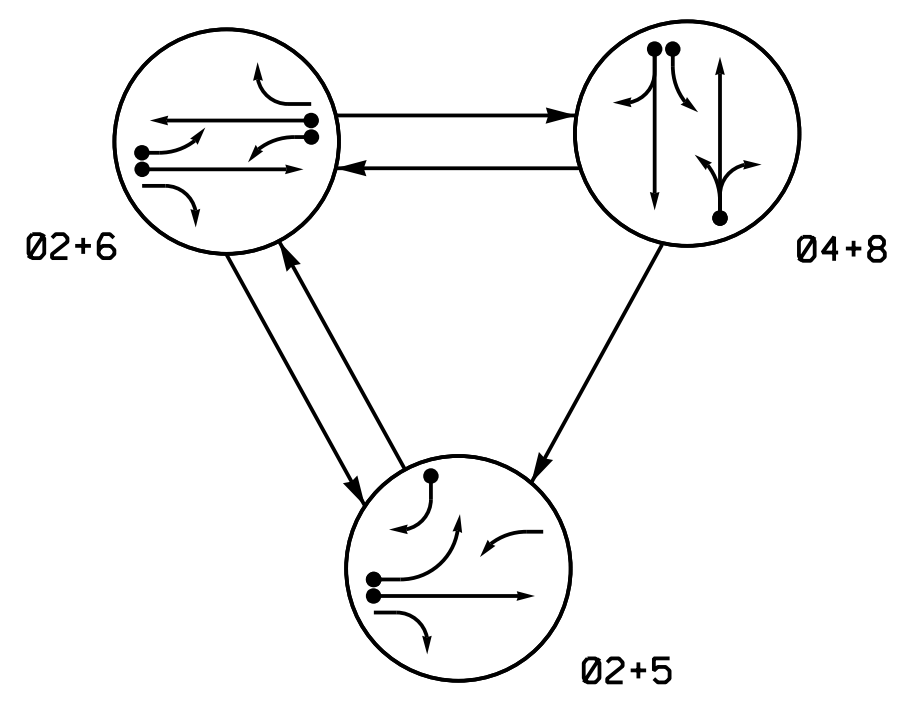
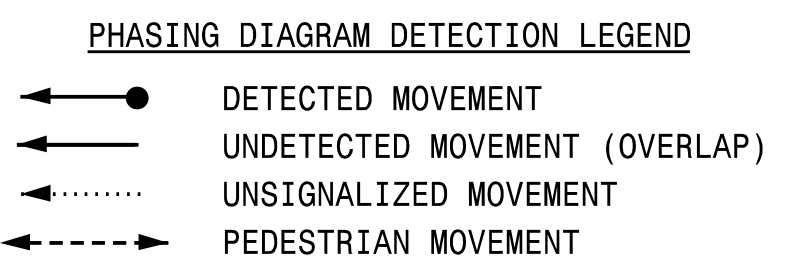
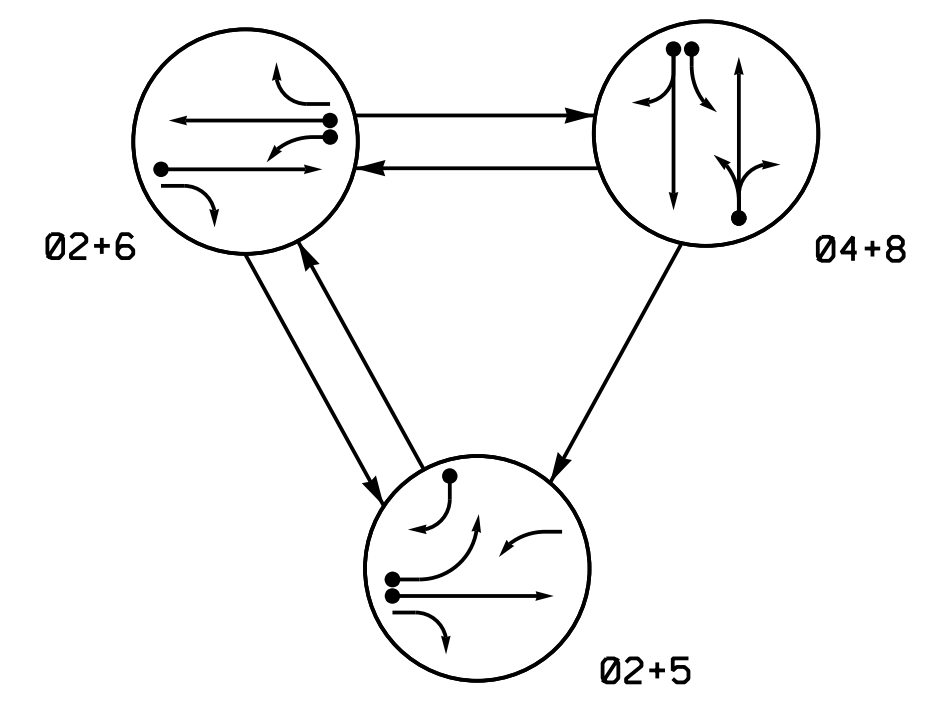


