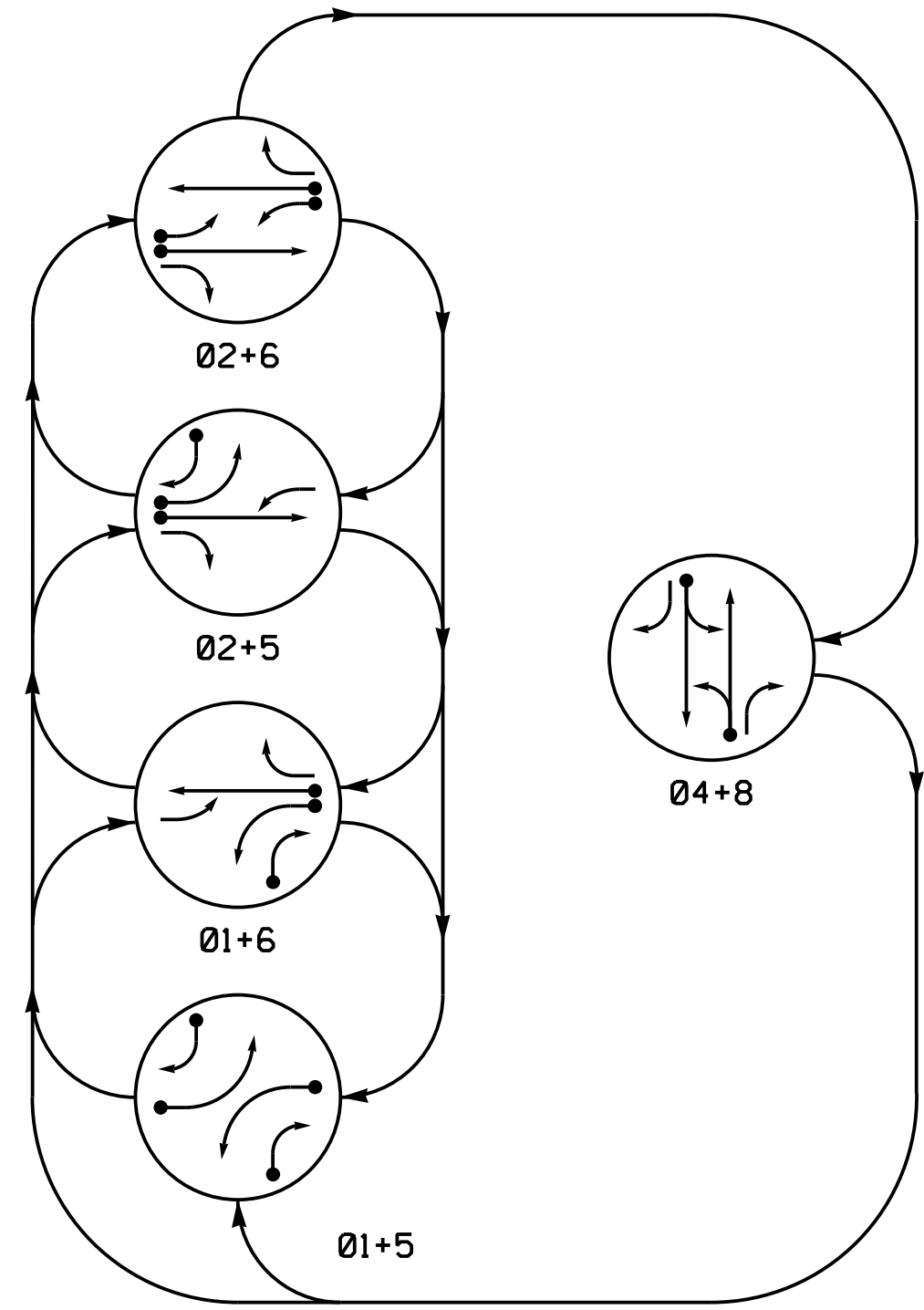
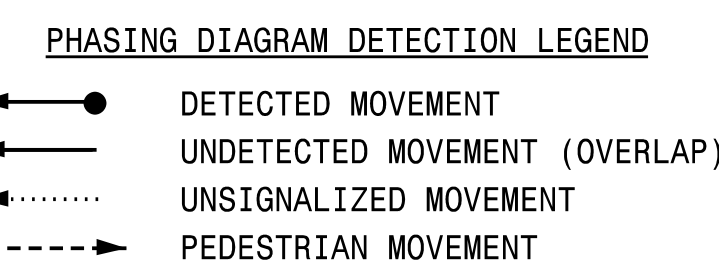
