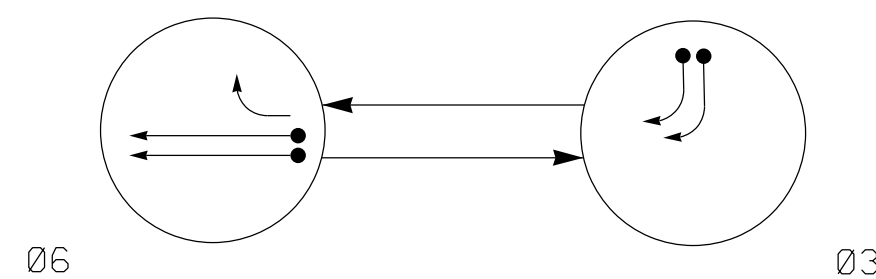


PHASING DIAGRAM



SIGNAL FACE	PHASE		
	06	03	FLASH
31, 32	R	→	R
61, 62	G	R	Y

PHASING DIAGRAM DETECTION LEGEND

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

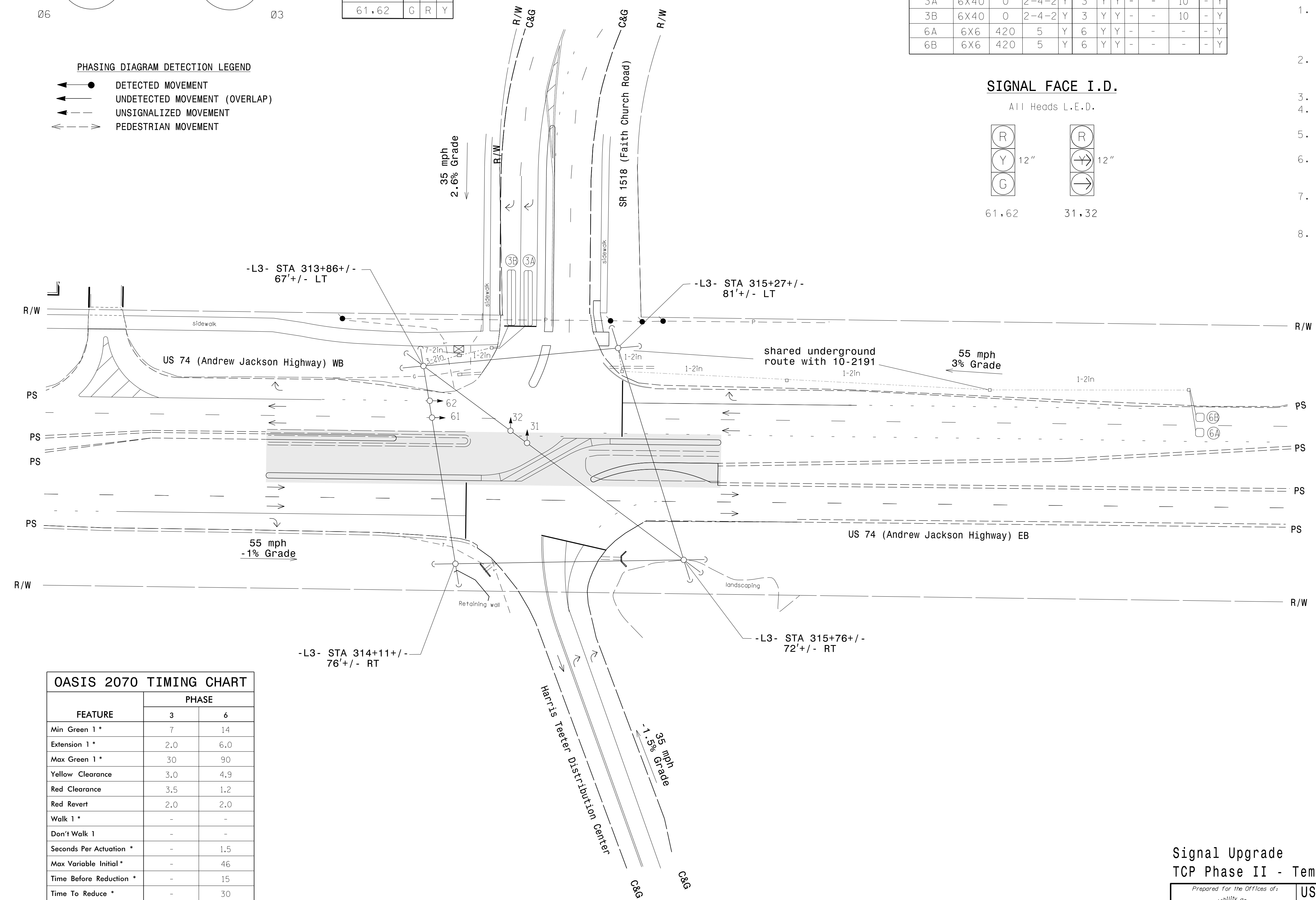
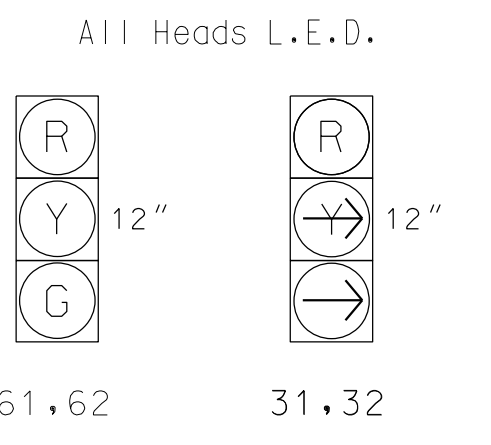
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING						SYSTEM LOOP	NEW CARD	
				NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME			DELAY TIME
3A	6X40	0	2-4-2	Y	3	Y	Y	-	-	10	-	Y
3B	6X40	0	2-4-2	Y	3	Y	Y	-	-	10	-	Y
6A	6X6	420	5	Y	6	Y	Y	-	-	-	-	Y
6B	6X6	420	5	Y	6	Y	Y	-	-	-	-	Y

