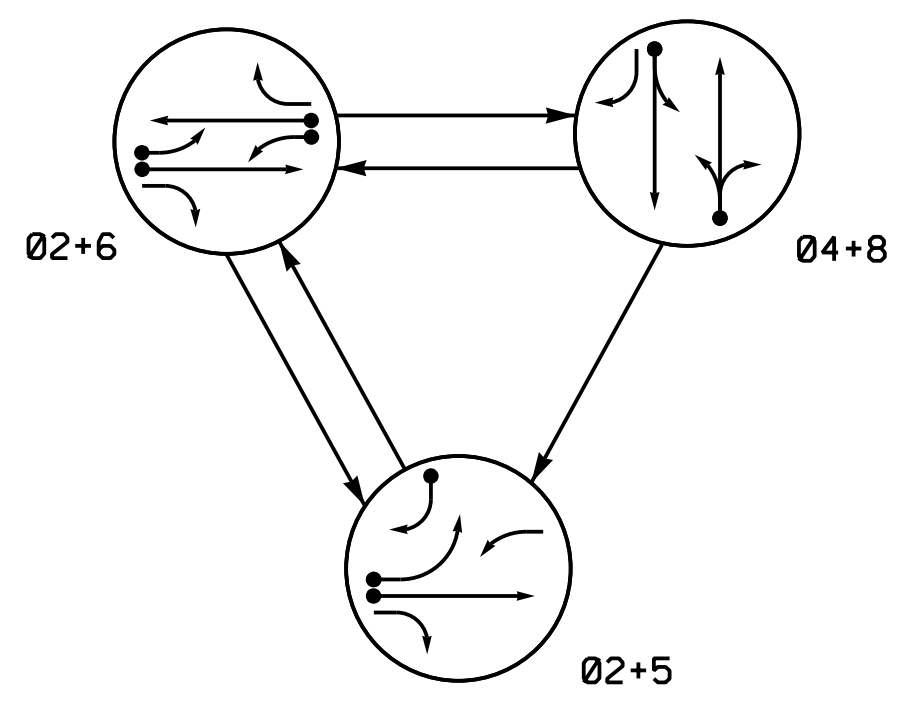
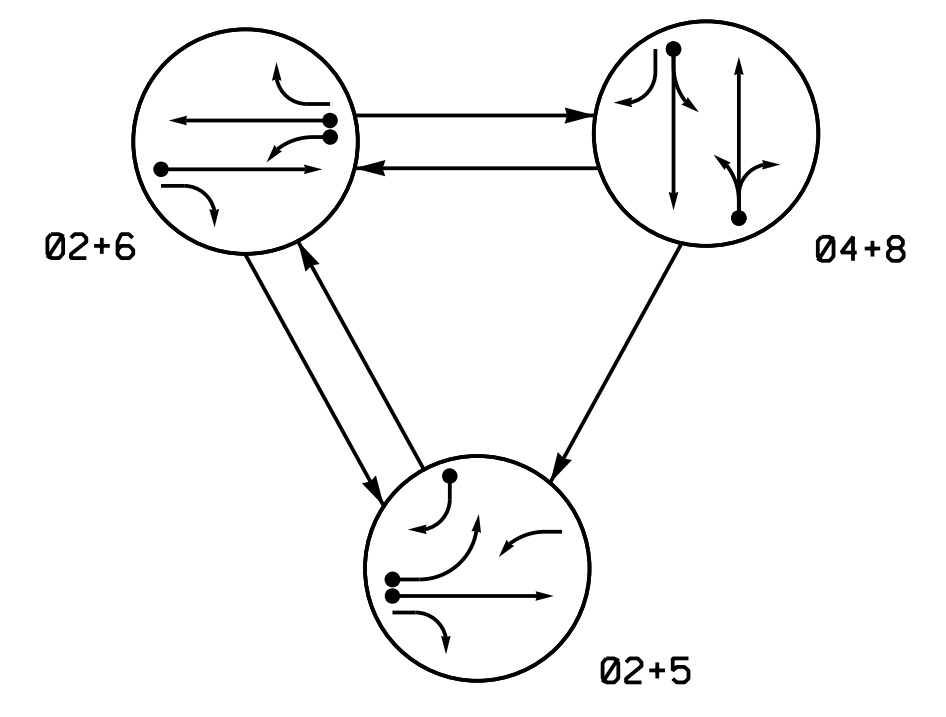