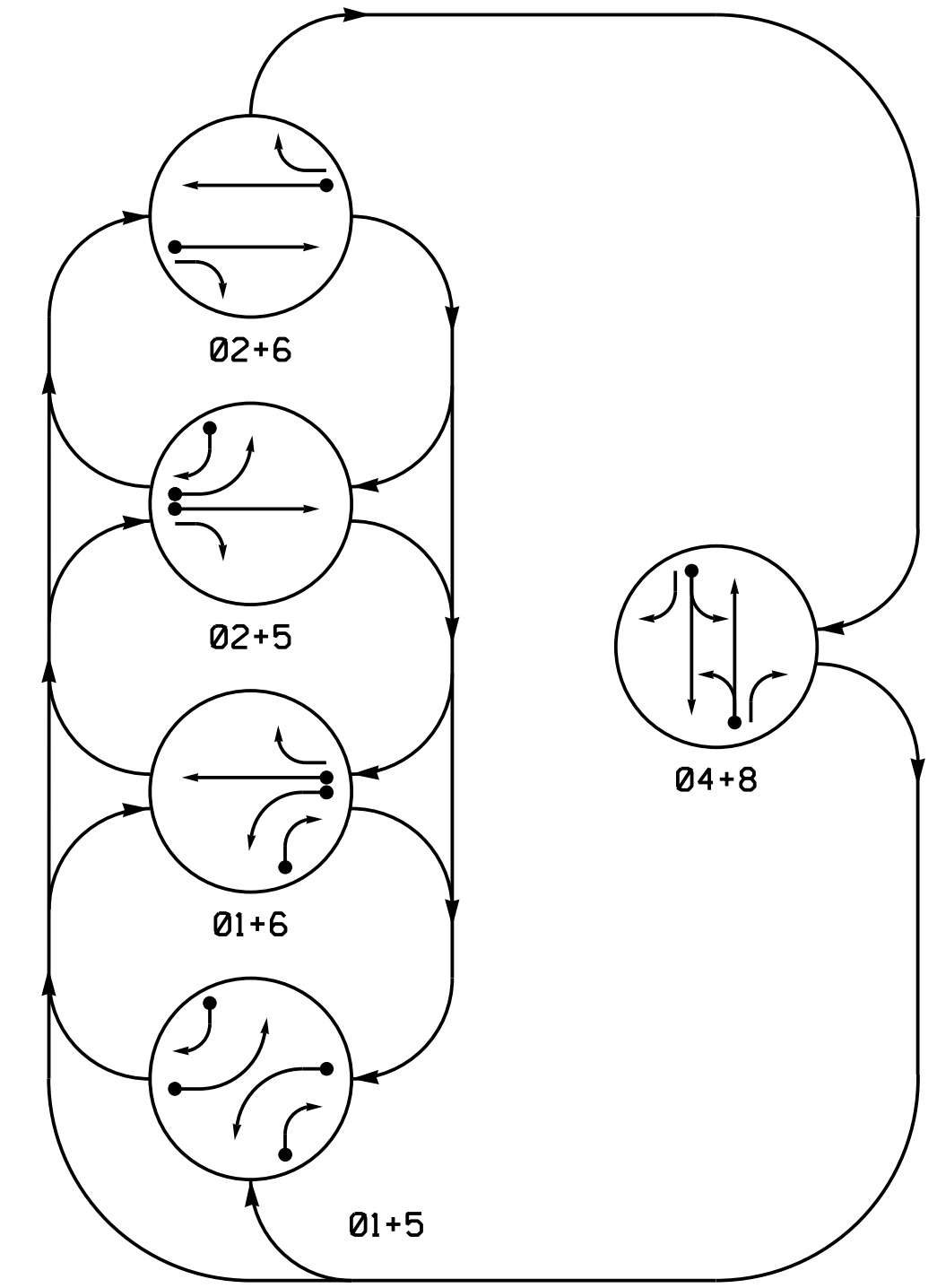