2 Phase Fully Actuated
US 74 - Indian Trail CLS#2

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.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Install combination panel with pedestal extension (see Std drawing 1700.01).
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Coordinate construction with signal 10-2192 - shared poles, spans, pullboxes and conduit runs.
- Closed loop system data: Controller Asset #2191.

SIGNAL FACE I.D.



OASIS 2070 TIMING CHART

FEATURE	PHASE	
	3	6
Min Green 1 *	7	14
Extension 1 *	2.0	6.0
Max Green 1 *	30	90
Yellow Clearance	3.0	4.9
Red Clearance	3.5	1.2
Red Revert	2.0	2.0
Walk 1 *	-	-
Don't Walk 1	-	-
Seconds Per Actuation *	-	1.5
Max Variable Initial *	-	46
Time Before Reduction *	-	15
Time To Reduce *	-	30
Minimum Gap	-	3.4
Recall Mode	-	MIN RECALL
Vehicle Call Memory	-	YELLOW
Dual Entry	-	-
Simultaneous Gap	ON	ON

* 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.

LEGEND

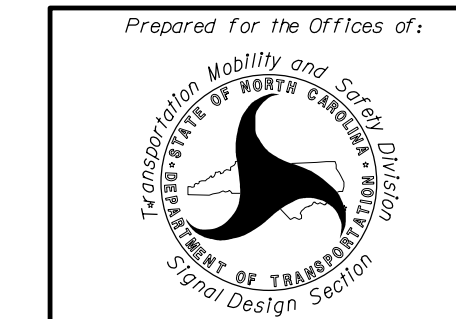
- | PROPOSED | EXISTING |
|--|-------------------|
| ○ → Traffic Signal Head | ● → N/A |
| ○ → Modified Signal Head | N/A |
| ⊥ Sign | ⊥ |
| ⊥ Pedestrian Signal Head With Push Button & Sign | ⊥ |
| ○ Signal Pole with Guy | ● |
| ○ Signal Pole with Sidewalk Guy | ● |
| ⊠ Inductive Loop Detector | ⊠ |
| ⊠ Controller & Cabinet | ⊠ |
| ⊠ Junction Box | ⊠ |
| ⊠ Oversized Junction Box | ⊠ |
| --- 2-in Underground Conduit | --- |
| --- Directional Drill | N/A |
| N/A Right of Way | N/A |
| --- Underground Telephone Cable | --- |
| --- Underground Gas Line | --- |
| --- Overhead Power Line | --- |
| → Directional Arrow | → |
| Construction Zone | Construction Zone |

Signal Upgrade
TCP Phase II - Temporary Design

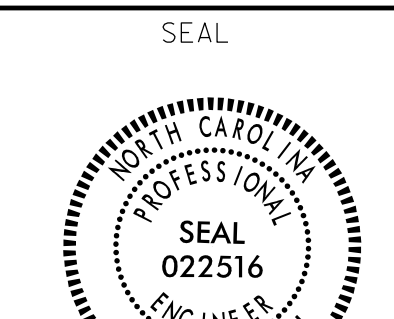
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PLANS PREPARED BY:
DRMP
ENGINEERS · PLANNERS · SCIENTISTS

DRMP, INC.
5950 FAIRVIEW ROAD, SUITE 320
CHARLOTTE, NC 28210
NC LICENSE NO. C-2213 • (704) 332-2289



US 74 (Andrew Jackson Highway)
Westbound
at
SR 1518 (Faith Church Road)
Indian Trail



PREPARED BY: K. Smith	REVIEWED BY: J. Highland	DATE: 8/30/2016
REVISIONS	INIT.	DATE

29-AUG-2016 12:35 N:\Project\c65\gnal\des\gnal\0-219111.dgn jmoon AT CASE-LMOON-WY