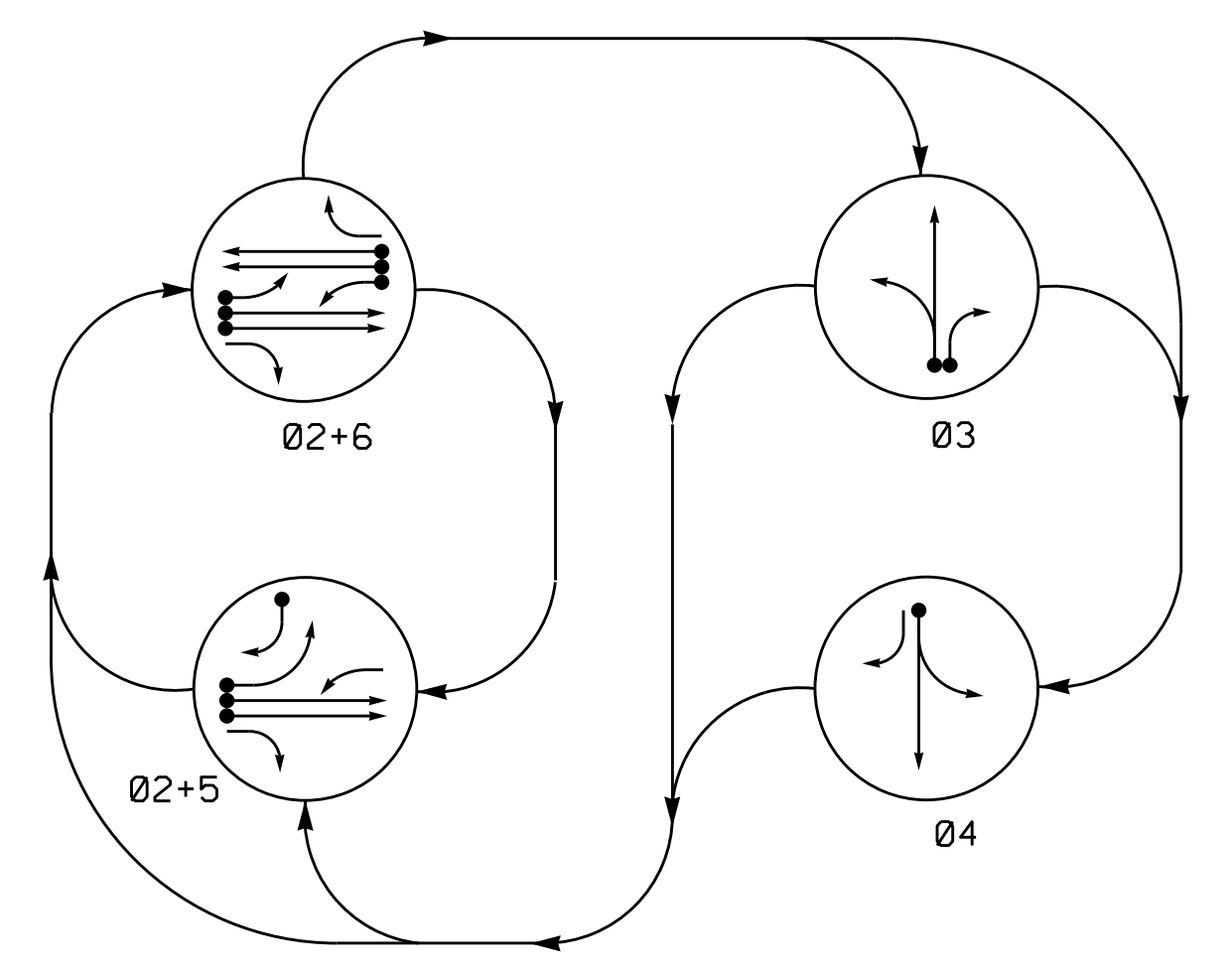


PHASING DIAGRAM



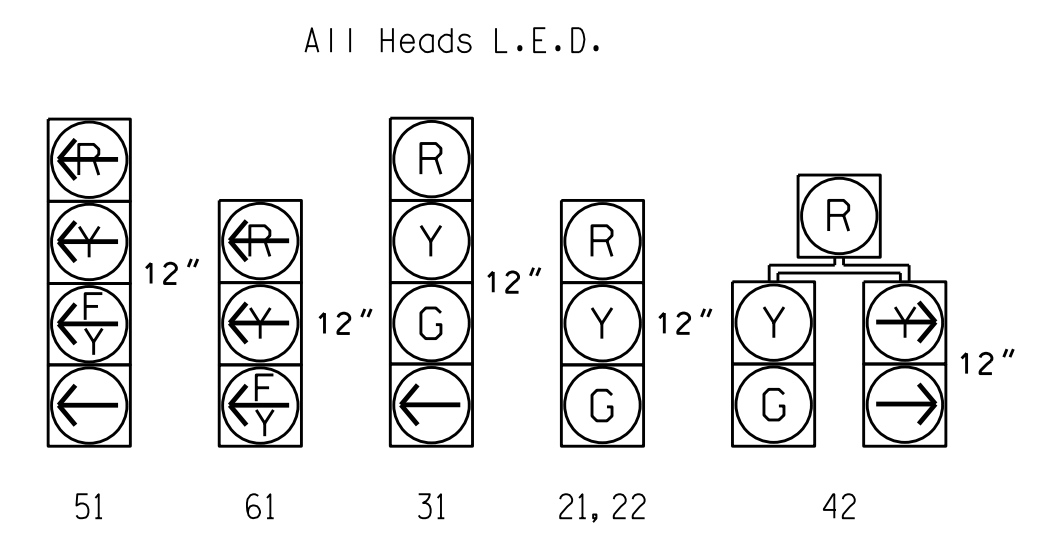
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE				
	Ø 2 + 5	Ø 2 + 6	Ø 3	Ø 4	FLASH
21, 22	G	G	R	R	Y
31	R	R	G	R	R
32, 33	R	R	G	R	R
41	R	R	R	G	R
42	R	R	R	G	R
43	R	R	R	G	R
51	F	F	F	F	F
61	F	F	F	F	F
62, 63	R	G	R	R	Y

SIGNAL FACE I.D.



