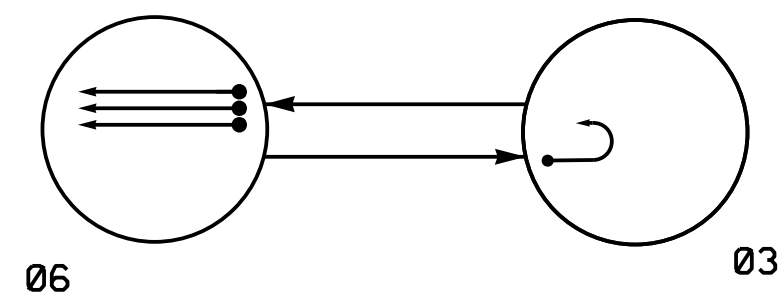


PHASING DIAGRAM



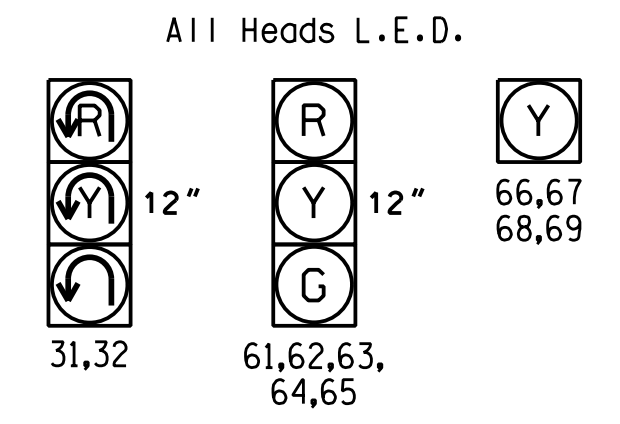
PHASING DIAGRAM DETECTION LEGEND

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

| SIGNAL FACE | PHASE | | |
|----------------|-------|-----|-------|
| | Ø 6 | Ø 3 | FLASH |
| 31,32 | R | Y | R |
| 61,62,63,64,65 | G | R | Y |

| SIGNAL FACE | INTERVAL | |
|-------------|----------|-----|
| | 1 | 2 |
| 66,68 | ON | OFF |
| 67,69 | OFF | ON |

SIGNAL FACE I.D.

