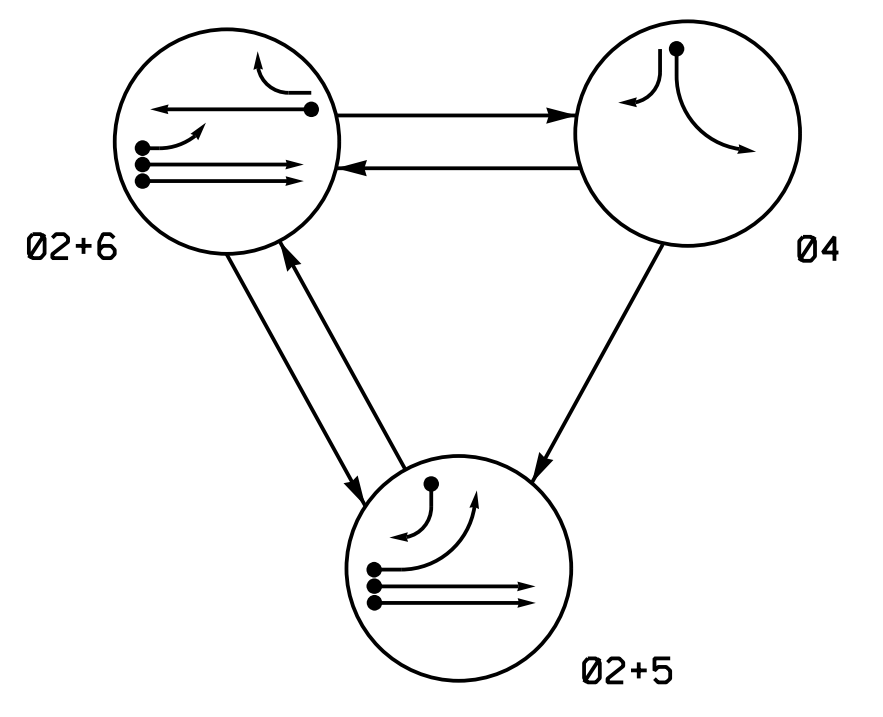
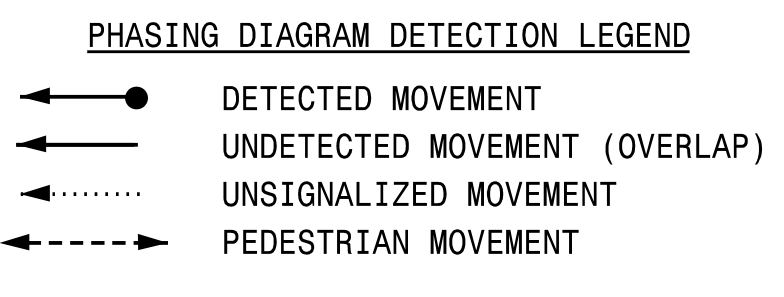
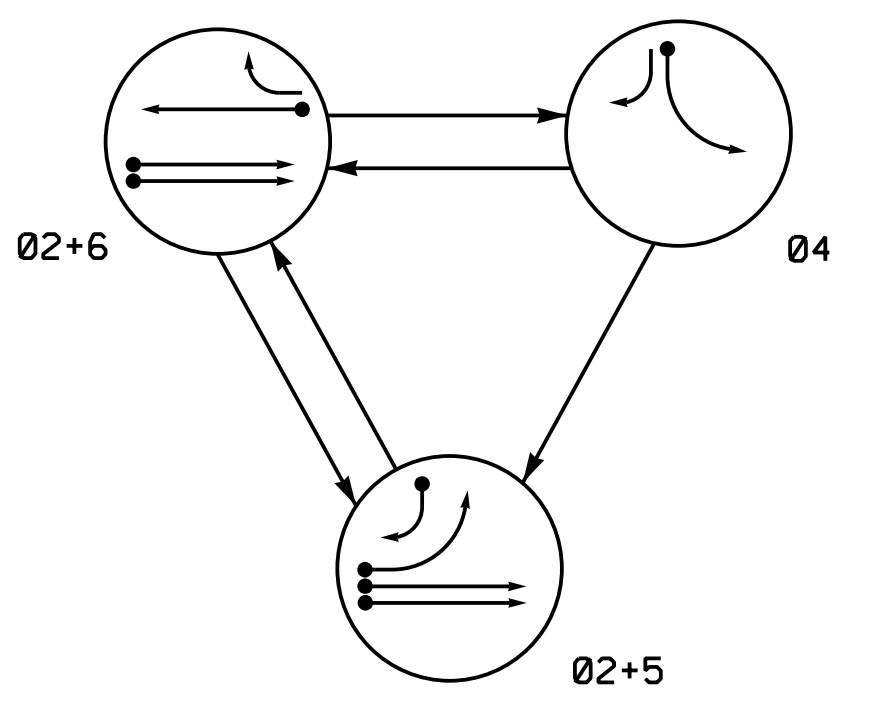


