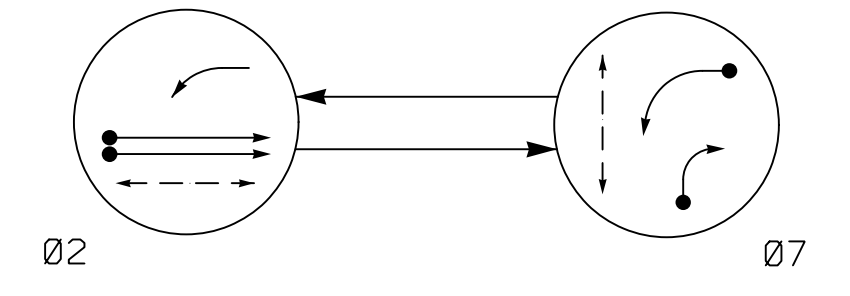


PHASING DIAGRAM



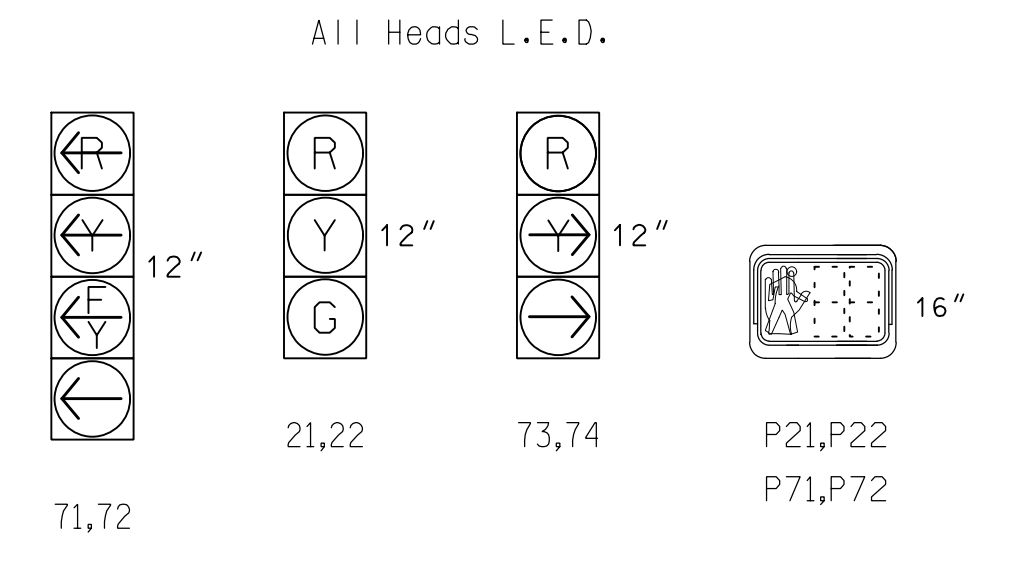
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	Ø2	Ø7	FLASH
21,22	G	R	Y
71,72	Y	←	←Y
73,74	R	→	R
P21,P22	W	DW	DRK
P71,P72	DW	W	DRK

SIGNAL FACE I.D.