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE			
	02+5	02+6	04+8	F L S H
21,22	G	G	R	Y
41	R	R	G	R
42	R	R	G	R
51	-	F	R	Y
61	F	F	R	Y
62,63	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 L S H
21,22	G	G	R	Y
41	R	R	G	R
42	R	R	G	R
51	-	F	R	Y
61	F	F	R	Y
62,63	R	G	R	Y
81,82	R	R	G	R

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

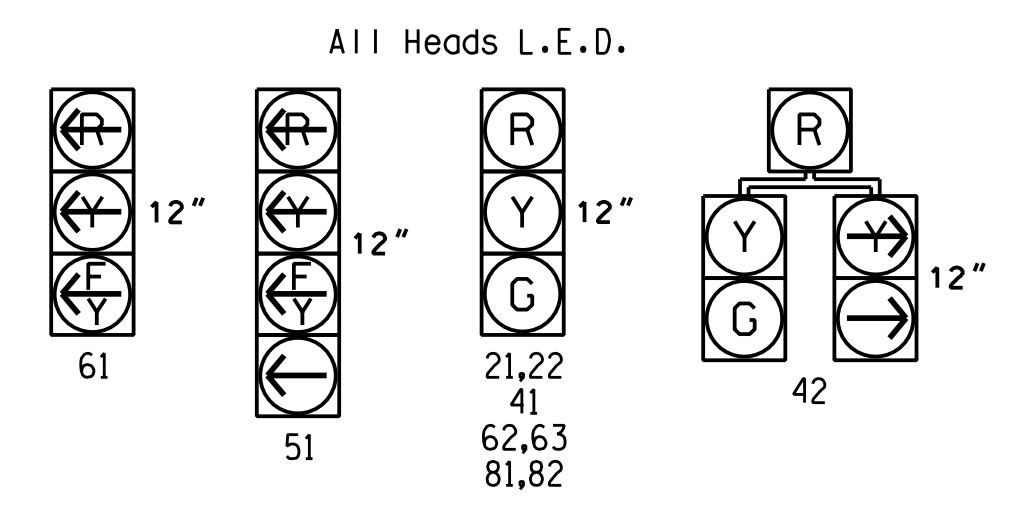
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY			
2A	6X6	300	*	*	2	Y	Y	-	-	-	Y
4A	6X40	0	*	*	4	Y	Y	-	-	-	Y
5A	6X40	0	*	*	5	Y	Y	-	-	**15	Y
					**2	Y	Y	-	-	3	Y
5B	6X40	0	*	*	5	Y	Y	-	-	15	Y
6A	6X6	300	*	*	6	Y	Y	-	-	-	Y
6B	6X40	0	*	*	6	Y	Y	Y	-	3	Y
8A	6X40	0	*	*	8	Y	Y	-	-	-	Y

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

PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE I.D.



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 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.
- 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 #: 1043.