**DEFAULT PHASING DIAGRAM**



**ALTERNATE PHASING DIAGRAM**



**DEFAULT PHASING TABLE OF OPERATION**

SIGNAL FACE	PHASE			
	02+5	02+6	04+8	F H S
21,22	G	G	R	Y
41,42	R	R	G	R
51	—	—	—	—
61	—	—	—	—
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 H S
21,22	G	G	R	Y
41,42	R	R	G	R
51	—	—	—	—
61	—	—	—	—
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	-	-	-
4A	6X40	0	*	*	4	Y	Y	-	-	-
4B	6X40	0	*	*	4	Y	Y	-	-	-
5A	6X40	0	*	*	5	Y	Y	-	-	-
6A	6X6	300	*	*	6	Y	Y	-	-	-
6B	6X40	0	*	*	6	Y	Y	-	-	-
8A	6X40	0	*	*	8	Y	Y	-	-	-

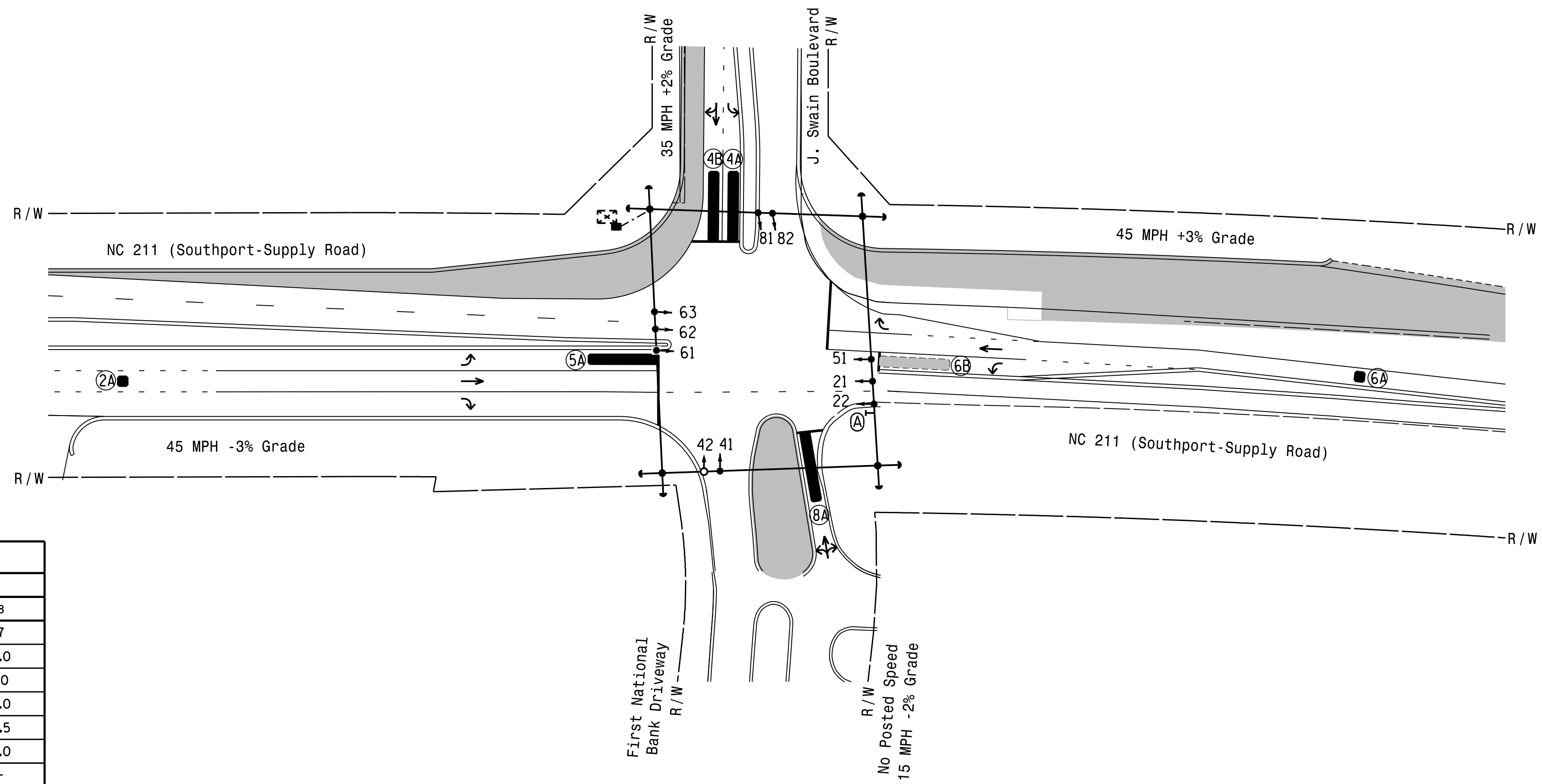
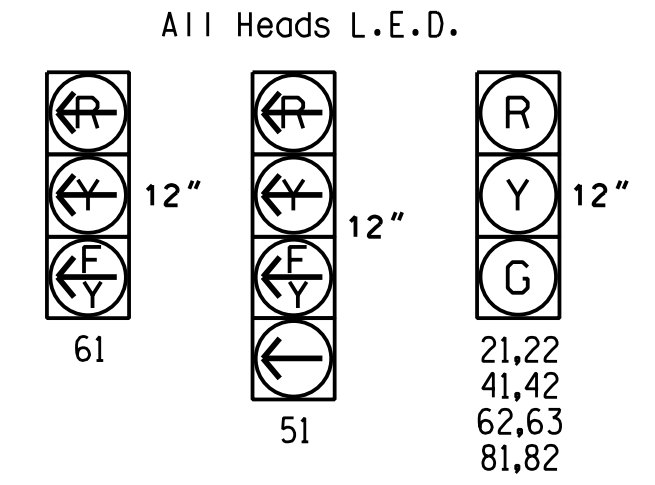
\* Multizone Microwave Detection.  
 \*\* Disable phase 2 call for 5A during alternate phasing operation.  
 \*\*\* Reduce delay to 3 seconds during alternate phasing operation.

