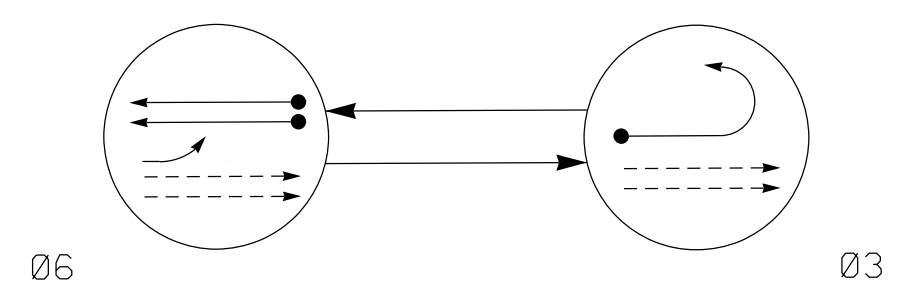
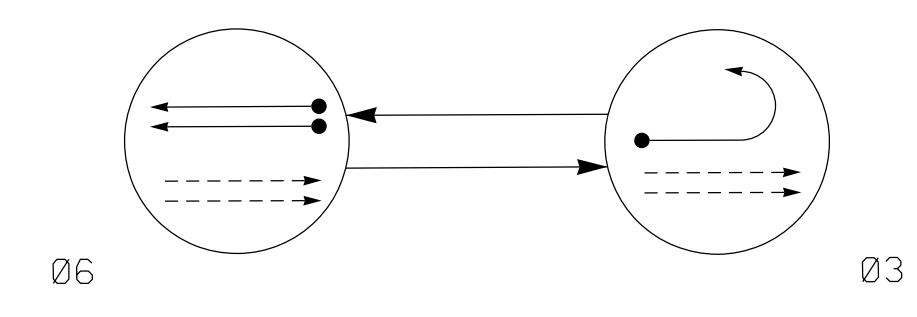


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

- ◄●► DETECTED MOVEMENT
- ◄◄◄ UNDETECTED MOVEMENT (OVERLAP)
- ◄◄◄ UNSIGNALIZED MOVEMENT
- ◄◄◄ PEDESTRIAN MOVEMENT

DEFAULT PHASING TABLE OF OPERATION

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

ALTERNATE PHASING TABLE OF OPERATION

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

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
6A/S13	6X6	420	5	Y	6	Y	Y	-	-	-	Y	Y
6B/S14	6X6	420	5	Y	6	Y	Y	-	-	-	Y	Y
3A	6X40	0	2-4-2	Y	3	Y	Y	-	-	15*	-	Y

*Omit delay during Alternate Phasing Operation.

