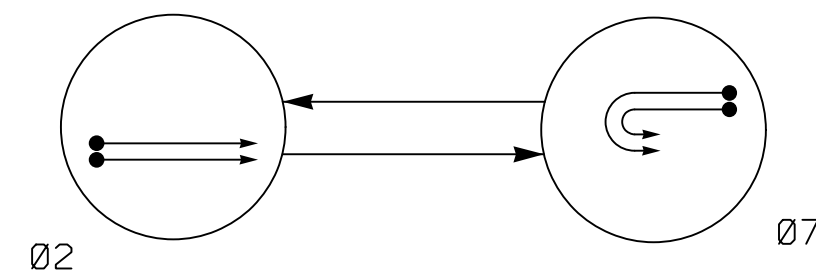


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

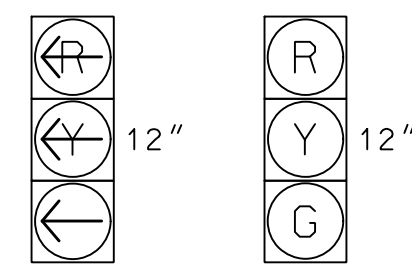
- → DETECTED MOVEMENT
- → UNDETECTED MOVEMENT (OVERLAP)
- ← → UNSIGNALIZED MOVEMENT
- ↔ PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02	07	FLASH
21,22	G	R	Y
71,72,73	←R	←	←R

SIGNAL FACE I.D.

All Heads L.E.D.



71,72,73 21,22

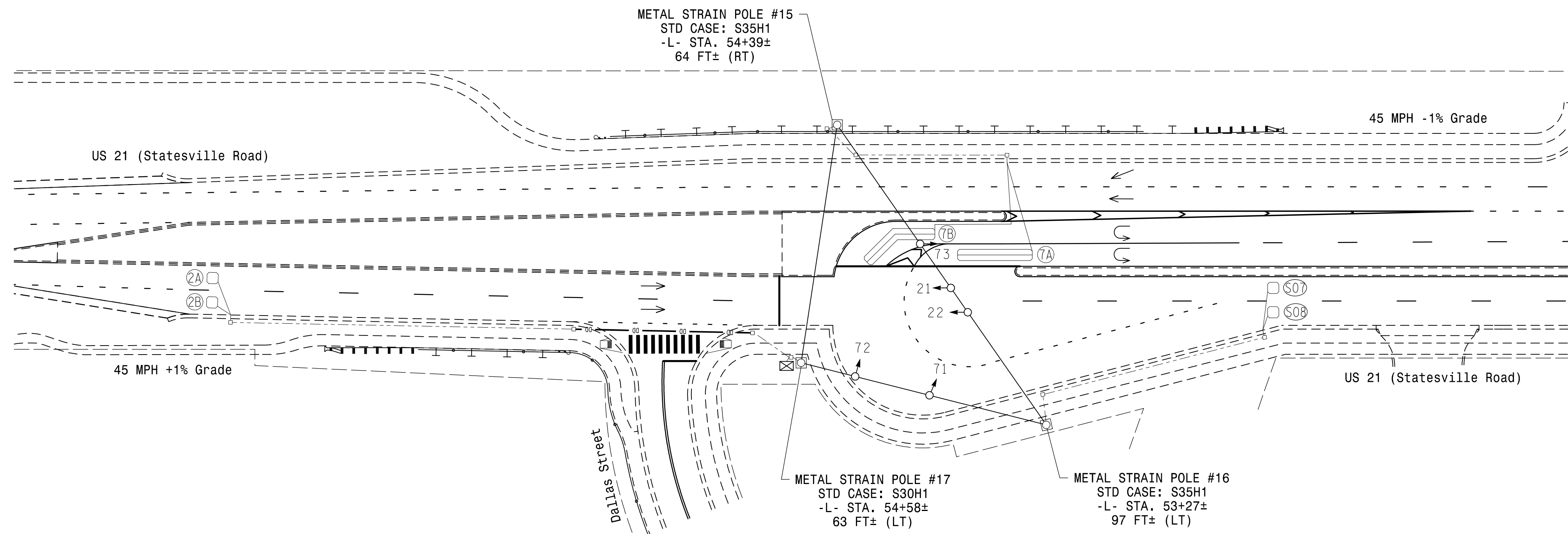
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

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	6X6	300	4	Y	2	Y	Y	-	-	-	-	Y
2B	6X6	300	4	Y	2	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
S07	6X6	+260	4	Y	-	-	-	-	-	-	-	Y
S08	6X6	+260	4	Y	-	-	-	-	-	-	-	Y

2 Phase Fully Actuated (Gilead Road Closed Loop System)

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018, "Standard Specifications for Roads and Structures" dated January 2018.
- 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.
- 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 #2264.