**DEFAULT PHASING DIAGRAM**



**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

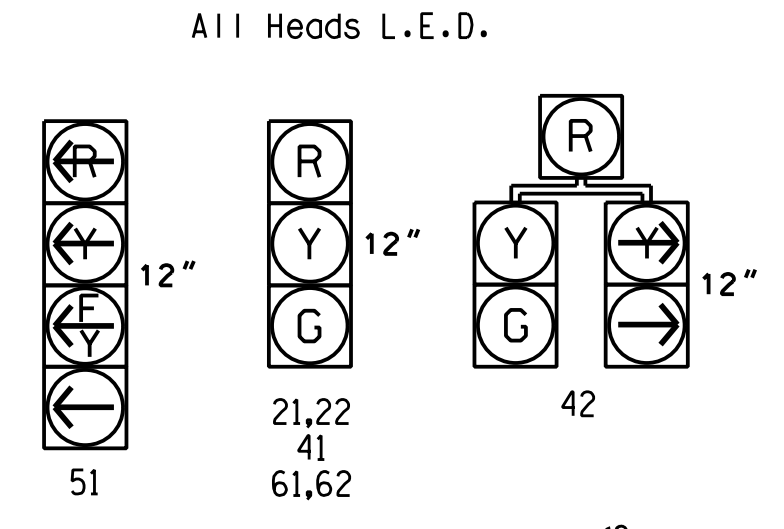
\* Multizone Microwave Detection.  
 \*\* Disable phase 2 call for 5A during alternate phasing operation.  
 \*\*\* Reduce delay to 0 seconds during alternate phasing operation.

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.