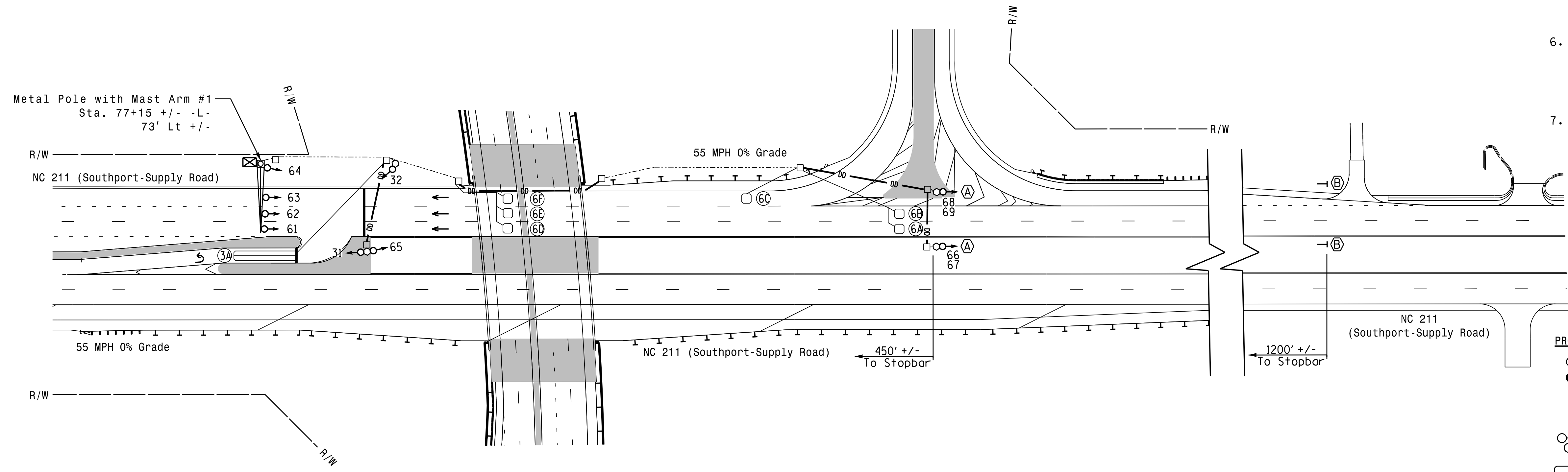


| OASIS 2070 LOOP & DETECTOR INSTALLATION CHART | | | | | | | | | | | | |
|---|-----------|----------------------------|-------|----------|----------------------|---------|-----------|-----------------|--------------|------------|-------------|----------|
| LOOP | SIZE (FT) | DISTANCE FROM STOPBAR (FT) | TURNS | NEW LOOP | DETECTOR PROGRAMMING | | | | | | SYSTEM LOOP | NEW CARD |
| | | | | | PHASE | CALLING | EXTENSION | FULL TIME DELAY | STRETCH TIME | DELAY TIME | | |
| 3A | 6X40 | 0 | 2-4-2 | Y | 3 | Y | Y | - | - | - | - | Y |
| 6A | 6X6 | 420 | 5 | Y | 6 | Y | Y | - | 2.2 | - | - | Y |
| 6B | 6X6 | 420 | 5 | Y | 6 | Y | Y | - | 2.2 | - | - | Y |
| 6C | 6X6 | 300 | 5 | Y | 6 | Y | Y | - | 2.2 | - | - | Y |
| 6D | 6X6 | 110 | 3 | Y | 6 | Y | Y | - | - | - | - | Y |
| 6E | 6X6 | 110 | 3 | Y | 6 | Y | Y | - | - | - | - | Y |
| 6F | 6X6 | 110 | 3 | Y | 6 | Y | Y | - | - | - | - | Y |

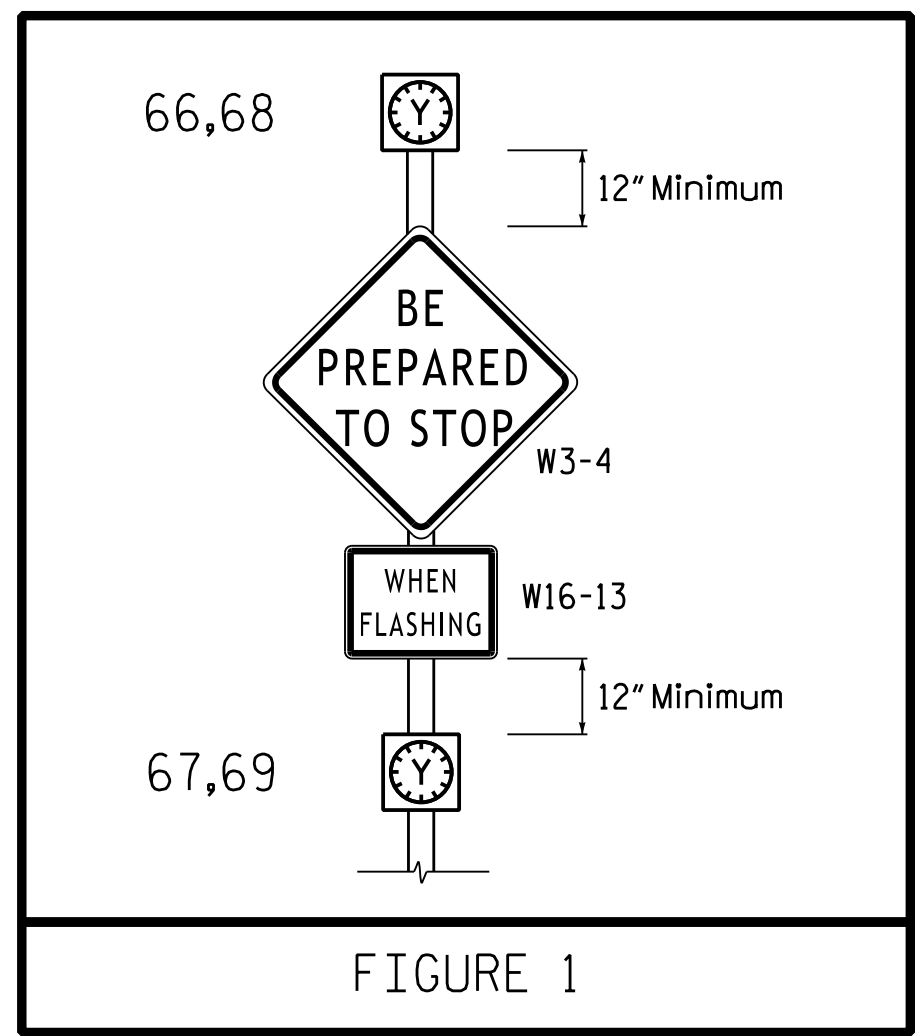
2 Phase Fully Actuated (NC 133 Closed Loop System)