3 Phase Fully Actuated (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.
- Reposition existing signal heads numbered 21,22,51,81,82 and sign (A).
- 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.
- 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.

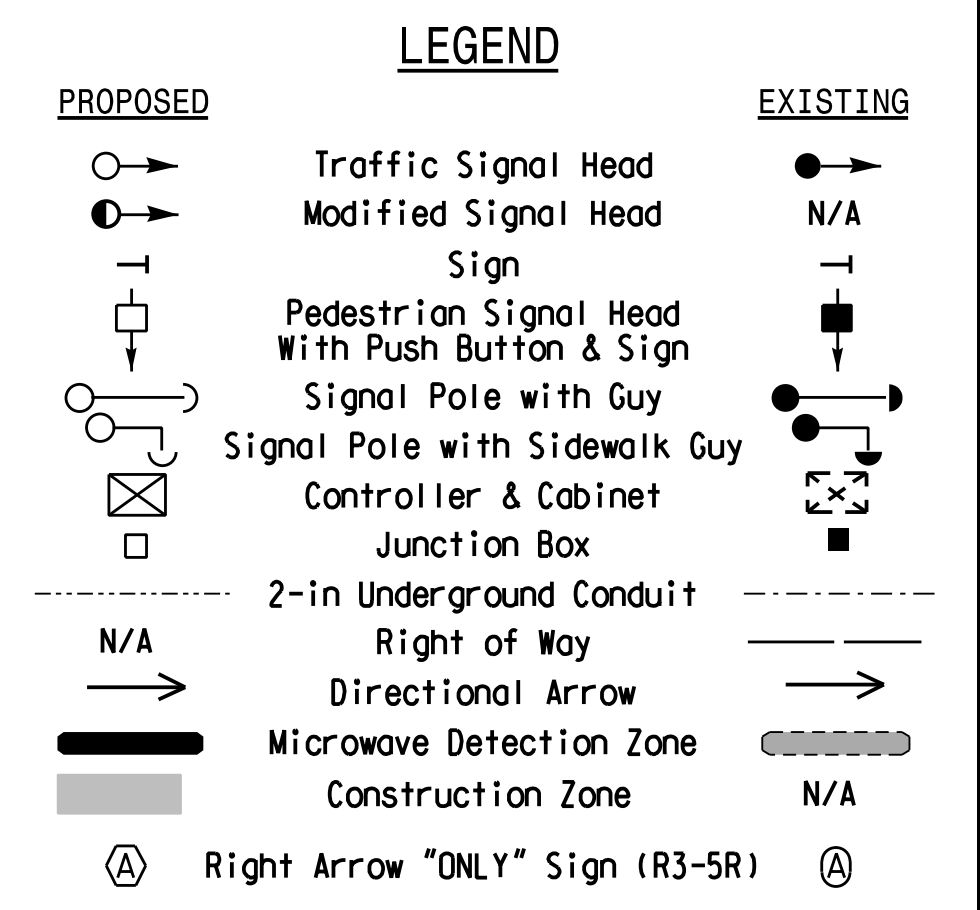
**SIGNAL FACE I.D.**



**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 *	90	30	25	90	30
Yellow Clearance	4.8	3.7	3.0	4.8	3.0
Red Clearance	1.6	2.4	2.4	1.6	3.5
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 2  
 Construction Phase 1a-1e

**DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED**

 HNTB NORTH CAROLINA, P.C. 343 E. Six Forks Road, Suite 200 Raleigh, North Carolina 27609 NC License No: C-1554 (919) 546-8997	NC 211 (Southport-Supply Road) at J. Swain Boulevard 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  Natasha R. Simmons ENGINEER 031464 9/10/2021
	SCALE 0 50 1"=50'	REVISIONS INIT. DATE SIGNATURE DATE SIG. INVENTORY NO. 03-1043T2