PHASING DIAGRAM

Ø9 (During Coordination)

Ø2+6

Ø2+5

Ø01+6

Ø01+5

Ø04

PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1 +5	Ø1 +6	Ø2 +5	Ø2 +6	Ø9	Ø4	FLASH
11			←R	←R	←R	←R	R
21, 22	R	R	G	G	G	R	Y
41, 42	R	R	R	R	R	G	R
51	←	←R	←	←R	←	←R	R
61	R	G	R	G	R	R	Y
62	R	G	R	G	R	R/↑	Y

SIGNAL FACE I.D.

All Heads L.E.D.

11
51

21, 22
41, 42
61

62

INDUSTRIAL VENTURES

OASIS 2070L LOOP & DETECTOR INSTALLATION CHART

	INDUCTIVE LOOPS			DETECTOR PROGRAMMING								
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X60	+5	2-4-2	–	1	Y	Y	–	–	–	–	–
2A	6X6	420	5	–	2	Y	Y	–	–	–	–	–
2B	6X6	420	5	–	2	Y	Y	–	–	–	–	–
4A	6X60	+5	2-4-2	–	4	Y	Y	–	–	10	–	–
4B	6X15	+5	3	–	4	Y	Y	–	–	15	–	–
5A	6X60	+5	2-4-2	–	5/9	Y	Y	–	–	–	–	–
6A	6X6	420	5	–	6	Y	Y	–	–	–	–	–
6B	6X6	420	5	–	6	Y	Y	–	–	–	–	–

5 Phase
Fully Actuated
US 74 (Indian Trail) CLS

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. Phase 1 and/or phase 5 may be lagged.
4. Set all detector units to presence mode.
5. In the event of loop replacement refer to the current ITS and Signals Design Manual and submit a Plan of record to the Signal Design Section.
6. Pavement markings are existing.
7. This signal utilizes a special ring configuration. See electrical details.
8. Phase 9 is used only during coordination.
9. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
10. Closed loop system data: Controller Asset # 1505.

35 MPH +1% Grade

SR 2356 (Chambers Drive)

Truck Stop

Truck Parking

Aerial lead-in

55 MPH -1% Grade

Gravel Drive

US 74

55 MPH +1% Grade

Aerial lead-in

US 74

OASIS 2070L TIMING CHART

FEATURE	PHASE 1	2	4	5	6	9	OLE [2+9]	OLF [5+9]
Min Green 1 *	7	14	7	7	14	7	0	0
Extension 1 *	2.0	6.0	2.0	2.0	6.0	2.0		
Max Green 1 *	15	90	30	15	90	15		
Yellow Clearance	3.0	5.2	3.5	3.0	5.3	3.0	5.2	3.0
Red Clearance	3.6	1.3	2.9	2.6	1.3	2.6	1.3	2.6
Red Revert	2.0	2.0	2.0	2.0	2.0	2.6		
Walk 1 *	–	–	–	–	–	–		
Don't Walk 1	–	–	–	–	–	–		
Seconds Per Actuation *	–	1.5	–	–	1.5	–		
Max Variable Initial *	–	46	–	–	46	–		
Time Before Reduction *	–	15	–	–	15	–		
Time To Reduce *	–	30	–	–	30	–		
Minimum Gap	–	3.4	–	–	3.4	–		
Recall Mode	–	MIN RECALL	–	–	MIN RECALL	–		
Vehicle Call Memory	–	YELLOW	–	–	YELLOW	–		
Dual Entry	–	–	–	–	–	–		
Simultaneous Gap	ON	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
○→	Traffic Signal Head	●→
●→	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	
	2-in Underground Conduit	
N/A	Right of Way	
→	Directional Arrow	
	YAGI Antenna (Double) For Repeater Operation	

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Signal Revision

PLANS PREPARED BY:

DRMP
ENGINEERS · PLANNERS · SCIENTISTS

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US 74 at SR 2356 (Chambers Drive)	
Division 10	Union County	Indian Trail
PLAN DATE: February 2017	REVIEWED BY: LM Moon
PREPARED BY: RD Lawton	REVIEWED BY:
REVISIONS	INIT.	DATE

SCALE
0 ___ 40
1" = 40'

NORTH CAROLINA
PROFESSIONAL
SEAL
022516
ENGINEER
LISA M. MOON

Lisa M. Moon   2/7/2017

SIG. INVENTORY NO.   10-1505