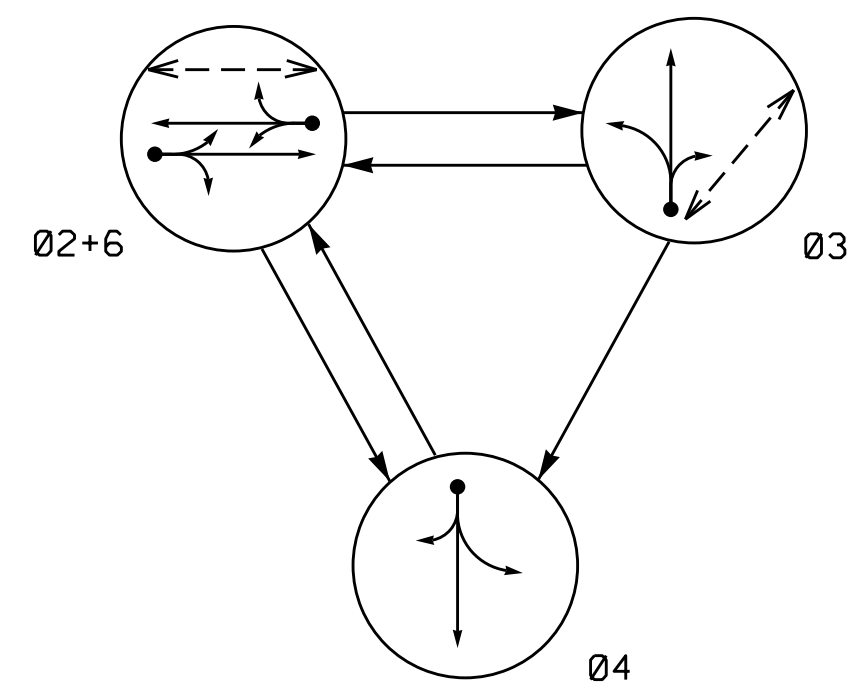


**PHASING DIAGRAM**



**PHASING DIAGRAM DETECTION LEGEND**

- ←●→ DETECTED MOVEMENT
- ←○→ UNDETECTED MOVEMENT (OVERLAP)
- ←---→ UNSIGNALIZED MOVEMENT
- ←- - - -> PEDESTRIAN MOVEMENT

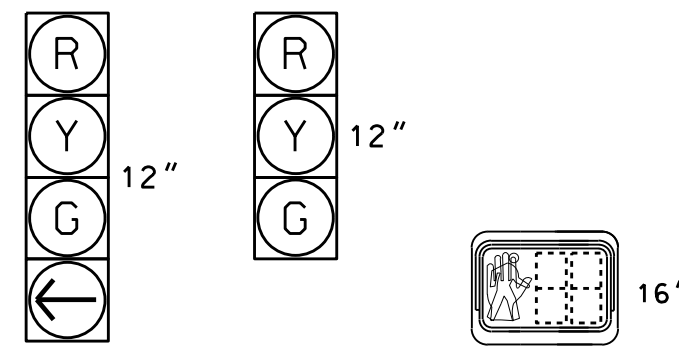
**TABLE OF OPERATION**

SIGNAL FACE	PHASE			
	02+6	03	04	FLHS
21, 22	G	R	R	Y
31	R	G	R	R
32	R	G	R	R
41	R	R	G	R
42, 43	R	R	G	R
61, 62	G	R	R	Y
P31, P32	DW	W	DW	DRK
P61, P62	W	DW	DW	DRK

W - Walk  
DW - Don't Walk  
DRK - Dark

**SIGNAL FACE I.D.**

All Heads L.E.D.



