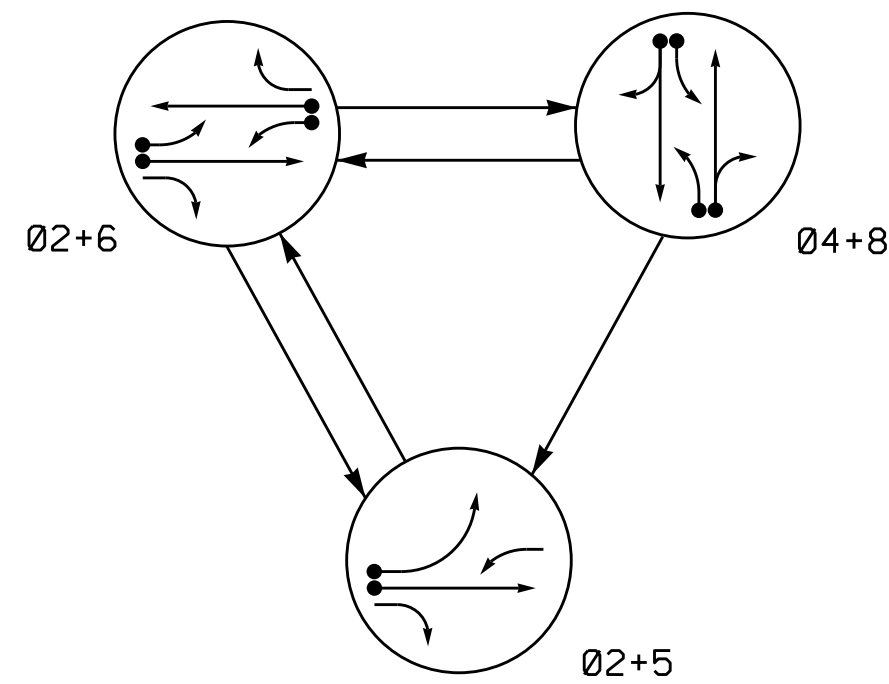


PHASING DIAGRAM



SIGNAL FACE	PHASE			
	02+5	02+6	04+8	FL/FR
21, 22	G	G	R	Y
41	R	R	F	R
42, 43, 44	R	R	G	R
51	F	F	R	Y
61	F	F	R	Y
62, 63, 64, 65	R	G	R	Y
81	R	R	F	R
82, 83	R	R	G	R

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		
2A	6X6	300	5	-	2	Y	Y	-	-	-	-
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	3	-
4B	6X40	0	2-4-2	-	4	Y	Y	-	-	10	-
4C	6X6	0	2-4-2	-	4	Y	Y	-	-	15	-
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-
6A	6X6	300	5	-	6	Y	Y	-	-	-	-
6B	6X40	0	2-4-2	-	6	Y	Y	-	-	3	-
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	3	-
8B	6X40	0	2-4-2	-	8	Y	Y	-	-	10	-

3 Phase Fully Actuated NC 115 (Mecklenburg Hwy.) CLS

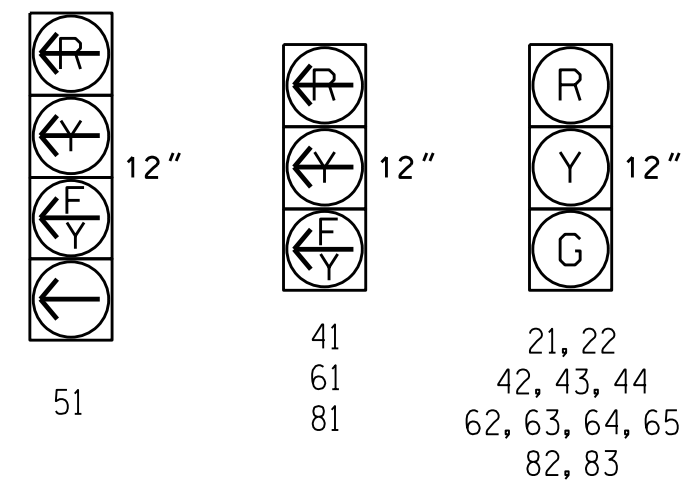
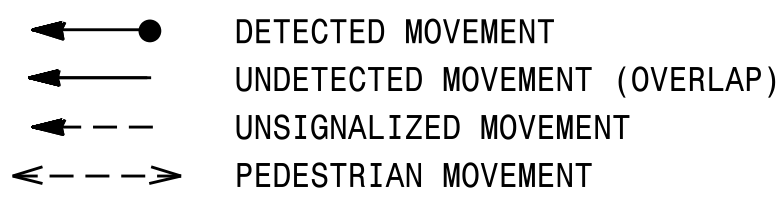
NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 may be lagged.
- Renumber existing signal heads 41, 42, 43, 61, 62, 63, 64, 81, and 82 to 42, 43, 44, 62, 63, 64, 65, 82, and 83, respectively.
- Reposition existing signal heads numbered 22, 42, 43, 62, 63, 82, and 83.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Pavement markings are existing.
- 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 #1744.

