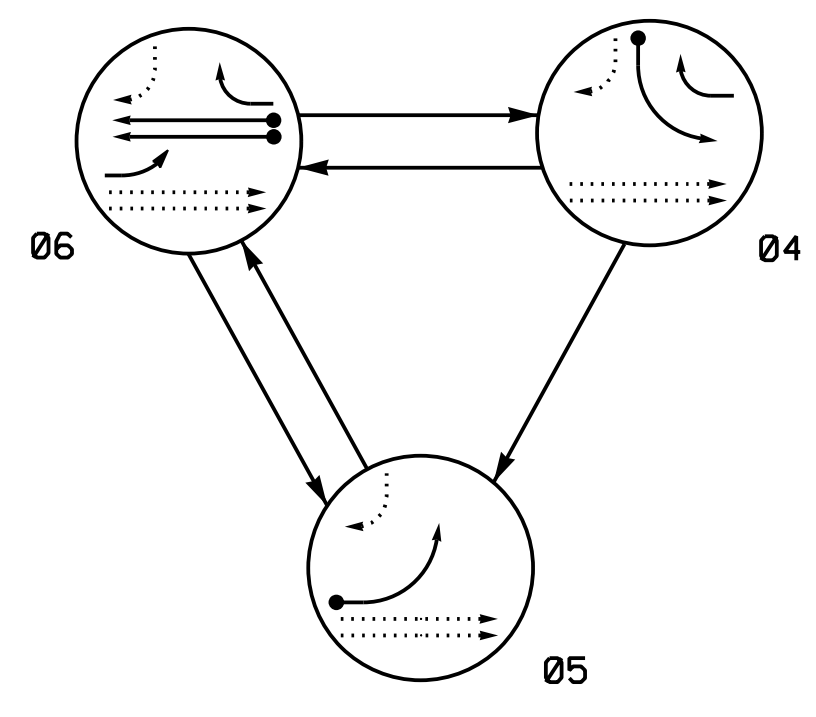
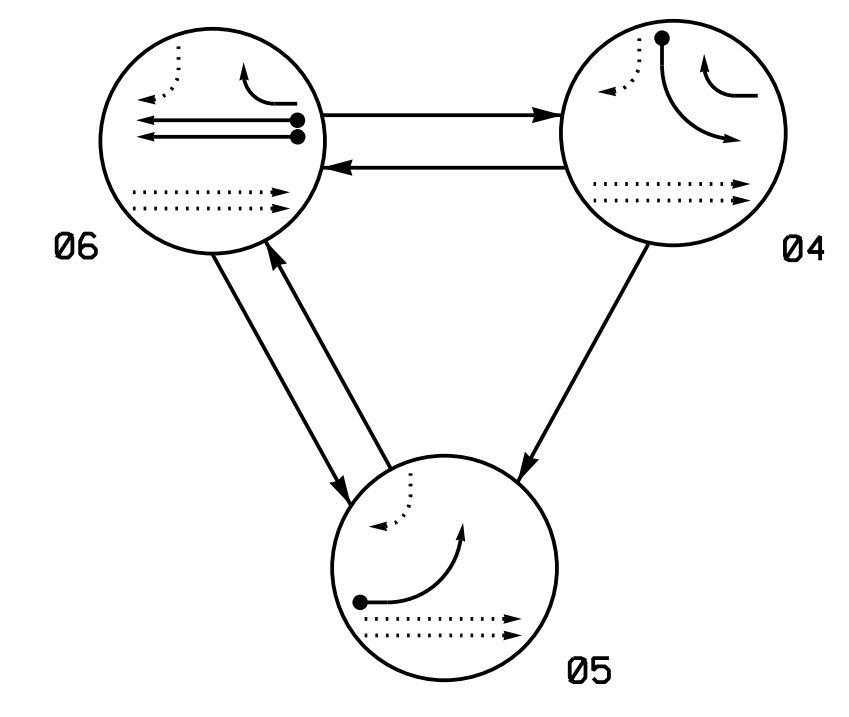