31, 41      21, 22, 32, 42, 43, 61, 62      P31, P32, P61, P62

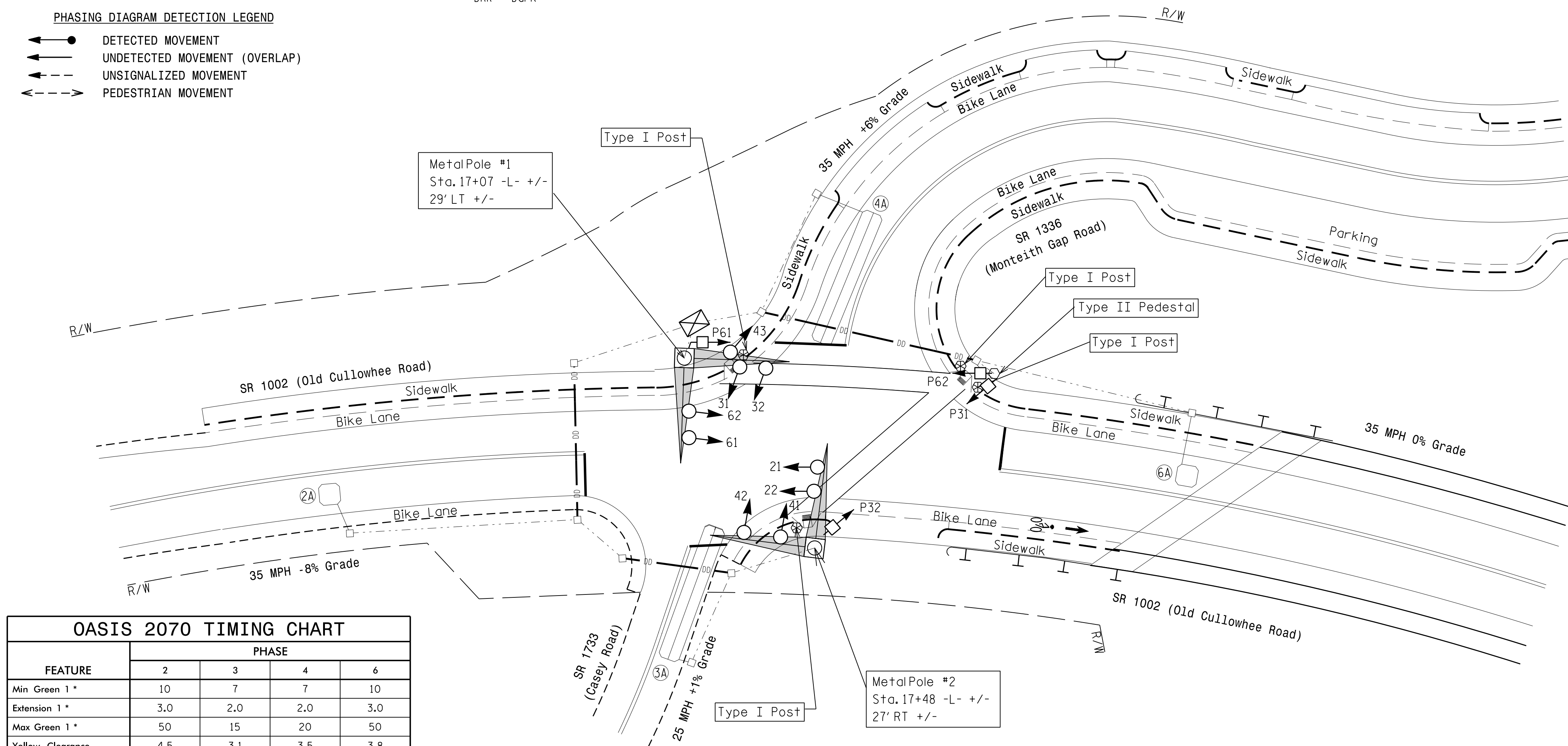
**OASIS 2070 LOOP & DETECTOR INSTALLATION CHART**

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING								
				PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD		
2A	6X6	70	4	Y	2	Y	Y	-	-	-	-	Y
3A	6X40	+5	2-4-2	Y	3	Y	Y	-	-	-	10	Y
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	-	10	Y
6A	6X6	50	4	Y	6	Y	Y	-	-	-	-	Y

3 Phase Fully Actuated Isolated

**NOTES**

- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- The order of phase 3 and phase 4 may be reversed.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.



**OASIS 2070 TIMING CHART**

FEATURE	PHASE			
	2	3	4	6
Min Green 1 *	10	7	7	10
Extension 1 *	3.0	2.0	2.0	3.0
Max Green 1 *	50	15	20	50
Yellow Clearance	4.5	3.1	3.5	3.8
Red Clearance	1.6	1.8	1.2	2.3
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	7	-	7
Don't Walk 1	-	13	-	15
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
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.

**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                           | ⊥ → N/A   |
| ⊥ → Signal Pole with Sidewalk Guy                  | ⊥ → N/A   |
| □ → Inductive Loop Detector                        | □ → N/A   |
| □ → Controller & Cabinet                           | □ → N/A   |
| □ → Junction Box                                   | □ → N/A   |
| --- → 2-in Underground Conduit                     | --- → N/A |
| N/A → Right of Way                                 | N/A → N/A |
| → → Directional Arrow                              | → → N/A   |
| → → Directional Drill                              | → → N/A   |
| N/A → Guardrail                                    | N/A → N/A |
| ⊥ → Metal Pole with Mastarm                        | ⊥ → N/A   |
| → → Directional Drill                              | → → N/A   |
| ⊗ → Type I Pushbutton Post                         | ⊗ → N/A   |
| ○ → Type II Signal Pedestal                        | ○ → N/A   |

**New Installation - Final design**

	<p>SR 1002 (Old Cullowhee Road) at SR 1336 (Monteith Gap Road) / SR 1733 (Casey Road)</p>		
	<p>Division 14 Jackson County</p> <p>PLAN DATE: November 2014</p> <p>PREPARED BY: M. Mahbooba</p>	<p>Cullowhee</p> <p>REVIEWED BY: T. Williams</p> <p>REVIEWED BY:</p>	

I:\Projects\2014\_08\_23 SR 1002 (Old Cullowhee Road) at SR 1336 (Monteith Gap Road) / SR 1733 (Casey Road) - Signal Design Section - 20140820.dgn  
 M. Mahbooba