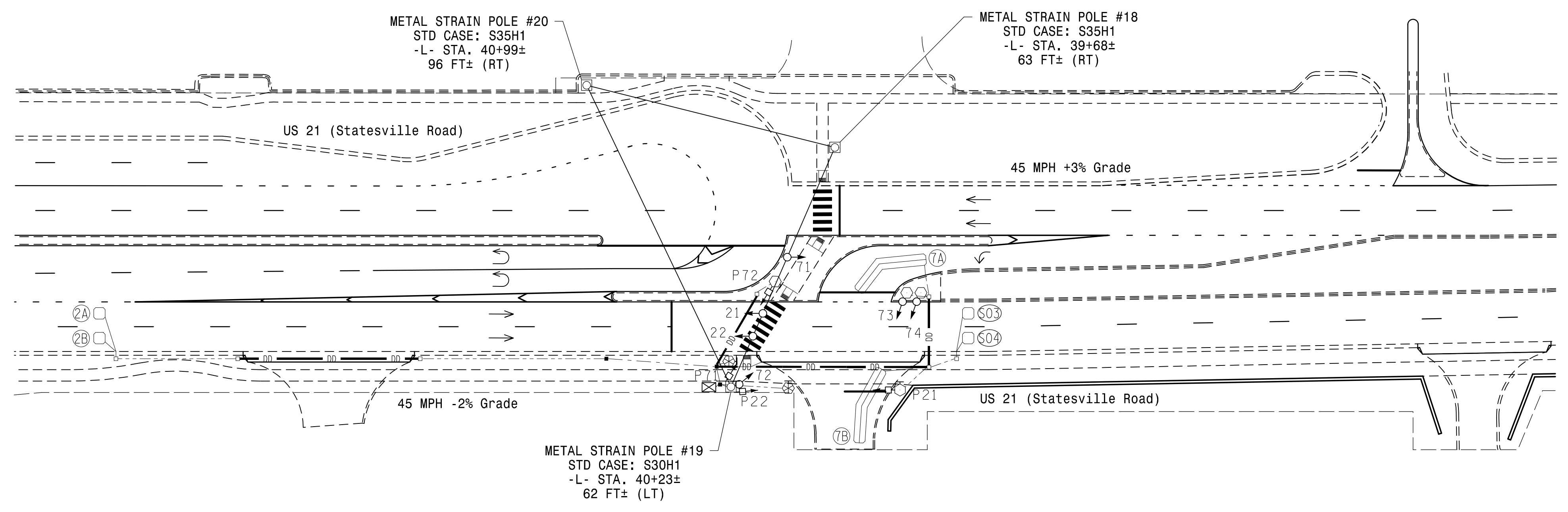
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY				
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	-	-	15	-	Y
7B	6X40	+10	2-4-2	Y	7	Y	Y	-	-	15	-	Y
S03	6X6	+150	3	Y	-	-	-	-	-	-	-	Y
S04	6X6	+150	3	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.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- All pedestrian pushbuttons shall be located in the field by the Division Traffic Engineer before installation.
- 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 #2278.