**DEFAULT PHASING DIAGRAM**



**ALTERNATE PHASING DIAGRAM**



**PHASING DIAGRAM DETECTION LEGEND**

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

**DEFAULT PHASING TABLE OF OPERATION**

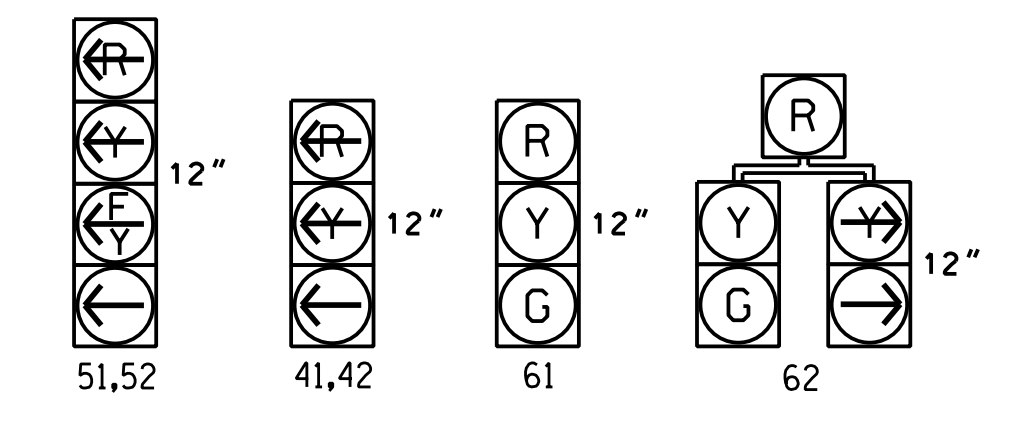
SIGNAL FACE	PHASE			
	05	06	04	F L
41,42	R	R	G	R
51,52	-	R	R	Y
61	R	G	R	Y
62	R	G	R	Y

**ALTERNATE PHASING TABLE OF OPERATION**

SIGNAL FACE	PHASE			
	05	06	04	F L
41,42	R	R	G	R
51,52	-	R	R	Y
61	R	G	R	Y
62	R	G	R	Y

**SIGNAL FACE I.D.**

All Heads L.E.D.