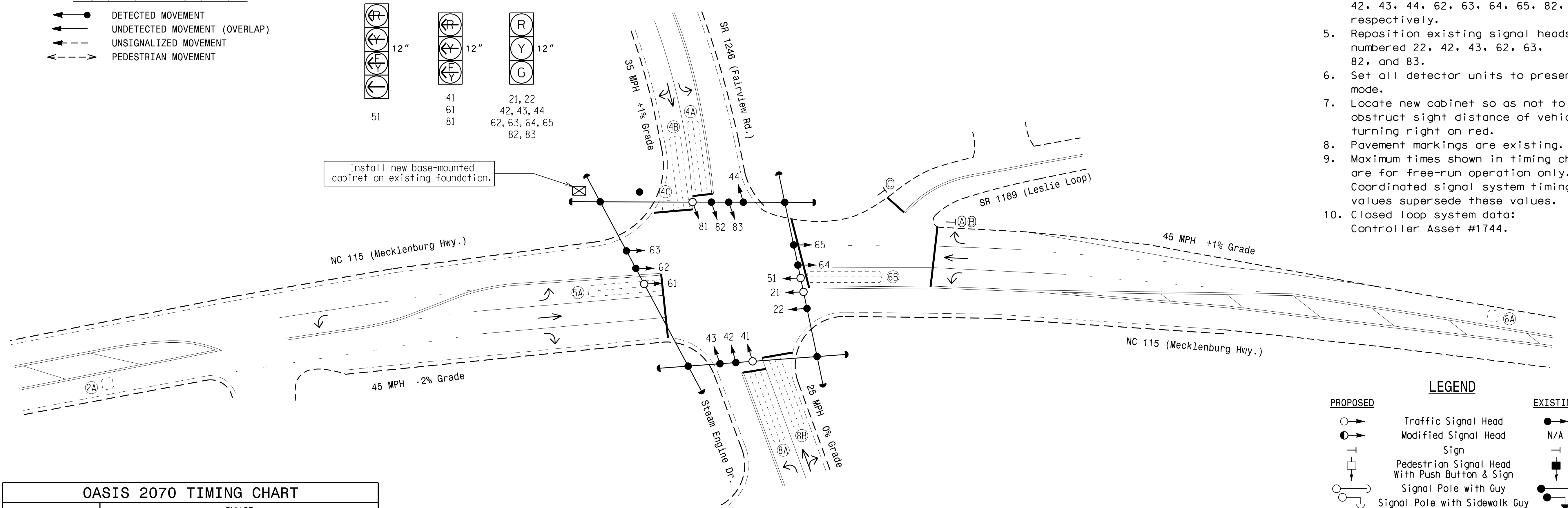
SIGNAL FACE I.D.

All Heads L.E.D.

PHASING DIAGRAM DETECTION LEGEND



Install new base-mounted cabinet on existing foundation.