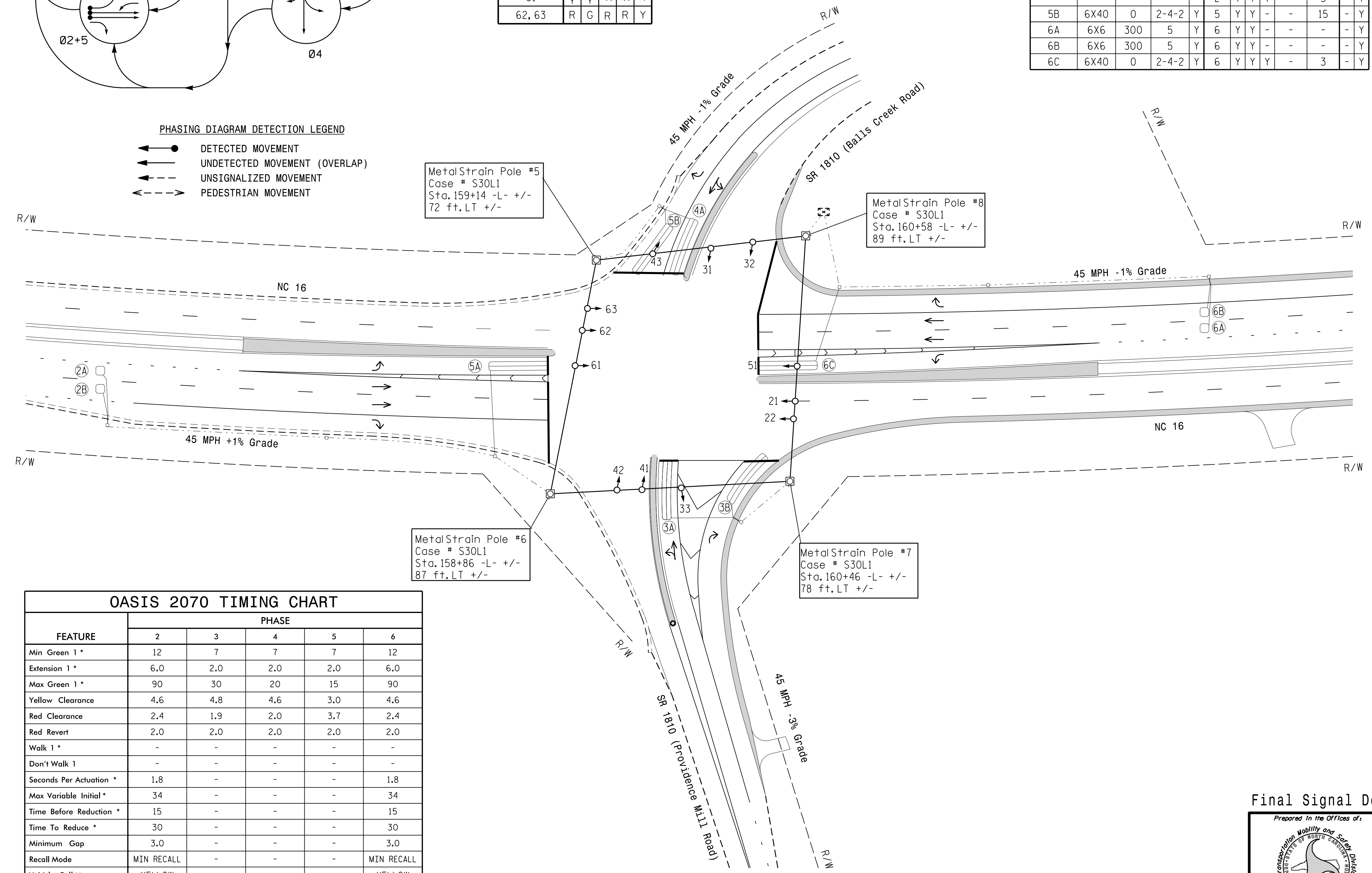
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING								
				PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP			
2A	6X6	300	5	Y	2	Y	Y	-	-	-	-	Y
2B	6X6	300	5	Y	2	Y	Y	-	-	-	-	Y
3A	6X40	0	2-4-2	Y	3	Y	Y	-	-	-	-	Y
3B	6X40	+5	2-4-2	Y	3	Y	Y	-	-	15	-	Y
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	-	-	Y
5A	6X40	0	2-4-2	Y	5	Y	Y	-	-	15	-	Y
5B	6X40	0	2-4-2	Y	5	Y	Y	-	-	15	-	Y
6A	6X6	300	5	Y	6	Y	Y	-	-	-	-	Y
6B	6X6	300	5	Y	6	Y	Y	-	-	-	-	Y
6C	6X40	0	2-4-2	Y	6	Y	Y	Y	-	3	-	Y

4 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.
- Phase 5 may be lagged.
- The order of phase 3 and phase 4 may be reversed.
- Set all detector units to presence mode.



OASIS 2070 TIMING CHART

FEATURE	PHASE				
	2	3	4	5	6
Min Green 1 *	12	7	7	7	12
Extension 1 *	6.0	2.0	2.0	2.0	6.0
Max Green 1 *	90	30	20	15	90
Yellow Clearance	4.6	4.8	4.6	3.0	4.6
Red Clearance	2.4	1.9	2.0	3.7	2.4
Red Revert	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
Seconds Per Actuation *	1.8	-	-	-	1.8
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	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 |
| | Proposed Modified Signal Head | | N/A |
| | Proposed Pedestrian Signal Head | | N/A |
| | Proposed Signal Pole with Guy | | N/A |
| | Proposed Signal Pole with Sidewalk Guy | | N/A |
| | Proposed Inductive Loop Detector | | N/A |
| | Proposed Controller & Cabinet | | N/A |
| | Proposed Junction Box | | N/A |
| | Proposed 2-in Underground Conduit | | N/A |
| | Proposed Right of Way | | N/A |
| | Proposed Directional Arrow | | N/A |

Final Signal Design

NC 16 at SR 1810 (Providence Mill Road / Balls Creek Road)
 Division 12, Catawba County, Conover
 PLAN DATE: August 2016 REVIEWED BY: T. Williams
 PREPARED BY: M. Mahbooba REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
 THOMAS J. WILLIAMS
 ENGINEER
 024393
 10/14/2016
 DATE
 SIG. INVENTORY NO. 12-0248

13-0017-2016 14:37
 R:\13-0017\13-0017-2016\13-0017-2016-0248.dgn
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