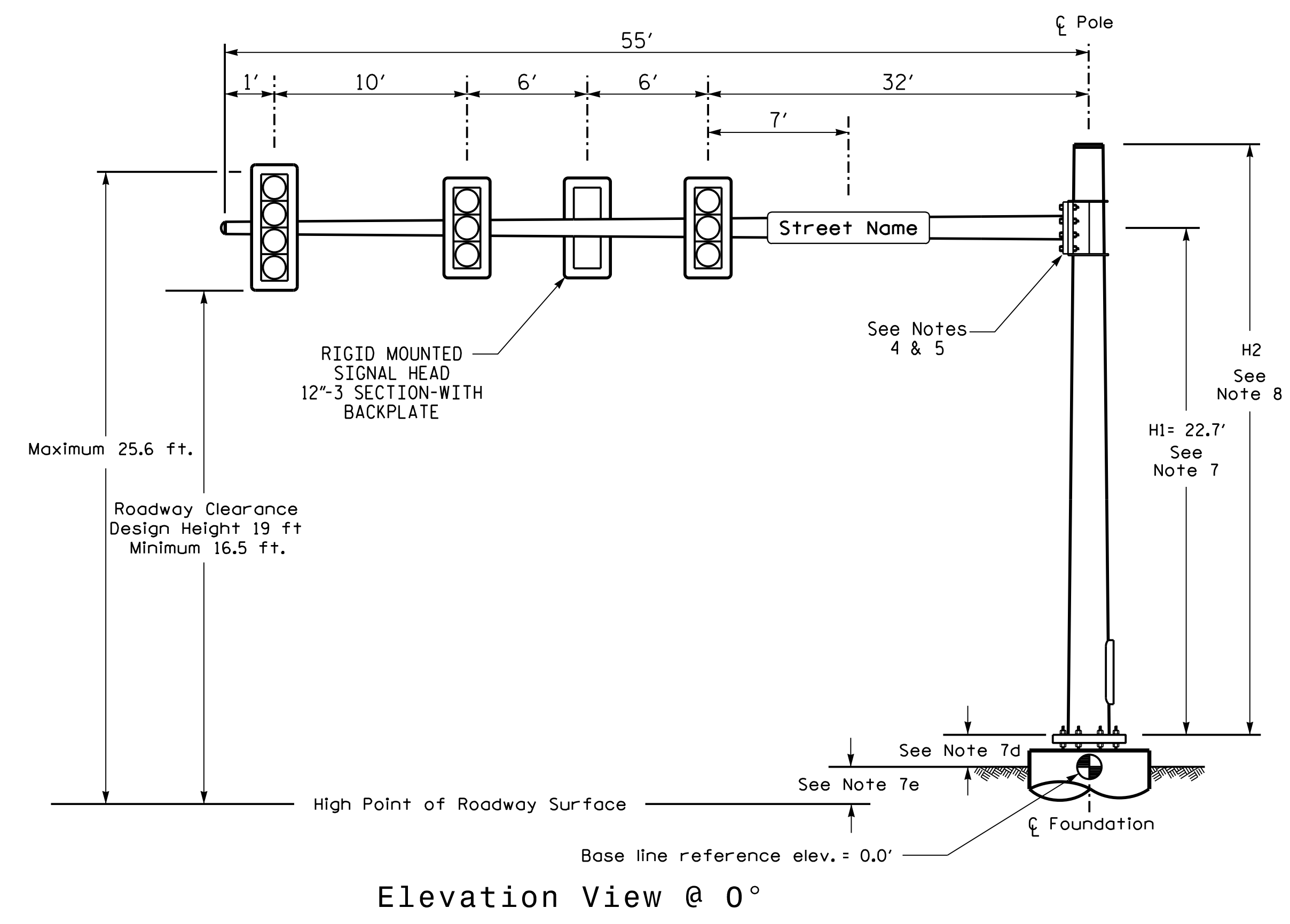
- Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signal plans for the actual loads that will be applied at the time of the installation.
- Design all signal supports using stress ratios that do not exceed 0.9.
- The camber design for the mast arm deflection should provide an appearance of a low pitched arch where the tip or the free end of the mast arm does not deflect below horizontal when fully loaded.
- A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design requirements.
- Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts.
- The mast arm attachment height (H1) shown is based on the following design assumptions:
 - Mast arm slope and deflection are not considered in determining the arm attachment height as they are assumed to offset each other.
 - Signal heads are rigidly mounted and vertically centered on the mast arm.
 - The roadway clearance height for design is as shown in the elevation views.
 - The top of the pole base plate is 0.75 feet above the ground elevation.
 - Refer to the Elevation Data Chart for the elevation differences between the proposed foundation ground level and the high point of the roadway.
- The pole manufacturer will determine the total height (H2) of each pole using the greater of the following:
 - Mast arm attachment height (H1) plus 2 feet, or
 - H1 plus 1/2 of the total height of the mast arm attachment assembly plus 1 foot.
- If pole location adjustments are required, the contractor must gain approval from the Engineer as this may affect the mast arm lengths and arm attachment heights. The contractor may contact the Signal Design Section Senior Structural Engineer for assistance at (919) 814-5000.
- The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway.
- The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.