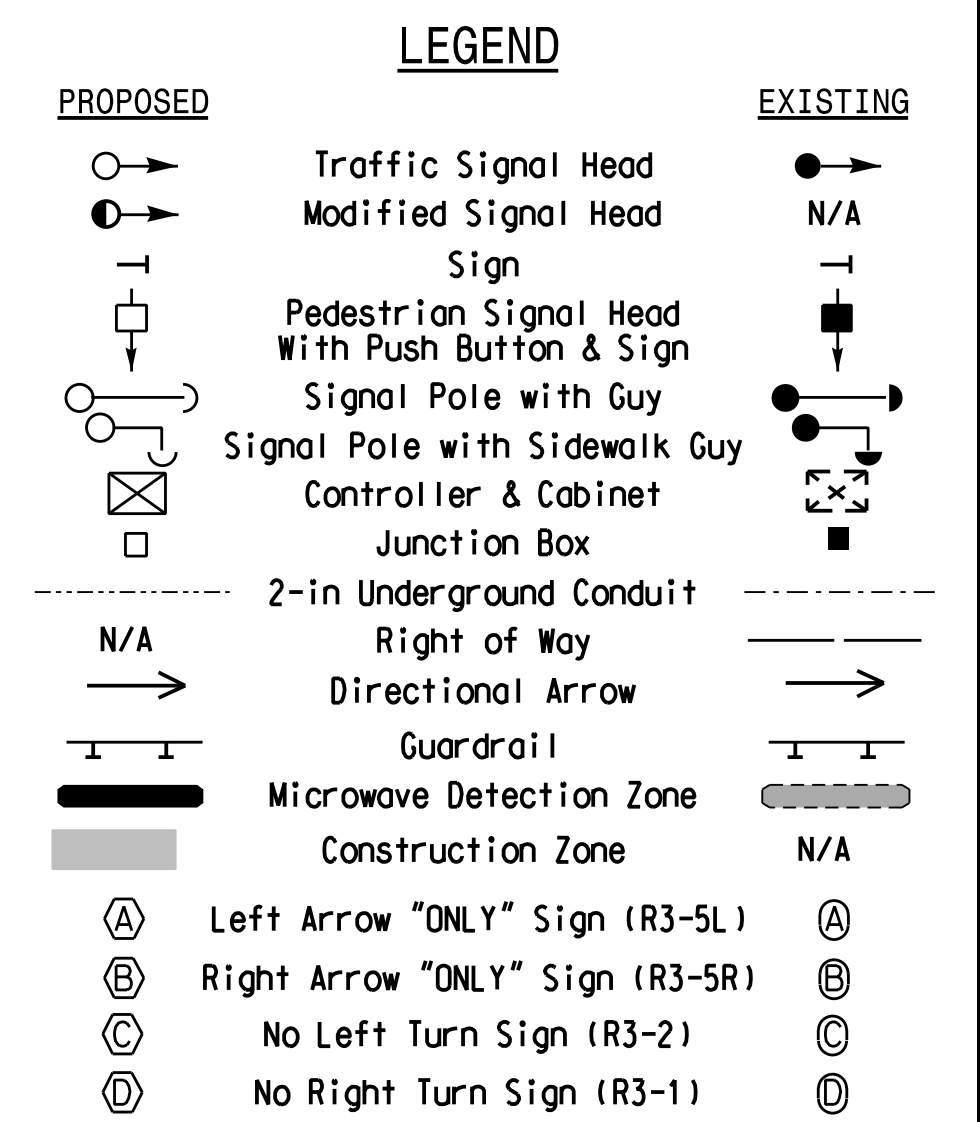
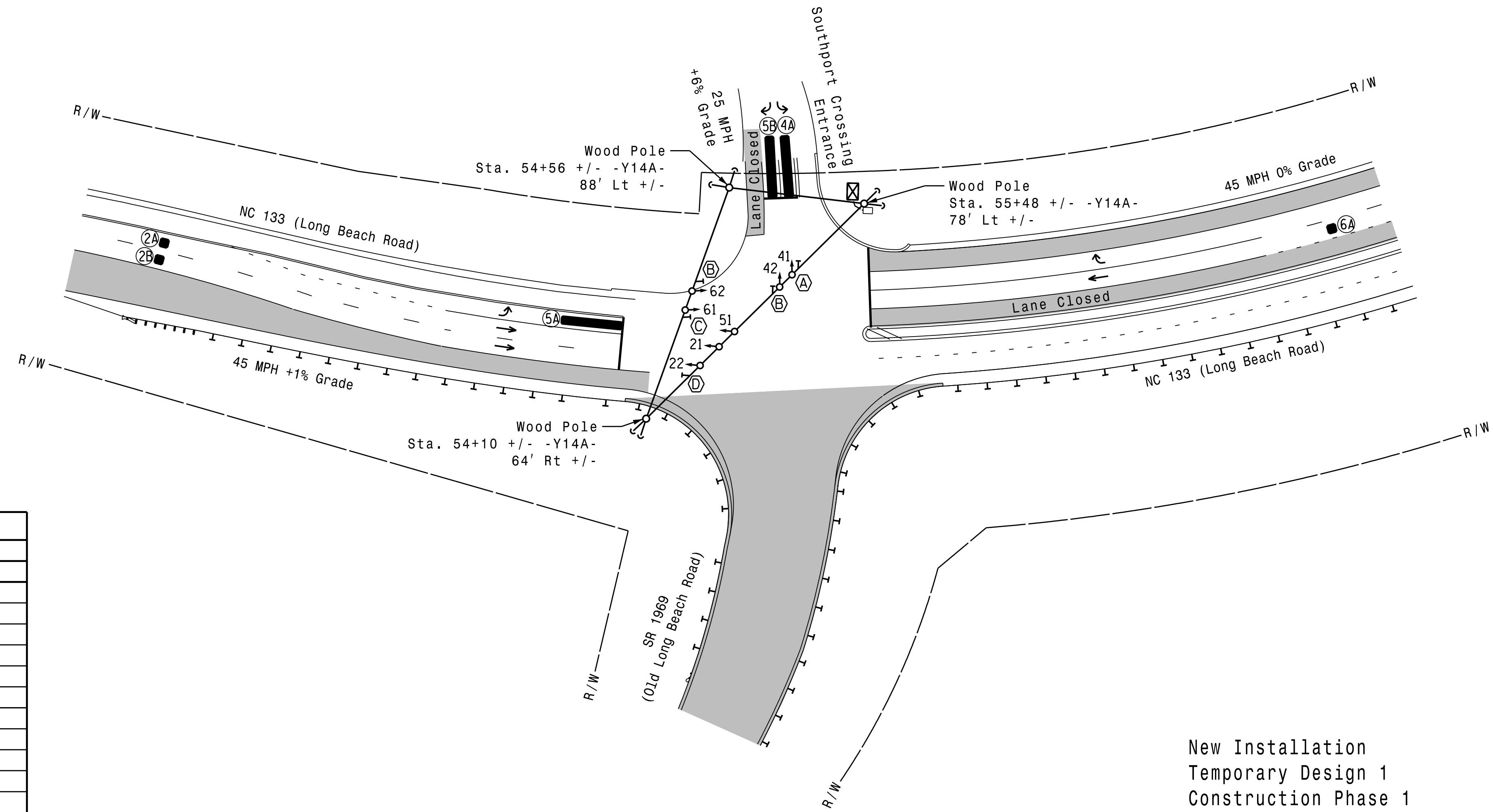
**SIGNAL FACE I.D.**



**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

**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. Klinksiek PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons	REVISIONS INITI. DATE SIGNATURE DATE	

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