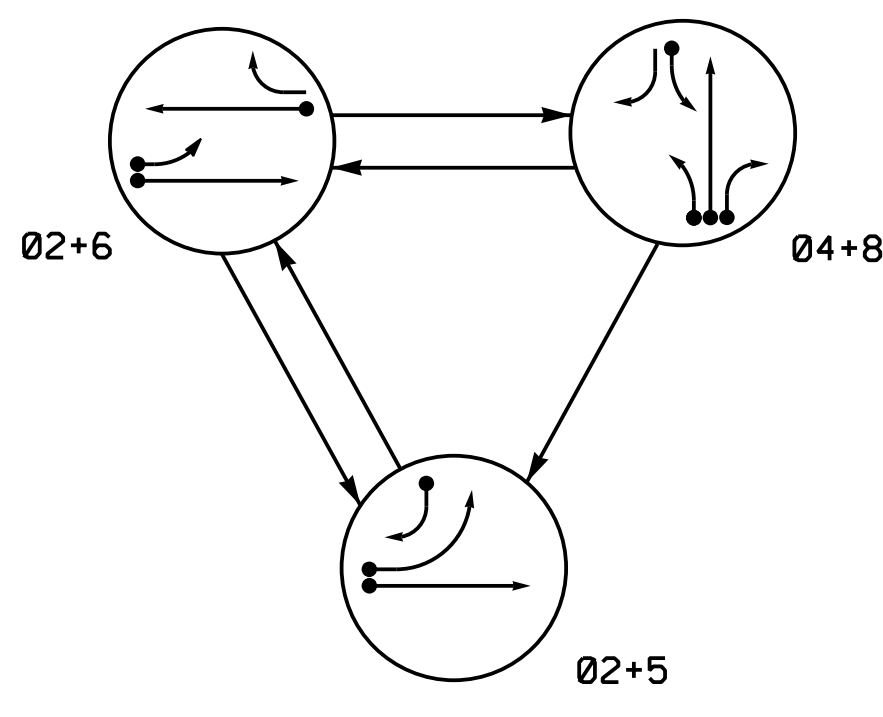
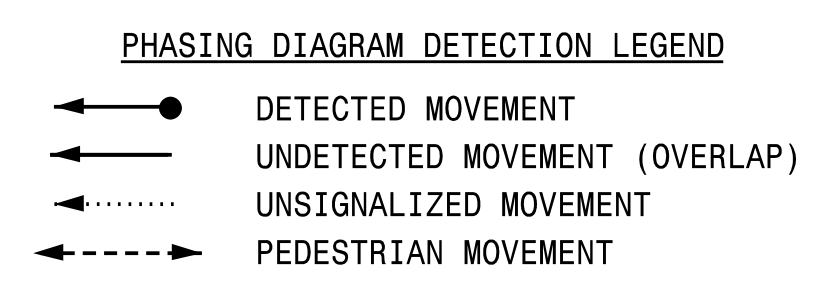
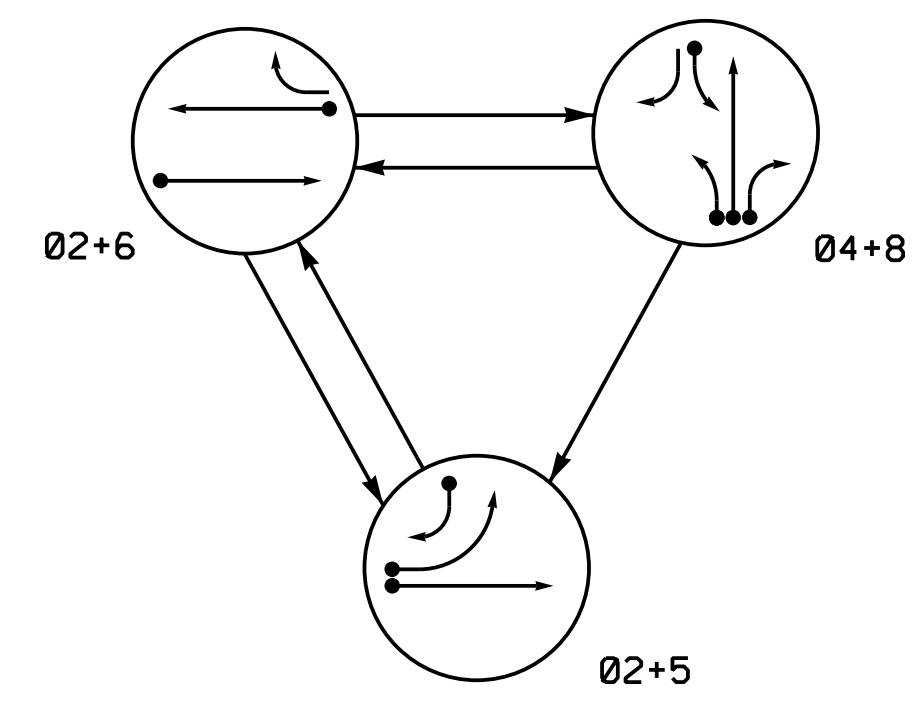