LEGEND

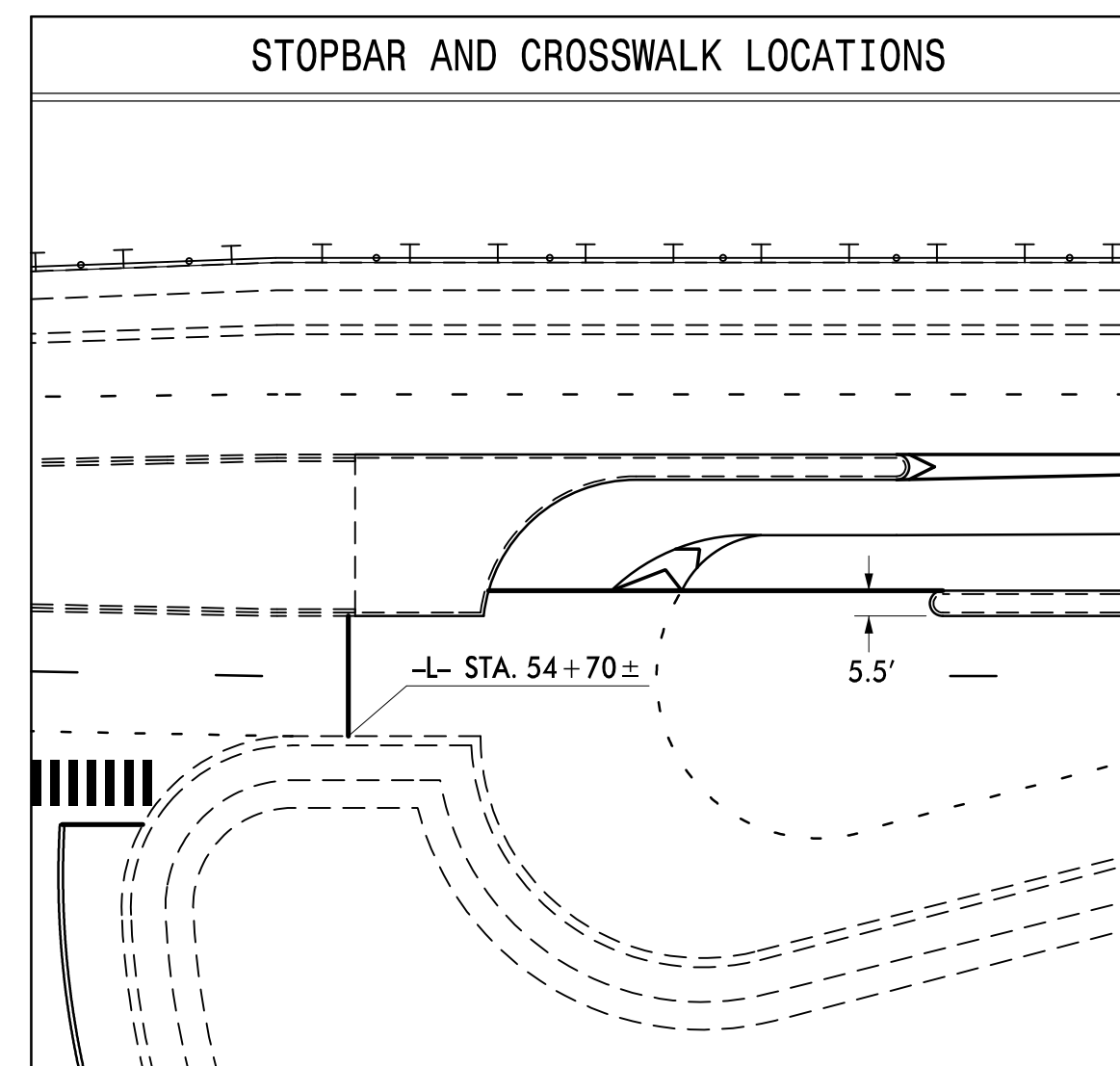
PROPOSED	EXISTING
○ → Traffic Signal Head	● → N/A
○ → Modified Signal Head	○ → N/A
→ Sign	→ N/A
⊗ Inductive Loop Detector	⊗ Inductive Loop Detector
⊠ Controller & Cabinet	⊠ Controller & Cabinet
□ Junction Box	□ Junction Box
--- 2-in Underground Conduit	--- 2-in Underground Conduit
--- Directional Drill	--- N/A
--- Right of Way	--- Right of Way
→ Directional Arrow	→ Directional Arrow
⊙ Metal Strain Pole	⊙ Metal Strain Pole

OASIS 2070 TIMING CHART

FEATURE	PHASE	
	2	7
Min Green 1 *	12	7
Extension 1 *	6.0	2.0
Max Green 1 *	90	25
Yellow Clearance	4.4	3.0
Red Clearance	2.0	3.9
Red Revert	2.0	2.0
Walk 1 *	-	-
Don't Walk 1	-	-
Seconds Per Actuation *	1.5	-
Max Variable Initial *	34	-
Time Before Reduction *	15	-
Time To Reduce *	30	-
Minimum Gap	3.0	-
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.

STOPBAR AND CROSSWALK LOCATIONS



NEW INSTALLATION

Prepared for: Transportation Mobility and Safety Division, NORTH CAROLINA DEPARTMENT OF TRANSPORTATION, Signal Design Section, 750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 1" = 40'

US 21 (Statesville Road) at U-turn Bulb-out South of SR 2136 (Gilead Road)

Division 10 Wecklenburg Huntersville

PLAN DATE: November 2017 REVIEWED BY: J. Lassiter

PREPARED BY: J. Trueblood REVIEWED BY: J. Carroll

REVISIONS	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER, JUSTIN T. CARROLL, SEAL 030005

DocuSigned by: Justin T. Carroll, 4/18/2018

SIG. INVENTORY NO. 10-2264