**DEFAULT PHASING DIAGRAM**



**ALTERNATE PHASING DIAGRAM**



**DEFAULT PHASING TABLE OF OPERATION**

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	04+8	F L T
11	—	—	—	—	—	—
21,22	R	R	G	G	R	Y
41,42	R	R	R	R	G	R
43	F	R	F	R	F	R
51	—	—	—	—	—	—
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 L T
11	—	—	—	—	—	—
21,22	R	R	G	G	R	Y
41,42	R	R	R	R	G	R
43	F	R	F	R	F	R
51	—	—	—	—	—	—
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	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY		
1A	6X40	0	*	*	1	Y	Y	-	***15	-
1B	6X40	0	*	*	**6	Y	Y	-	-	-
2A	6X6	420	*	*	2	Y	Y	-	-	-
4A	6X40	0	*	*	4	Y	Y	-	-	-
5A	6X40	0	*	*	5	Y	Y	-	***15	-
5B	6X40	0	*	*	**2	Y	Y	-	-	-
6A	6X6	420	*	*	6	Y	Y	-	-	-
8A	6X40	0	*	*	8	Y	Y	-	-	-

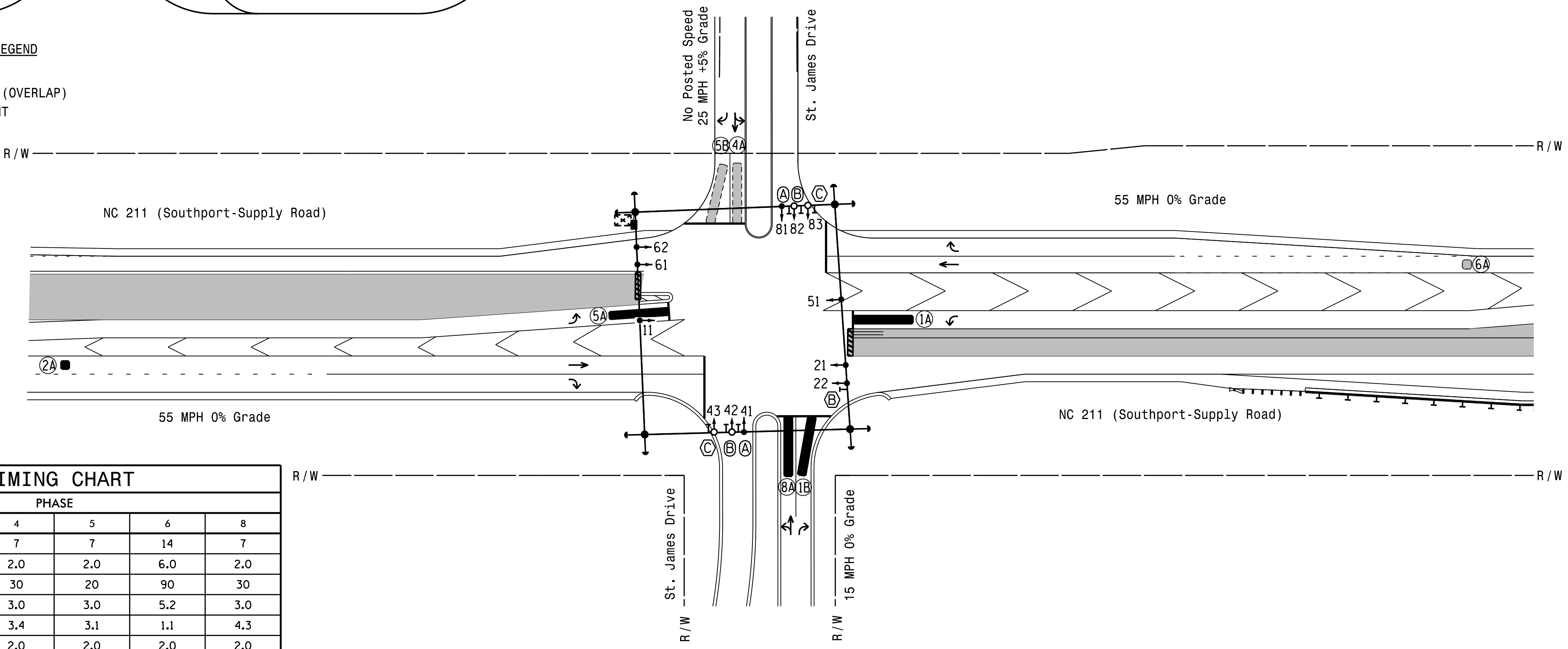
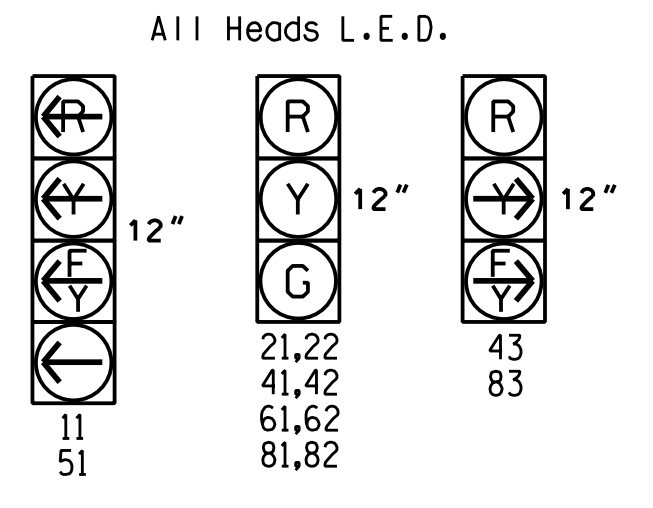
\* Multizone Microwave Detection.  
 \*\* Disable phase 2 and 6 call for 1A and 5A during alternate phasing operation.  
 \*\*\* Reduce delay to 0 seconds during alternate phasing operation.

