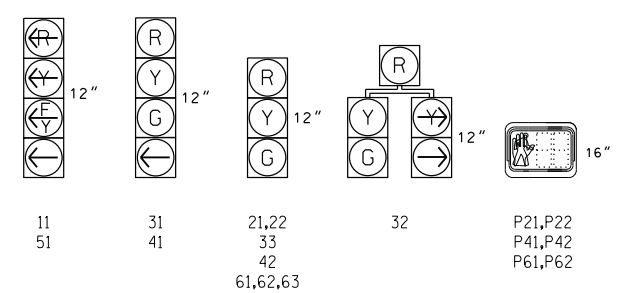


**SIGNAL FACE I.D.**

All Heads L.E.D.



**OASIS 2070 LOOP & DETECTOR INSTALLATION CHART**

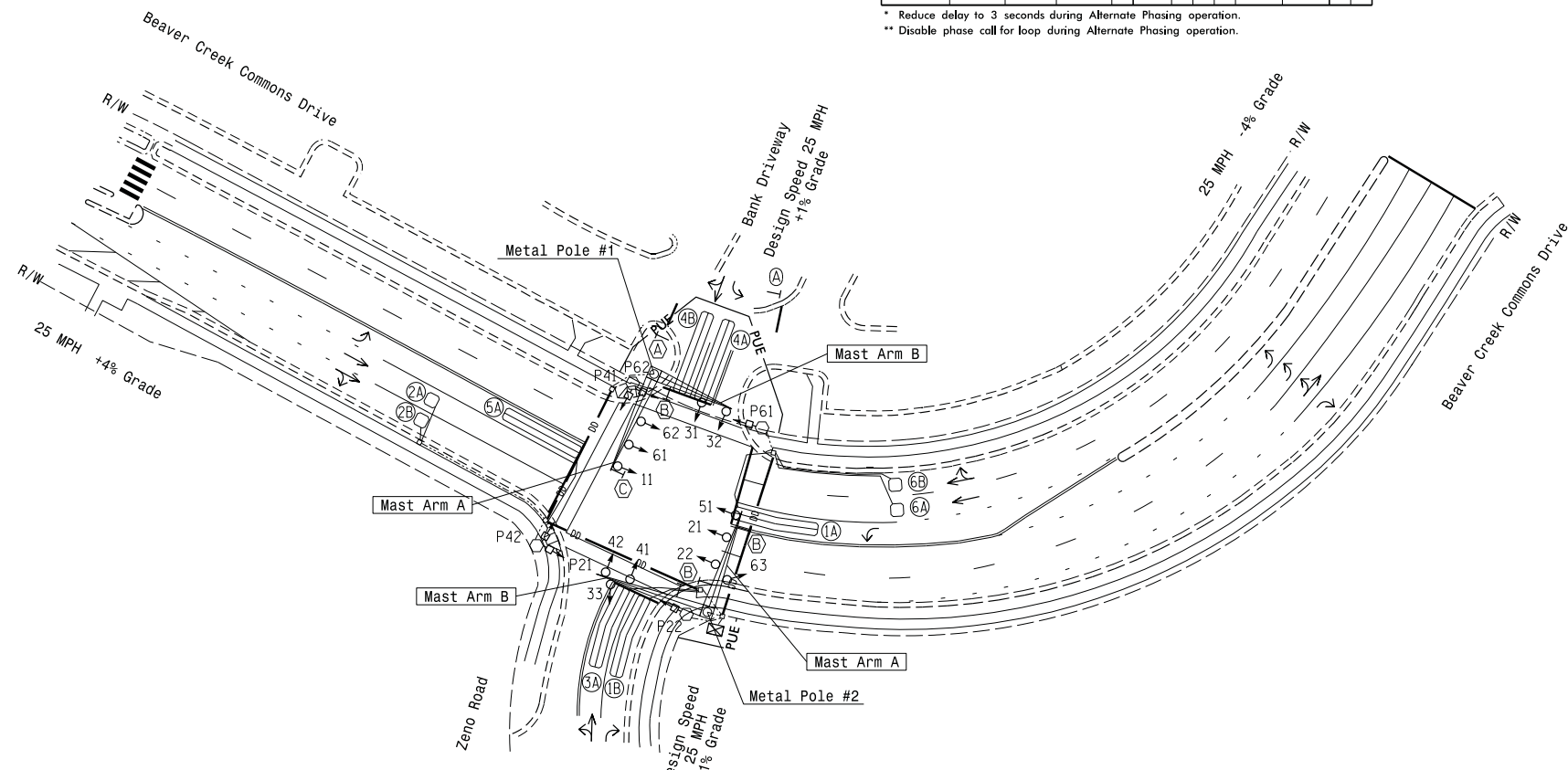
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	Y	1	Y	Y	-	-	15*	-	Y
1B	6X40	0	2-4-2	Y	1	Y	Y	-	-	15	-	Y
2A	6X6	70	4	Y	2	Y	Y	-	-	-	-	Y
2B	6X6	70	4	Y	2	Y	Y	-	-	-	-	Y
3A	6X40	0	2-4-2	Y	3	Y	Y	-	-	-	-	Y
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	-	-	Y
4B	6X40	0	2-4-2	Y	4	Y	Y	-	-	10	-	Y
5A	6X40	0	2-4-2	Y	5	Y	Y	-	-	15*	-	Y
6A	6X6	70	4	Y	6	Y	Y	-	-	-	-	Y
6B	6X6	70	4	Y	6	Y	Y	-	-	-	-	Y