**OASIS 2070 LOOP & DETECTOR INSTALLATION CHART**

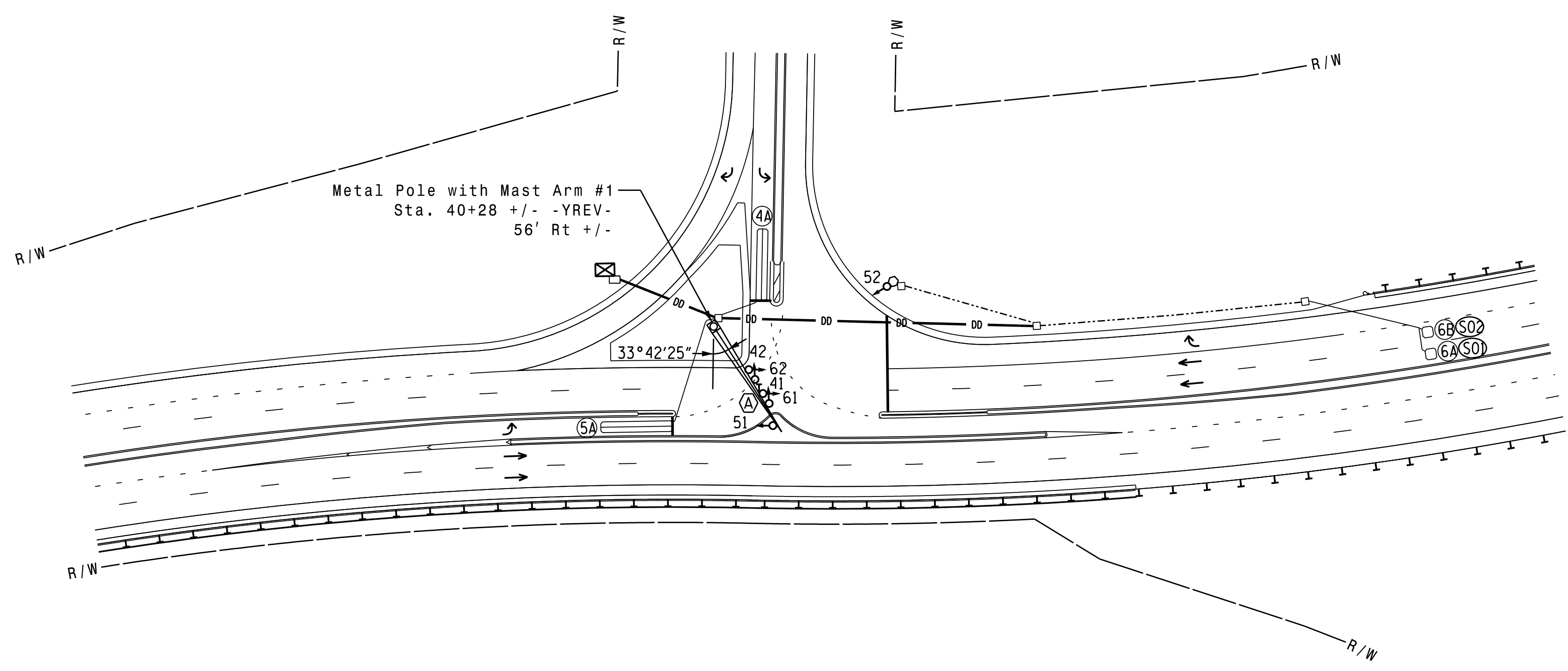
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	-	-	Y
5A	6X40	0	2-4-2	Y	5	Y	Y	-	-	*15	-	Y
6A/S01	6X6	300	5	Y	6	Y	Y	-	-	-	-	Y
6B/S02	6X6	300	5	Y	6	Y	Y	-	-	-	-	Y

\* 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.
- Locate new cabinet so as to not 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 #: 1123.



**OASIS 2070 TIMING CHART**

FEATURE	PHASE		
	4	5	6
Min Green 1 *	7	7	12
Extension 1 *	2.0	2.0	6.0
Max Green 1 *	30	20	60
Yellow Clearance	3.0	3.0	4.9
Red Clearance	3.3	2.8	1.3
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	-	-	-
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.

**LEGEND**

PROPOSED	EXISTING
○ → Traffic Signal Head	● → N/A
○ → Modified Signal Head	○ → N/A
□ → Pedestrian Signal Head With Push Button & Sign	□ → N/A
○ → Signal Pole with Guy	○ → N/A
○ → Signal Pole with Sidewalk Guy	○ → N/A
□ → Inductive Loop Detector	□ → N/A
□ → Controller & Cabinet	□ → N/A
□ → Junction Box	□ → N/A
--- 2-in Underground Conduit	--- 2-in Underground Conduit
N/A → Right of Way	N/A → Right of Way
→ → Directional Arrow	→ → Directional Arrow
- - - → Directional Drill	- - - → Directional Drill
○ → Metal Pole with Mastarm	○ → Metal Pole with Mastarm
— — — — — Guardrail	— — — — — Guardrail
○ Type III Signal Pedestal	● Type III Signal Pedestal
ⓐ Left Arrow "ONLY" Sign (R3-5L)	ⓐ Left Arrow "ONLY" Sign (R3-5L)

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 906 (Middleton Boulevard) at NC 211 Southbound Ramp 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 
	750 N. Greenfield Pkwy, Garner, NC 27529 SCALE: 0 50 1" = 50'	SIGNATURE:  DATE: 9/10/2021 SIG. INVENTORY NO. 03-1123	

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