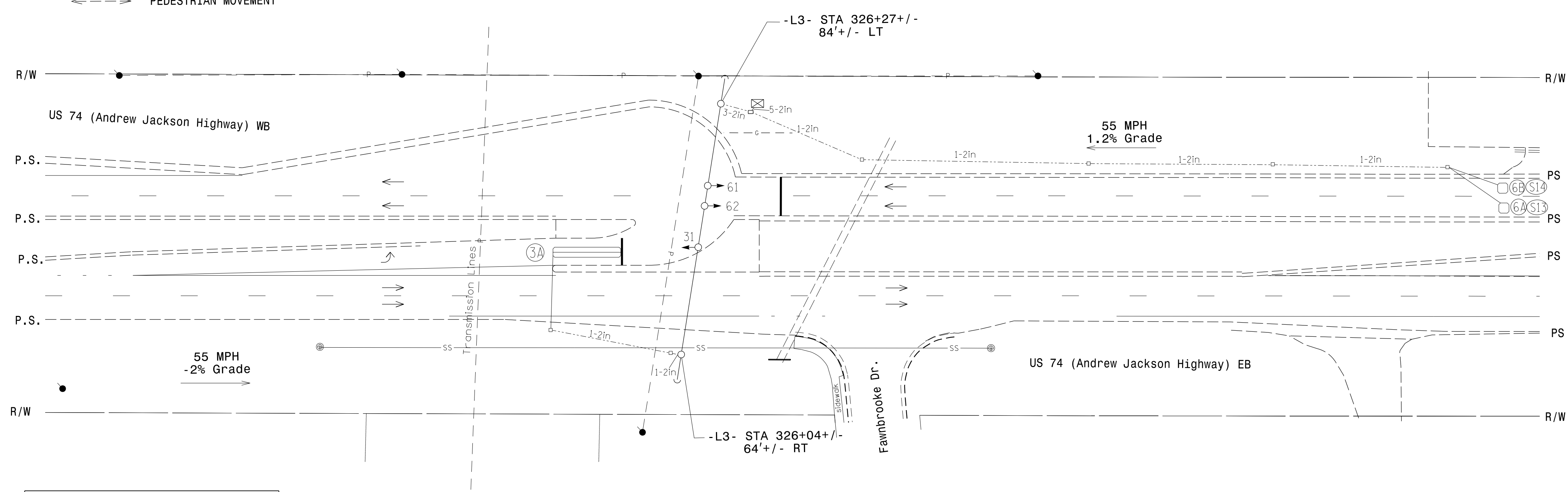
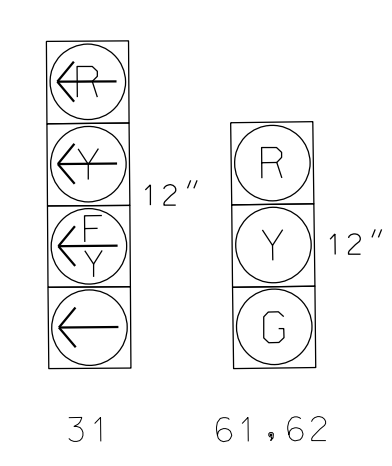
2 Phase Fully Actuated US 74 - Indian Trail CLS #2

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Set all detector units to presence mode.
4. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
5. Install combination panel with pedestal extension (see Std drawing 1700.01).
6. The Division Traffic Engineer will determine the hours of use for each phasing plan.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
8. Closed loop system data: Controller Asset #2193.

SIGNAL FACE I.D.

All Heads L.E.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	5.1
Red Clearance	3.4	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 3 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	⊥ Sign
⊥ Pedestrian Signal Head	⊥ Pedestrian Signal Head
⊥ With Push Button & Sign	⊥ With Push Button & Sign
⊠ Strain Ploes	⊠ Strain Ploes
○ Signal Pole with Guy	● Signal Pole with Guy
○ Signal Pole with Sidewalk Guy	● Signal Pole with Sidewalk Guy
⊠ Inductive Loop Detector	⊠ Inductive Loop Detector
⊠ Controller & Cabinet	⊠ Controller & Cabinet
⊠ Junction Box	⊠ Junction Box
⊠ Oversized Junction Box	⊠ Oversized Junction Box
--- 2-in Underground Conduit	--- 2-in Underground Conduit
N/A Right of Way	--- Right of Way
--- Overhead Power Line	--- Overhead Power Line
--- Underground Gas Line	--- Underground Gas Line
--- Underground Sanitary Sewer	--- Underground Sanitary Sewer
→ Directional Arrow	→ Directional Arrow

New Installation

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

Prepared for the Offices of:

US 74 (Andrew Jackson Hwy) WB at Harris Teeter Distribution Center Eastbound U-turn

Division 10 Union County Indian Trail

PLAN DATE: June 2015 REVIEWED BY: L. Moon

PREPARED BY: K. Smith REVIEWED BY: J. Highland

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 0 40 1"=40'

REVISIONS: INIT. DATE

SEAL: LISA M. MOON, PROFESSIONAL ENGINEER, STATE OF NORTH CAROLINA, SEAL 022516

DATE: 8/30/2016

SIG. INVENTORY NO. 10-2193