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



**DEFAULT PHASING TABLE OF OPERATION**

SIGNAL FACE	PHASE				
	02+5	02+6	04+8	F	P
21,22	G	G	R	Y	
41	R	R	G	R	
42	R	R	G	R	
51	-	-	-	-	-
61,62	R	G	R	Y	
81,82	R	R	G	R	

**ALTERNATE PHASING TABLE OF OPERATION**

SIGNAL FACE	PHASE				
	02+5	02+6	04+8	F	P
21,22	G	G	R	Y	
41	R	R	G	R	
42	R	R	G	R	
51	-	-	-	-	-
61,62	R	G	R	Y	
81,82	R	R	G	R	

**OASIS 2070 LOOP & DETECTOR INSTALLATION CHART**

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

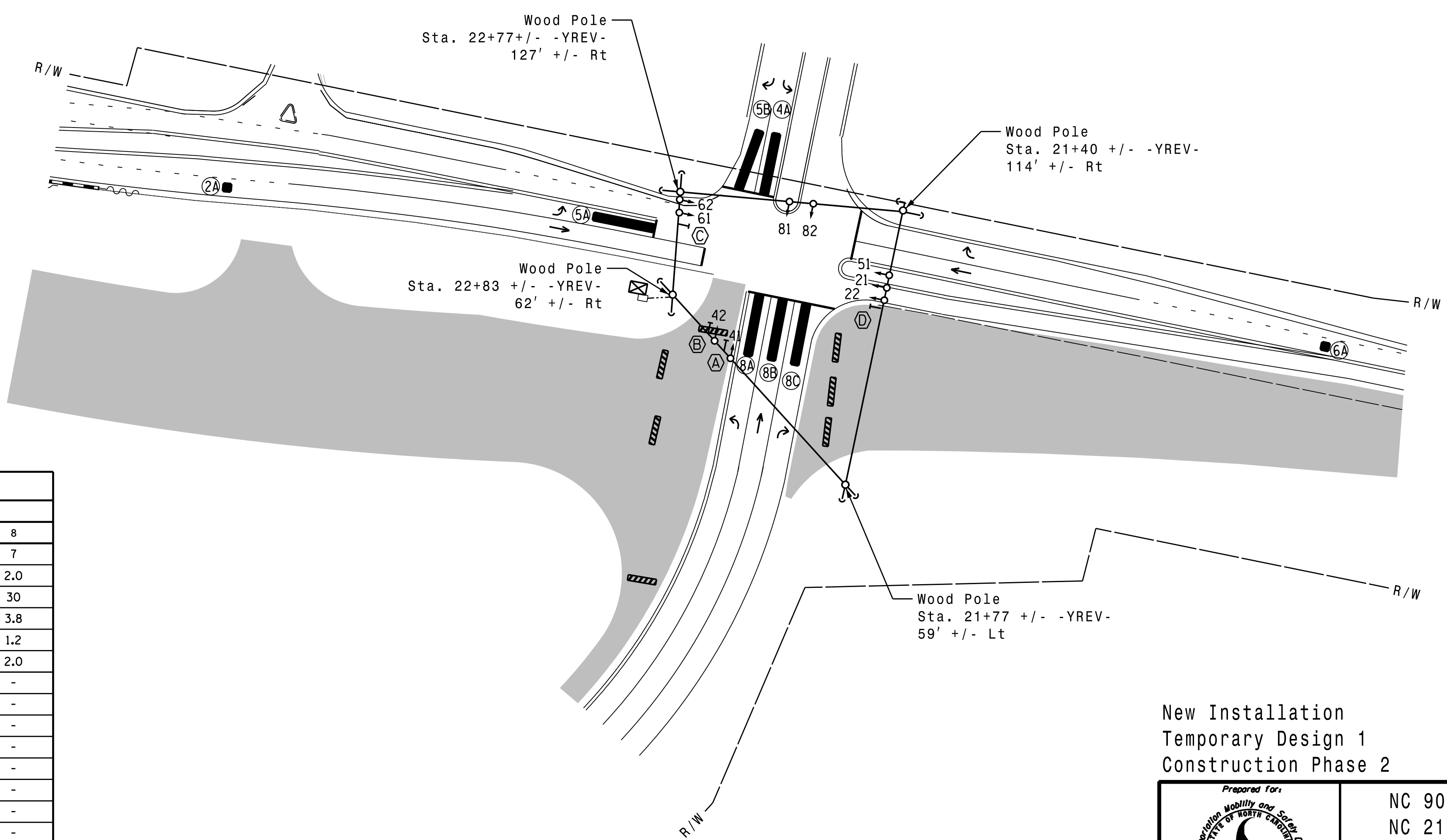
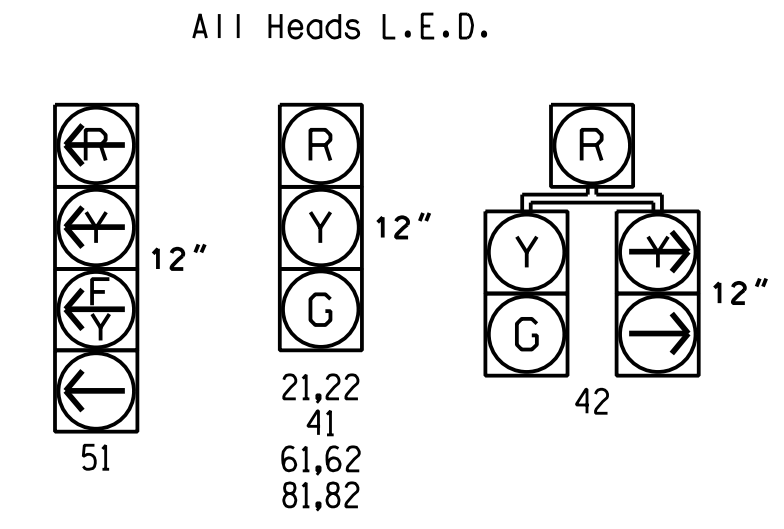
\* Multizone Microwave Detection.  
 \*\* Disable phase 2 call for 5A during alternate phasing operation.  
 \*\*\* Reduce delay to 3 seconds during alternate phasing operation.

3 Phase Fully Actuated Isolated

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 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.
- 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.