NCDOT Wind Zone 2 (130 mph)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

	NC 133 (Long Beach Road) at SR 1969 (Old Long Beach Road) / Southport Crossing Entrance Division 03 Brunswick Co. Southport PLAN DATE: June 2017 REVIEWED BY: A.D. Klinsky PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons	
	SCALE: 0 N/A REVISIONS: _____ INITI. DATE: _____ SIGNATURE: _____ DATE: 9/10/2021 SIG. INVENTORY NO. 03-1125	

Design Loading for METAL POLE NO. 3

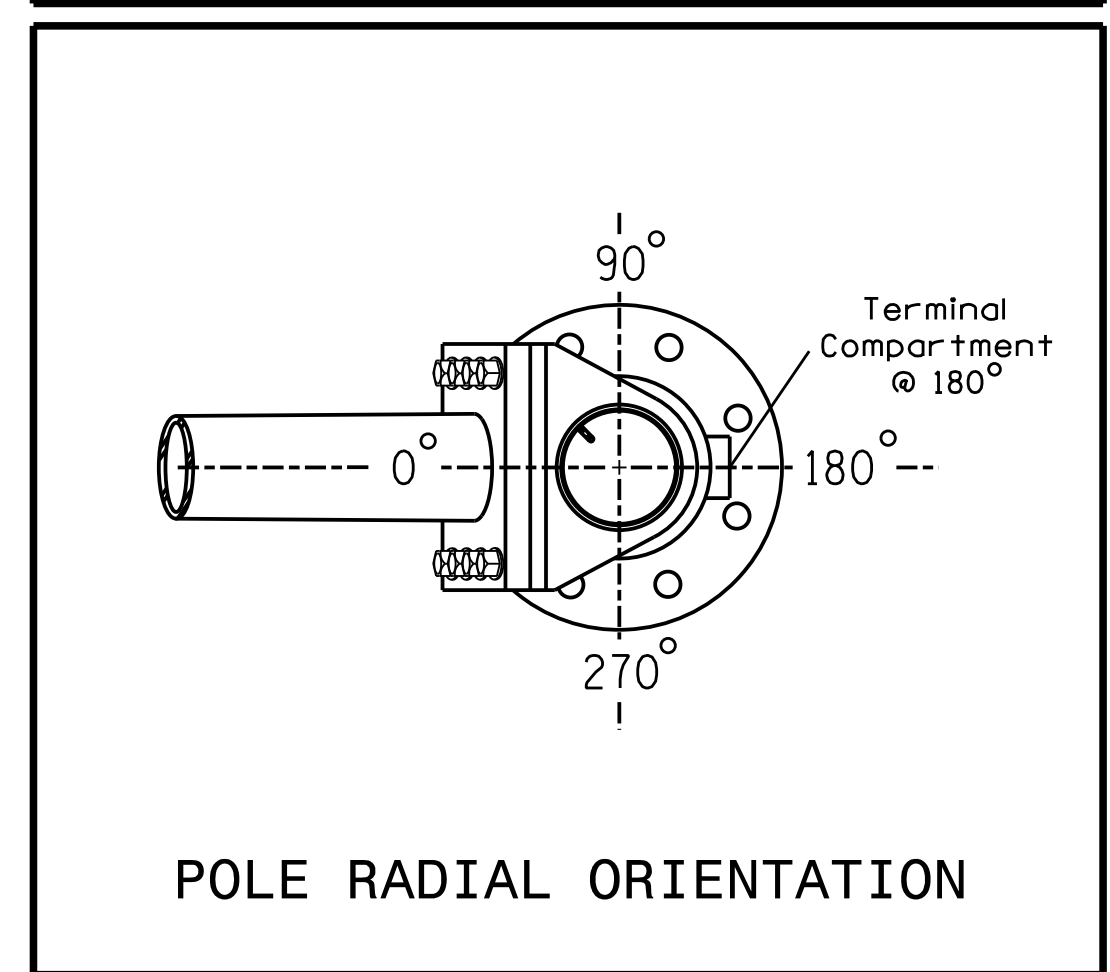


Elevation View @ 0°

SPECIAL NOTE
The contractor is responsible for verifying that the mast arm attachment height (H1) will provide the "Design Height" clearance from the roadway before submitting final shop drawings for approval. Verify elevation data below which was obtained by field measurement or from available project survey data.

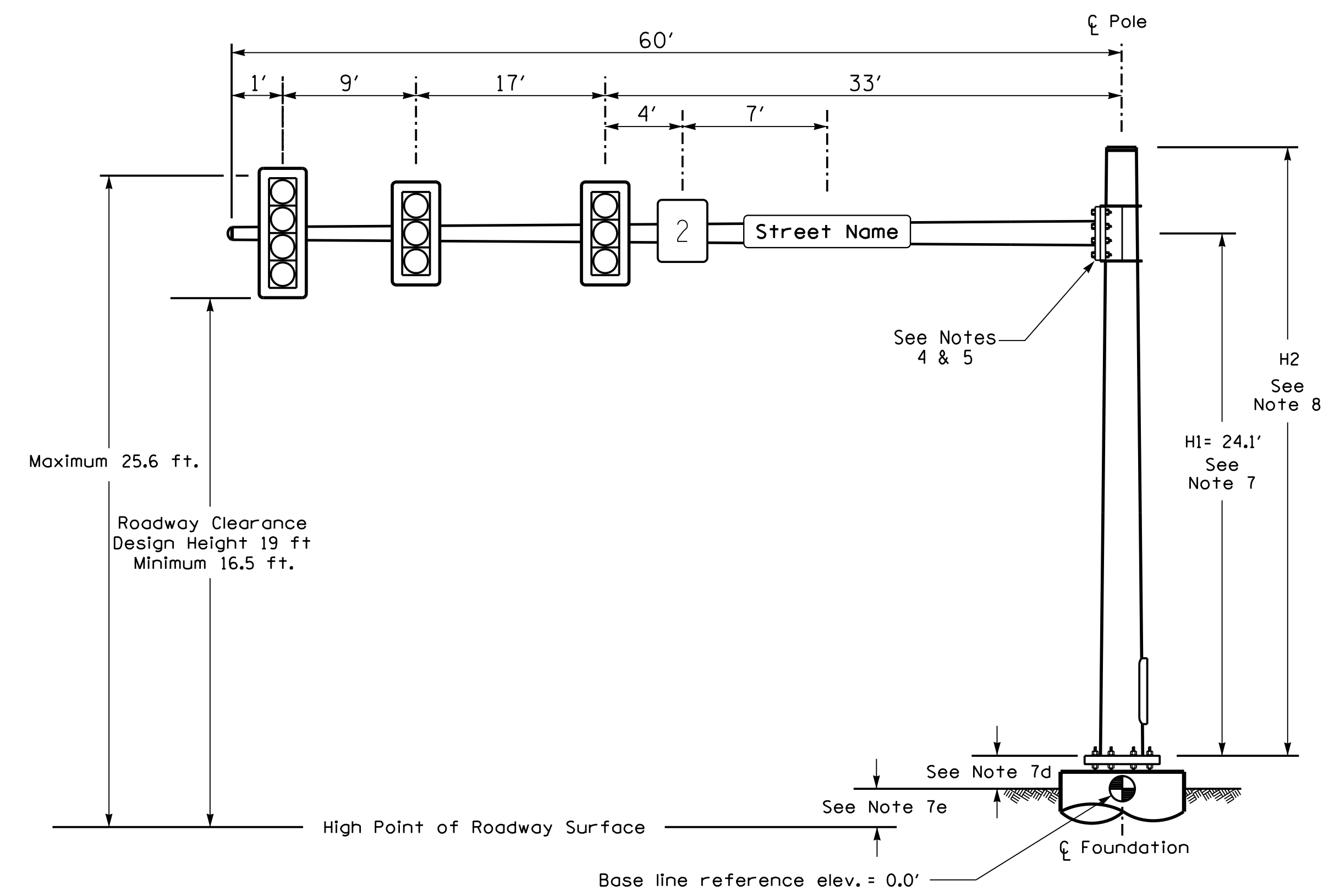
Elevation Data for Mast Arm Attachment (H1)