\* Reduce delay to 3 seconds during Alternate Phasing operation.  
 \*\* Disable phase call for loop during Alternate Phasing operation.

**6 Phase Fully Actuated (Apex NC 55 CLS)**

**NOTES**

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018, "Standard Specifications for Roads and Structures" dated January 2018 and all applicable sections of the latest version of the generic Project Special Provisions. The PSP can be accessed at the following website: <http://connect.ncdot.gov/resources/safety/pages/ITS-Design-Resources.aspx>
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- The order of phase 3 and phase 4 may be reversed.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "DON'T WALK" time only.
- The Division Traffic Engineer will determine the hours of use for each phasing plan.
- 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 #XXXX.

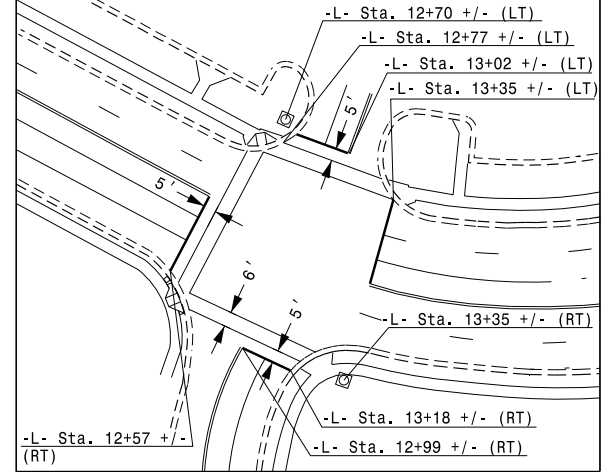


**OASIS 2070 TIMING CHART**

FEATURE	PHASE					
	1	2	3	4	5	6
Min Green 1 *	7	10	7	7	7	10
Extension 1	2.0	3.0	2.0	2.0	2.0	3.0
Max Green 1 *	15	35	20	20	15	35
Yellow Clearance	3.0	3.4	3.2	3.1	3.0	3.4
Red Clearance	2.1	2.3	2.4	2.4	2.3	2.3
Walk 1 *	-	7	-	7	-	7
Don't Walk 1	-	15	-	17	-	13
Walk Advance	-	3.0	-	3.0	-	3.0
Seconds Per Actuation *	-	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-
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.

**POLE, STOP BAR, AND CROSSWALK LOCATION DIAGRAM**



NC Dept of Transportation  
 Division of Highways  
 Final Drawing Date: \_\_\_\_\_  
 ITS & Signals Unit

**LEGEND**

PROPOSED	EXISTING

New Installation - Sheet 1 of 2

 <b>RAMEY KEMP ASSOCIATES</b> 8808 Farlington Place Raleigh, North Carolina 27609 Phone: 919-872-5115   www.rameykemp.com   NC License No. C-0910	Division 5 Wake County Apex PLAN DATE: January 2021 REVIEWED BY: WJ Hamilton PREPARED BY: ZM Esposito RKA PROJ. NO: 20415 (040)	DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED SEAL Seal Redacted - Not for Construction SIGNATURE _____ DATE _____ SIG. INVENTORY NO. 05-XXXX
	REVISIONS _____ INIT. _____ DATE _____ SCALE 0 40 1" = 40'	

\$\$\$\$\$SYTIME\$\$\$\$\$  
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