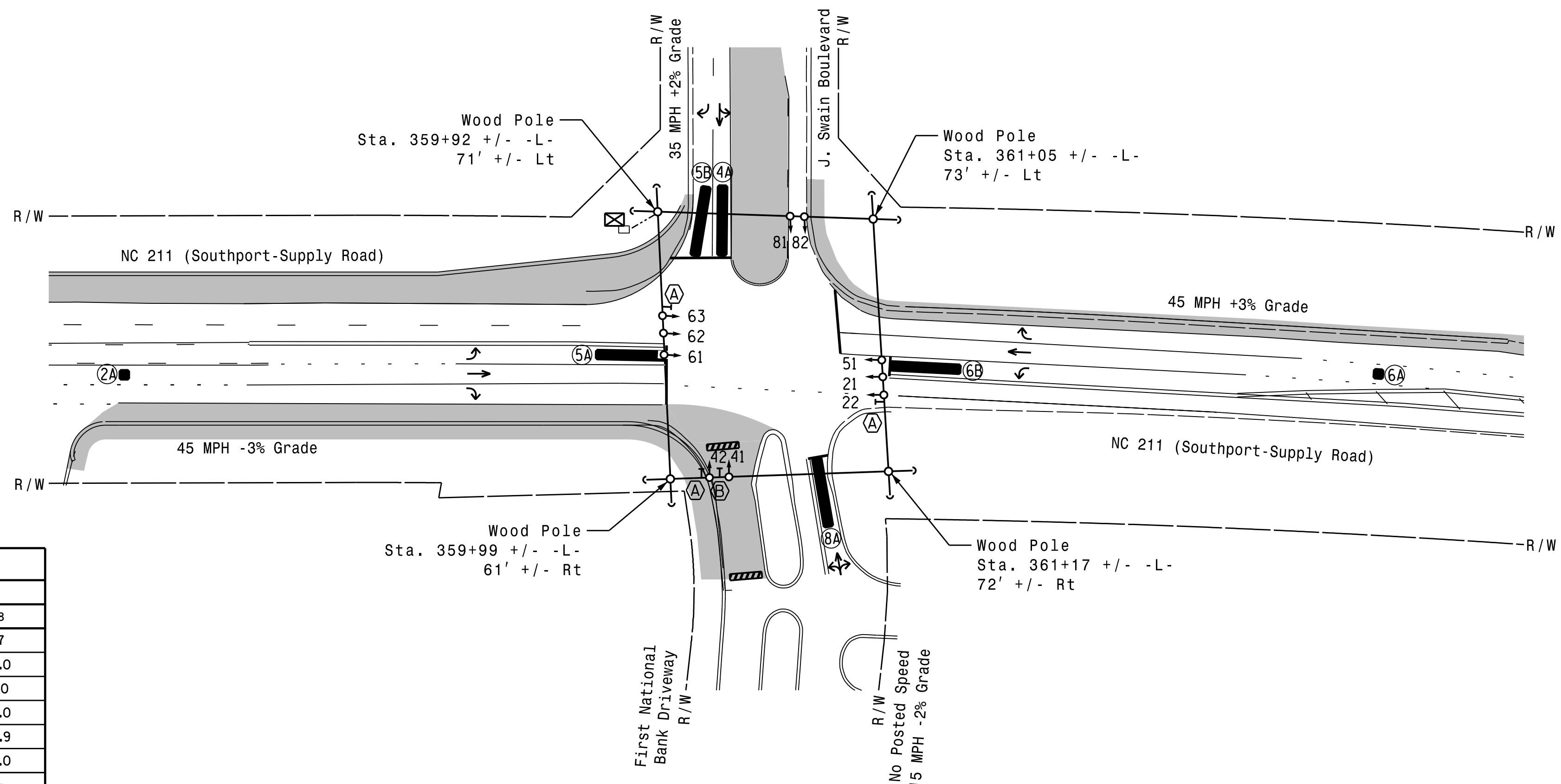
LEGEND

- | 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 | ●→ Signal Pole with Sidewalk Guy |
| ⊥ Signal Pole with Sidewalk Guy | ⊥ Junction Box |
| ⊥ Controller & Cabinet | ⊥ Junction Box |
| ⊥ 2-in Underground Conduit | ⊥ N/A |
| N/A Right of Way | — Right of Way |
| → Directional Arrow | → Directional Arrow |
| ▬ Microwave Detection Zone | ▬ N/A |
| ▬ Construction Zone | N/A |
| ▬ Construction Barricade | N/A |
| (A) Right Arrow "ONLY" Sign (R3-5R) | (A) N/A |
| (B) Combined Through and Left Arrow Sign (R3-6L) | (B) N/A |

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 *	90	30	25	90	30
Yellow Clearance	4.8	3.7	3.0	4.8	3.0
Red Clearance	1.4	2.4	2.6	1.4	3.9
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.



Signal Upgrade
 Temporary Design 1
 Construction Phase 1

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

	NC 211 (Southport-Supply Road) at J. Swain Boulevard		SEAL
	Division 03 Brunswick Co. Southport PLAN DATE: June 2017 PREPARED BY: A.H. Thornburg REVISIONS:	REVIEWED BY: A.D. Klinksiek REVIEWED BY: N.R. Simmons DATE:	

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