Elevation Differences for:	Pole 3	Pole 4
Baseline reference point at ϕ Foundation @ ground level	0.0 ft.	0.0 ft.
Elevation difference at High point of roadway surface	+1.67 ft.	+3.05 ft.
Elevation difference at Edge of travelway or face of curb	+1.19 ft.	+1.24 ft.

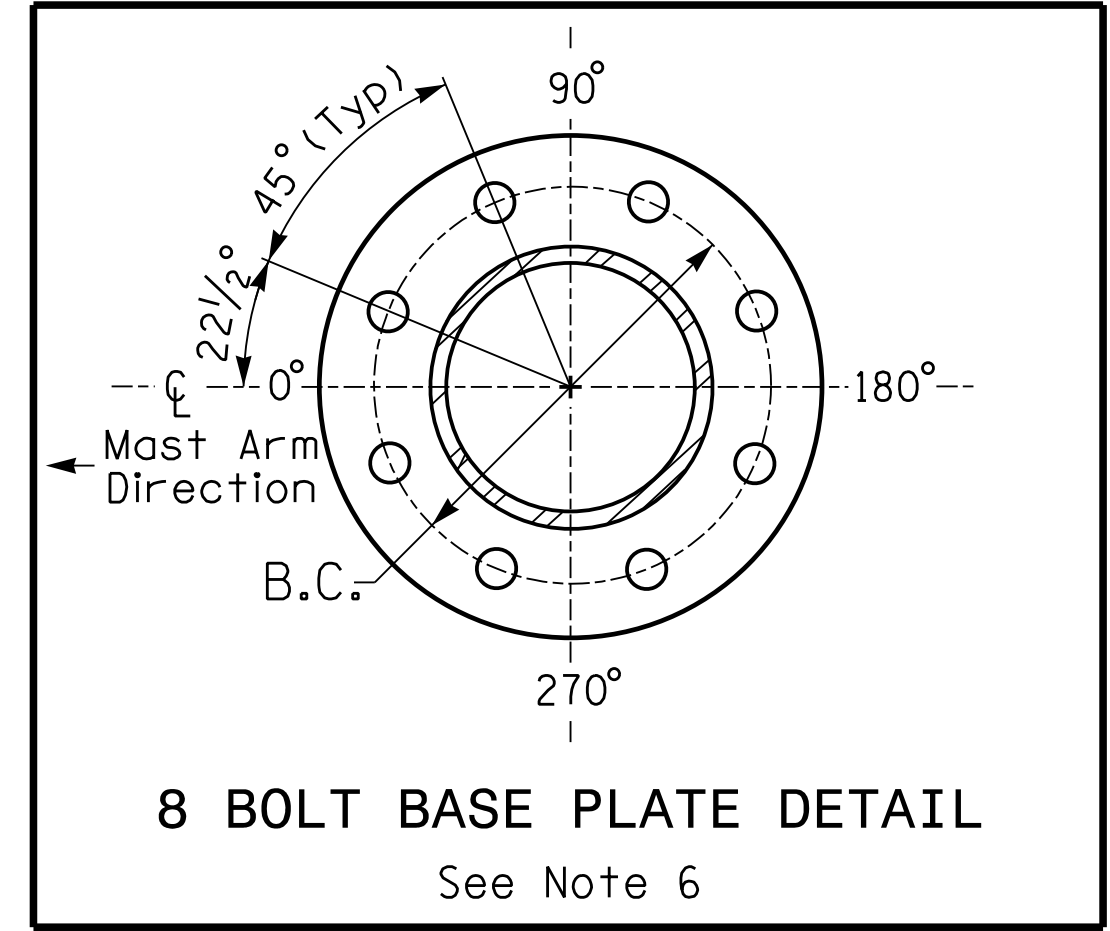


POLE RADIAL ORIENTATION

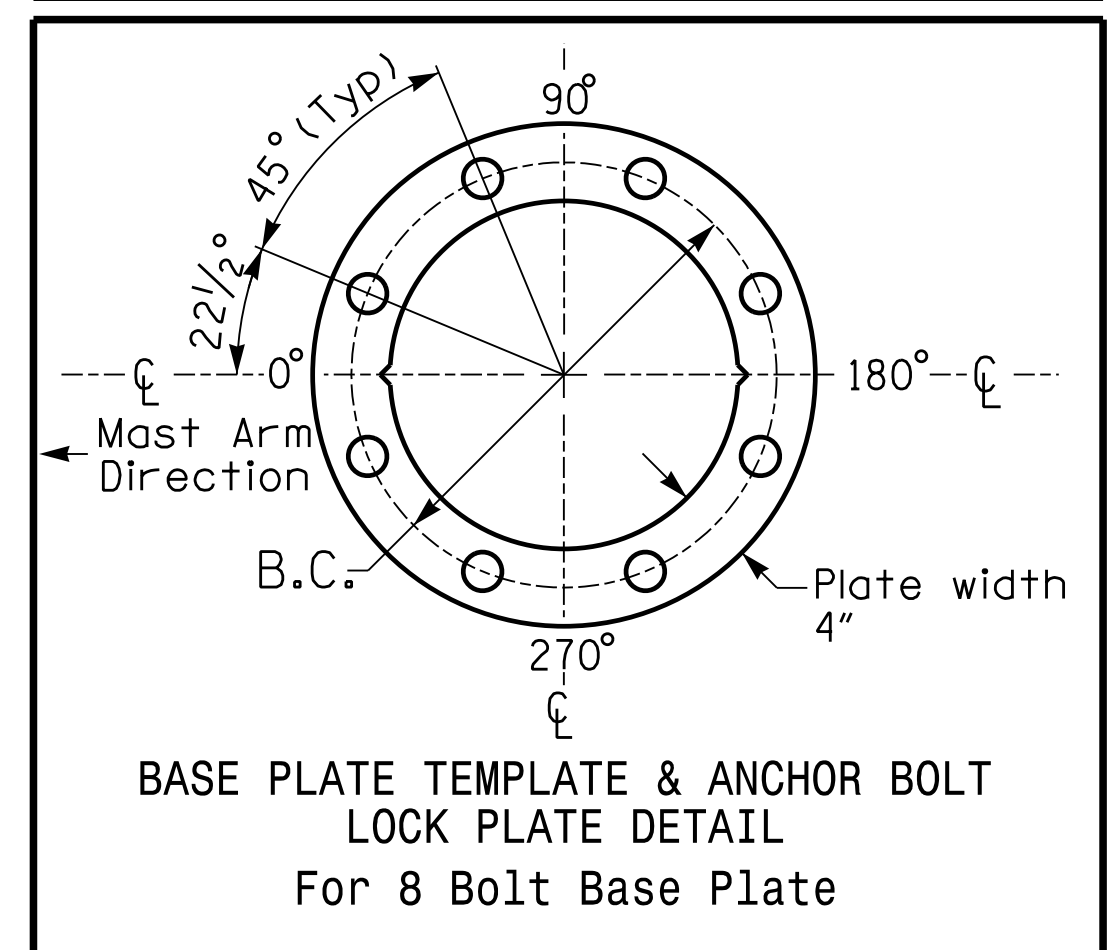
Design Loading for METAL POLE NO. 4



Elevation View @ 0°



8 BOLT BASE PLATE DETAIL
See Note 6



BASE PLATE TEMPLATE & ANCHOR BOLT LOCK PLATE DETAIL
For 8 Bolt Base Plate

MAST ARM LOADING SCHEDULE

LOADING SYMBOL	DESCRIPTION	AREA	SIZE	WEIGHT
	RIGID MOUNTED SIGNAL HEAD 12"-3 SECTION-WITH BACKPLATE	9.3 S.F.	25.5" W X 52.5" L	60 LBS
	RIGID MOUNTED SIGNAL HEAD 12"-4 SECTION-WITH BACKPLATE	11.5 S.F.	25.5" W X 66.0" L	74 LBS
	SIGN RIGID MOUNTED	7.5 S.F.	30.0" W X 36.0" L	14 LBS
	STREET NAME SIGN RIGID MOUNTED	16.0 S.F.	24.0" W X 96.0" L	36 LBS

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- Design the traffic signal structure and foundation in accordance with:
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- Design all signal supports using stress ratios that do not exceed 0.9.