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.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right no red.
- Flash beacons numbered 66,67,68, and 69 three seconds prior to the end of phase 6.
- 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 #: 1178.



| FEATURE | PHASE | |
|-------------------------|-------|------------|
| | 3 | 6 |
| Min Green 1 * | 7 | 14 |
| Extension 1 * | 2.0 | 2.0 |
| Max Green 1 * | 30 | 90 |
| Yellow Clearance | 3.0 | 5.2 |
| Red Clearance | 3.3 | 1.0 |
| Red Revert | 2.0 | 2.0 |
| Walk 1 * | - | - |
| Don't Walk 1 | - | - |
| Seconds Per Actuation * | - | - |
| Max Variable Initial * | - | - |
| Time Before Reduction * | - | - |
| Time To Reduce * | - | - |
| Minimum Gap | - | - |
| Recall Mode | - | MIN RECALL |
| Vehicle Call Memory | - | YELLOW |
| Dual Entry | - | - |
| Simultaneous Gap | ON | ON |



| LEGEND | | |
|----------|---|----------|
| PROPOSED | | EXISTING |
| | Traffic Signal Head | |
| | Modified Signal Head | N/A |
| | Sign | N/A |
| | Pedestrian Signal Head With Push Button & Sign | |
| | Signal Pole with Guy | |
| | Signal Pole with Sidewalk Guy | |
| | Inductive Loop Detector | |
| | Controller & Cabinet | |
| | Junction Box | |
| | 2-in Underground Conduit | |
| N/A | Right of Way | |
| | Directional Arrow | |
| | Directional Drill | N/A |
| | Metal Pole with Mastarm | |
| | Type III Signal Pedestal | |
| | "BE PREPARED TO STOP WHEN FLASHING" Sign (See Figure 1) | |
| | "SIGNAL AHEAD" Sign (W3-3) | |

New Installation Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

| | | | |
|----------------------|---|-----------------------------|------------------|
| | NC 211 (Southport-Supply Road) at U-Turn East of NC 906 Ramp | | |
| | Division 03 Brunswick Co. Southport | REVIEWED BY: A.D. Klinksiek | |
| PLAN DATE: June 2017 | PREPARED BY: N.K. Vlanich | REVIEWED BY: N.R. Simmons | DATE: 10/29/2021 |
| REVISIONS | INIT. | DATE | SIGNATURE |
| SCALE: 1"=50' | HNTB NORTH CAROLINA, P.C. 343 E. Six Forks Road, Suite 200 Raleigh, North Carolina 27609 NC License No: C-1554 (919) 546-8997 | | |

* These values may be field adjusted. Do not adjust Min Green and Extension times for phase 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.