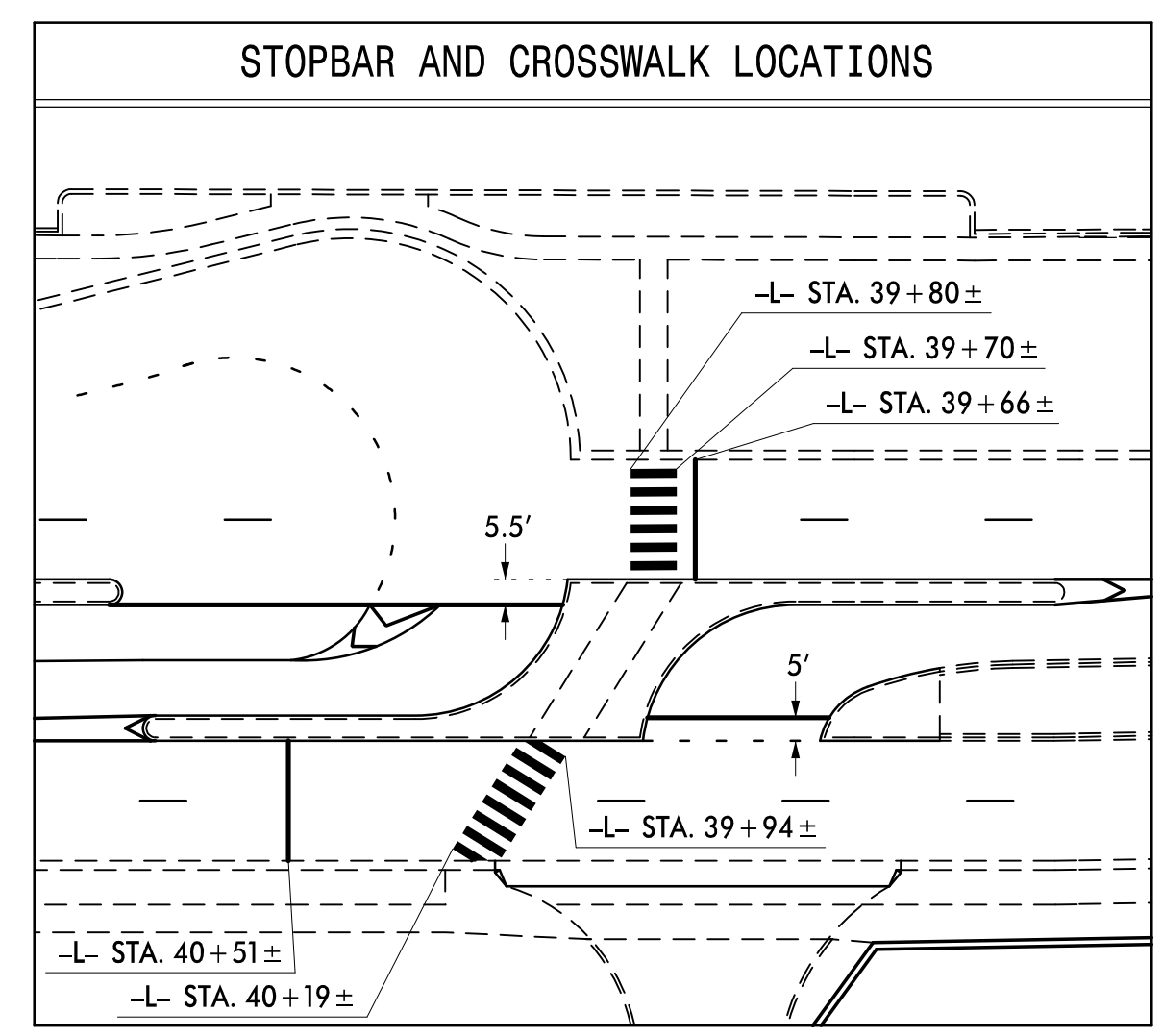
OASIS 2070 TIMING CHART

FEATURE	PHASE	
	2	7
Min Green 1 *	12	7
Extension 1 *	6.0	2.0
Max Green 1 *	90	30
Yellow Clearance	4.7	3.0
Red Clearance	1.8	1.4
Red Revert	2.0	2.0
Walk 1 *	7	7
Don't Walk 1	13	7
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.

LEGEND

PROPOSED	EXISTING
○ → Traffic Signal Head	● → N/A
● → Modified Signal Head Sign	→ → N/A
⊥ Pedestrian Signal Head	⊥ → N/A
⊥ Pushbutton & Sign	⊥ → N/A
⊠ Inductive Loop Detector	⊠ → N/A
⊠ Controller & Cabinet	⊠ → N/A
⊠ Junction Box	⊠ → N/A
--- 2-in Underground Conduit	--- → N/A
DD Directional Drill	DD → N/A
N/A Right of Way	N/A → N/A
→ Directional Arrow	→ → N/A
⊠ Metal Strain Pole	⊠ → N/A
⊠ Type I Pushbutton Post	⊠ → N/A
⊠ Type II Signal Pedestal	⊠ → N/A



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NEW INSTALLATION

Prepared for: Transportation Mobility and Safety Division, STATE OF NORTH CAROLINA, Signal Design Section
 750 N. Greenfield Pkwy, Garner, NC 27529
 SCALE: 0 40 1"=40'

US 21 (Statesville Road) at U-turn Bulb-out North of SR 2136 (Gilead Road)
 Division 10 Wecklenburg Huntersville
 PLAN DATE: November 2017 REVIEWED BY: R. Mattern
 PREPARED BY: J. Trueblood REVIEWED BY: J. Carroll

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

SIGNATURE: Justin S. Arnold, DATE: 4/18/2018
 SIG. INVENTORY NO. 10-2278