- The camber design for the mast arm deflection should provide an appearance of a low pitched arch where the tip or the free end of the mast arm does not deflect below horizontal when fully loaded.
- A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design requirements.
- Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts.
- The mast arm attachment height (H1) shown is based on the following design assumptions:
 - Mast arm slope and deflection are not considered in determining the arm attachment height as they are assumed to offset each other.
 - Signal heads are rigidly mounted and vertically centered on the mast arm.
 - The roadway clearance height for design is as shown in the elevation views.
 - The top of the pole base plate is 0.75 feet above the ground elevation.
 - Refer to the Elevation Data Chart for the elevation differences between the proposed foundation ground level and the high point of the roadway.
- The pole manufacturer will determine the total height (H2) of each pole using the greater of the following:
 - Mast arm attachment height (H1) plus 2 feet, or
 - H1 plus 1/2 of the total height of the mast arm attachment assembly plus 1 foot.
- If pole location adjustments are required, the contractor must gain approval from the Engineer as this may affect the mast arm lengths and arm attachment heights. The contractor may contact the Signal Design Section Senior Structural Engineer for assistance at (919) 814-5000.
- The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway.
- The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.

NCDOT Wind Zone 2 (130 mph)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

 Prepared in the Offices of: TRANSPORTATION MOBILITY AND SAFETY DIVISION NORTH CAROLINA DEPARTMENT OF TRANSPORTATION SIGNAL DESIGN SECTION 750 N. Greenfield Pkwy, Garner, NC 27529	NC 133 (Long Beach Road) at SR 1969 (Old Long Beach Road) / Southport Crossing Entrance Division 03 Brunswick Co. Southport PLAN DATE: June 2017 REVIEWED BY: A.D. Klinsky PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons	SEAL Natasha R. Simmons ENGINEER 9/10/2021 DATE SIG. INVENTORY NO. 03-1125
	SCALE 0 N/A N/A	