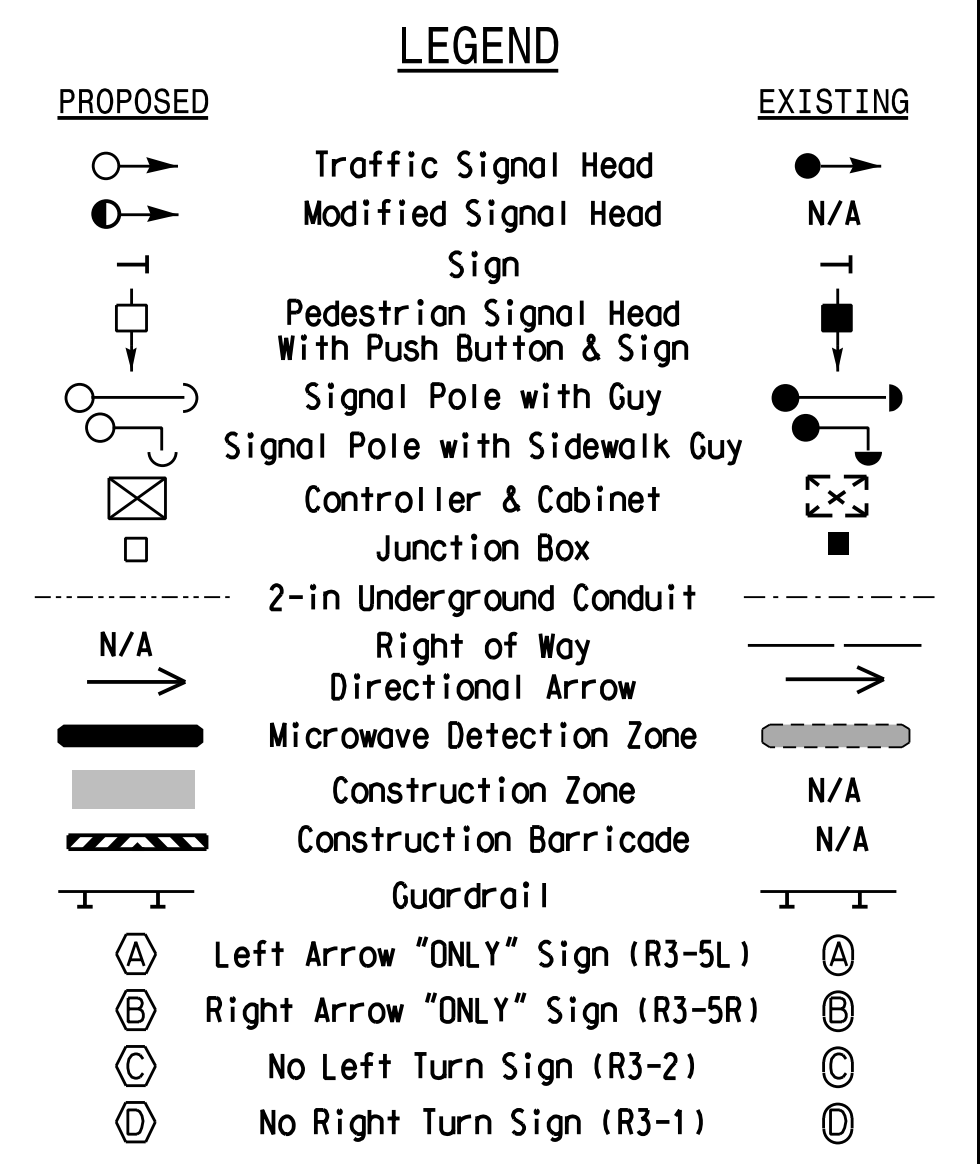
SIGNAL FACE I.D.



**OASIS 2070 TIMING CHART**

FEATURE	PHASE				
	2	4	5	6	8
Min Green 1 *	12	7	7	12	7
Extension 1 *	6.0	2.0	2.0	6.0	2.0
Max Green 1 *	60	30	20	60	30
Yellow Clearance	4.9	3.1	3.0	4.9	3.8
Red Clearance	1.4	2.3	3.3	1.4	1.2
Red Revert	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
Seconds Per Actuation *	2.5	-	-	2.5	-
Max Variable Initial *	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	-	ON	-	-	ON
Simultaneous Gap	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.



New Installation  
 Temporary Design 1  
 Construction Phase 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

	Prepared for: TRANSPORTATION MOBILITY AND SAFETY ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION SIGNAL DESIGN SECTION 750 N. Greenfield Pkwy, Garner, NC 27529	NC 906 (Midway Road) at NC 211 Northbound Ramp/ Midway Commons 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  N. R. Simmons 9/10/2021
	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 SIGNATURE DATE SIG. INVENTORY NO. 03-1122T1