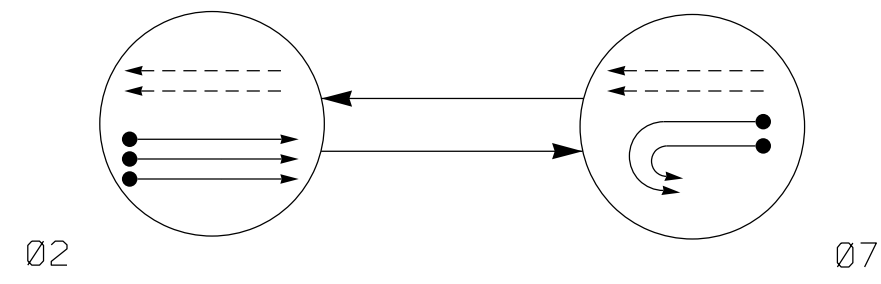


PHASING DIAGRAM

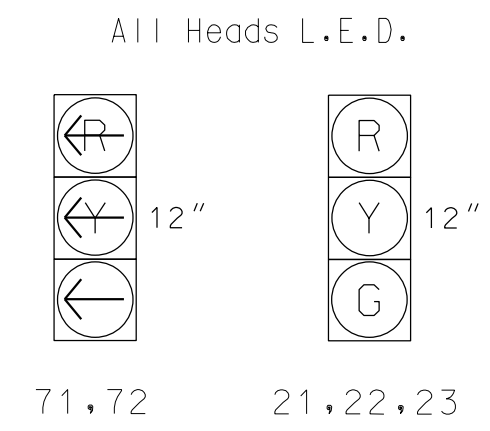


PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE		
	02	07	FLASH
21, 22, 23	G	R	Y
71, 72	←R	←	←R

SIGNAL FACE I.D.

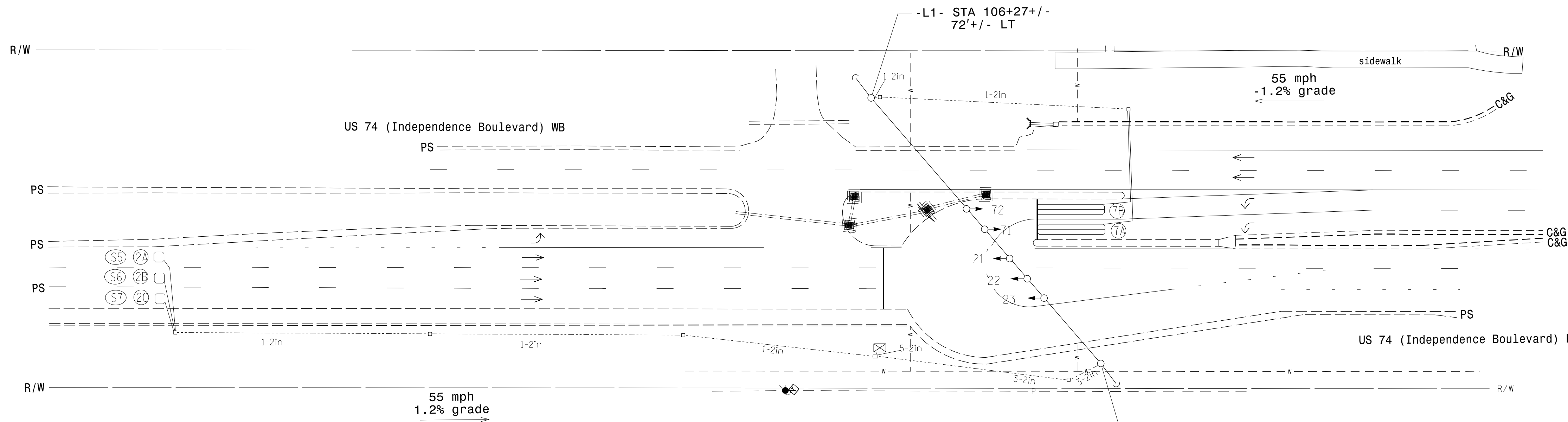


OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING						SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME		
2A/S5	6X6	420	5	Y	2	Y	Y	-	-	-	Y	Y
2B/S6	6X6	420	5	Y	2	Y	Y	-	-	-	Y	Y
2C/S7	6X6	420	5	Y	2	Y	Y	-	-	-	Y	Y
7A	6X40	0	2-4-2	Y	7	Y	Y	-	-	-	-	Y
7B	6X40	0	2-4-2	Y	7	Y	Y	-	-	-	-	Y

2 Phase Fully Actuated US 74 - Indian Trail CLS 1

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).
- The cabinet should be designed to include an Auxiliary Output file for future use.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Closed loop system data: Controller Asset #2182.



FEATURE	PHASE	
	2	7
Min Green 1 *	14	7
Extension 1 *	6.0	2.0
Max Green 1 *	90	30
Yellow Clearance	5.1	3.0
Red Clearance	1.2	3.8
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 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	⊥
⊥ Pedestrian Signal Head With Push Button & Sign	⊥
○ 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
- - - - - Underground Water Line	- - - - - Underground Water Line
- - - - - OH Power Line(s)	- - - - - OH Power Line(s)
→ Directional Arrow	→ Directional Arrow

New Installation

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

<p>PLANS PREPARED BY:</p> <p>DRMP INC. ENGINEERS - PLANNERS - SCIENTISTS 5650 FAIRVIEW ROAD, SUITE 320 CHARLOTTE, NC 28210 NC LICENSE NO. C-2213 - 1700 332-2269</p>	<p>Prepared for the Offices of:</p> <p>TRANSPORTATION MOBILITY AND SAFETY DIVISION STATE OF NORTH CAROLINA SIGNAL DESIGN SECTION</p>	<p>US 74 (Independence Blvd) EB at SR 1520 (Indian Trail - Fairview Rd) Westbound U-turn</p>		<p>SEAL</p> <p>Lisa M. Moon 8/30/2016 DATE</p>
		<p>Division 10 Union County Indian Trail</p>		
		<p>PLAN DATE: June 2015</p>	<p>REVIEWED BY: L Moon</p>	
		<p>PREPARED BY: D Ondieki</p>	<p>REVIEWED BY: J Beck</p>	