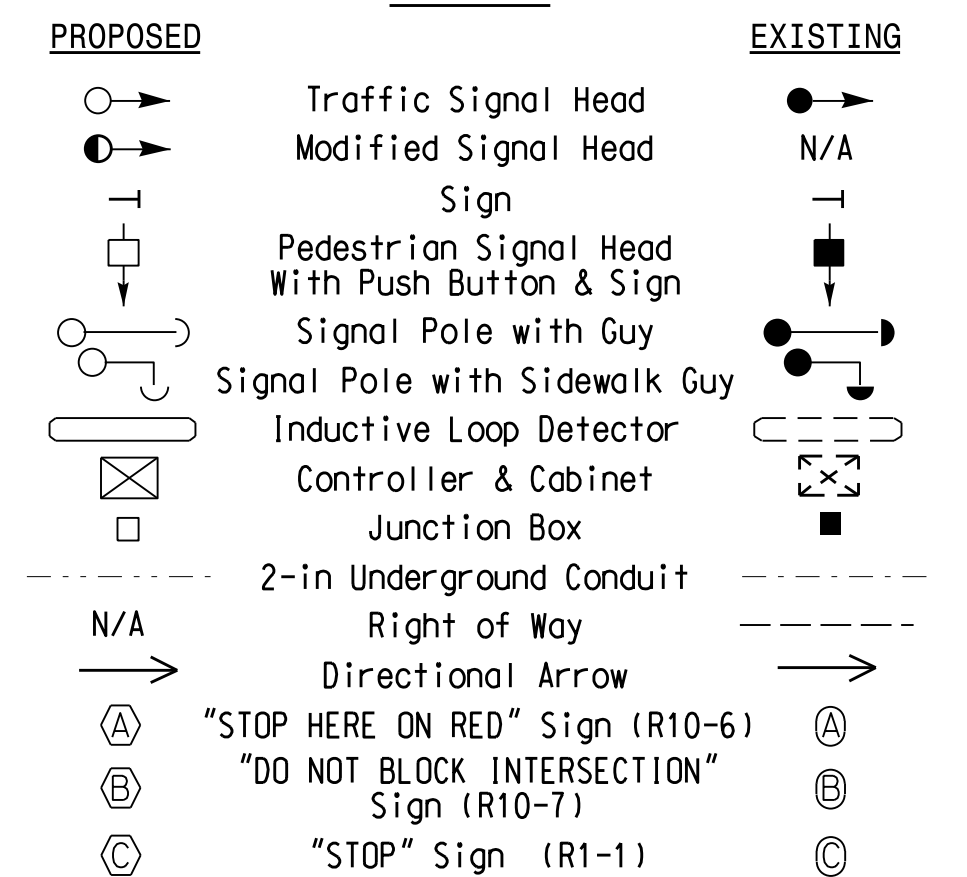


OASIS 2070 TIMING CHART

FEATURE	PHASE				
	2	4	5	6	8
Min Green 1 *	12	7	7	12	7
Extension 1 *	6.0	2.0	2.0	6.0	2.0
Max Green 1 *	90	40	20	90	40
Yellow Clearance	4.7	3.8	3.0	4.7	3.8
Red Clearance	2.3	2.7	1.8	2.3	2.7
Red Revert	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
Seconds Per Actuation *	2.5	-	-	2.5	-
Max Variable Initial *	34	-	-	34	-
Time Before Reduction *	15	-	-	15	-
Time To Reduce *	40	-	-	40	-
Minimum Gap	3.0	-	-	3.0	-
Recall Mode	MIN RECALL	-	-	MIN RECALL	-
Vehicle Call Memory	YELLOW	-	-	YELLOW	-
Dual Entry	-	ON	-	-	ON
Simultaneous Gap	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



Signal Upgrade

	NC 115 (Mecklenburg Hwy.) at SR 1246 (Fairview Rd.) / Steam Engine Dr.		SEAL NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 043914 RICHARD N. ZINSER
	Division 12 Iredell County Mooreville	PLAN DATE: January 2018 REVIEWED BY: R.N. Zinser	
PREPARED BY: J.A. Lohr	REVIEWED BY:		DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED
SCALE 0 30 1"=30'	REVISIONS INIT. DATE	DATE	R. N. Zinser 2/27/2018 DATE SIG. INVENTORY NO. 12-1744

19-MAR-2018 13:29 S:\IT\565\K15\Sig\01\ek5\Sig\0401v-12\U-5963 - Mooreville\11e_CLS\12-1744\17144_s1.g.dsn,20180227.dgn rnz,insnr