5 Phase Fully Actuated Isolated

**NOTES**

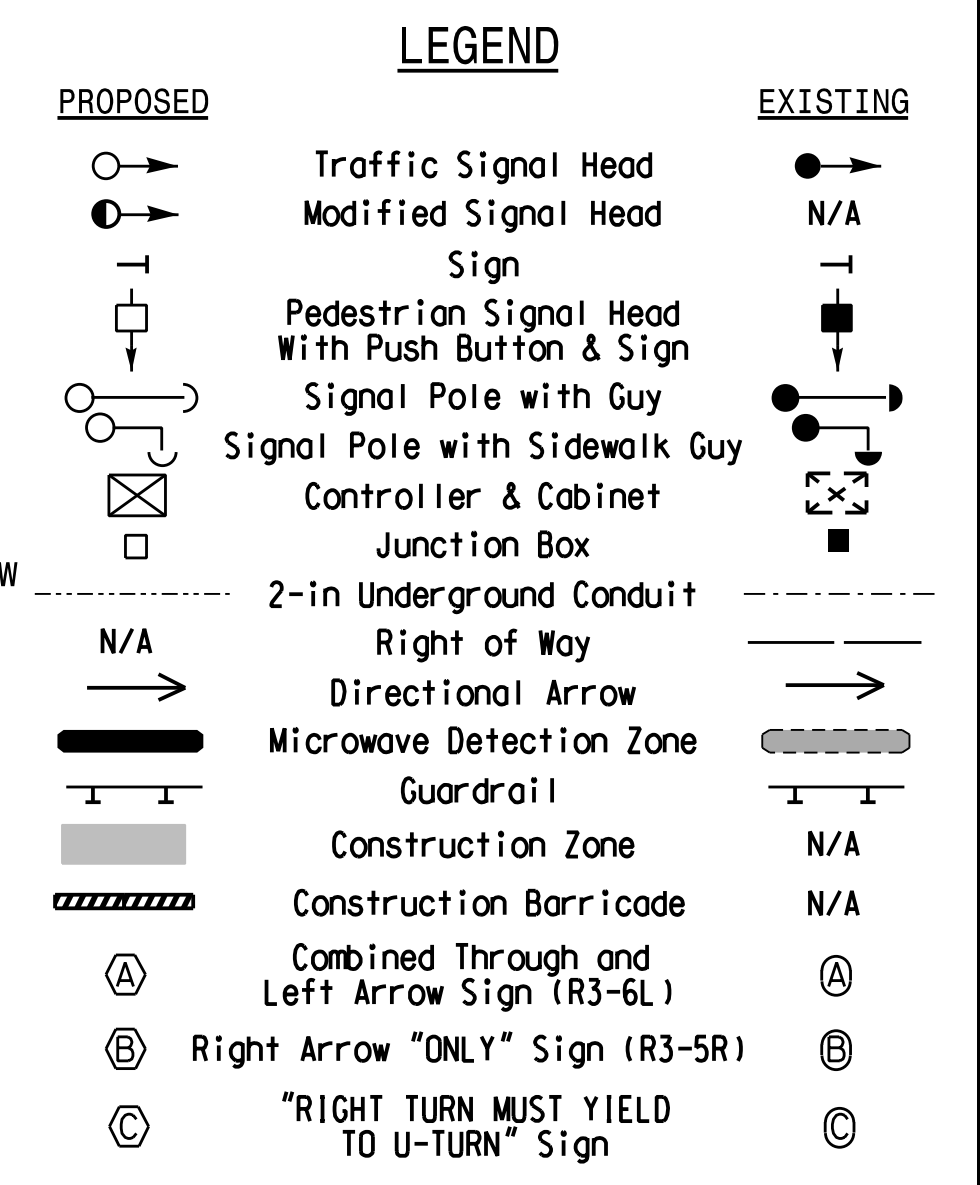
- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Reposition existing signal heads numbered 11,21,22,41,51, and 81.
- Set all detector units to presence mode.
- The Division Traffic Engineer will determine the hours of use for each phasing plan.
- Incorporate Microwave Detection system for vehicle detection.
- Provide the Engineer with the Manufacturer's approved Microwave Detection locations and mounting heights to obtain detection zones as shown.

**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	3.4	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 *	-	2.5	-	-	2.5	-
Max Variable Initial *	-	46	-	-	46	-
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	ON



Signal Upgrade  
 Temporary Design 3  
 Construction Phase 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 DATE 9/10/2021 SIG. INVENTORY NO. 03-097773	

\* 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.