PHASING DIAGRAM

02+6   04+8
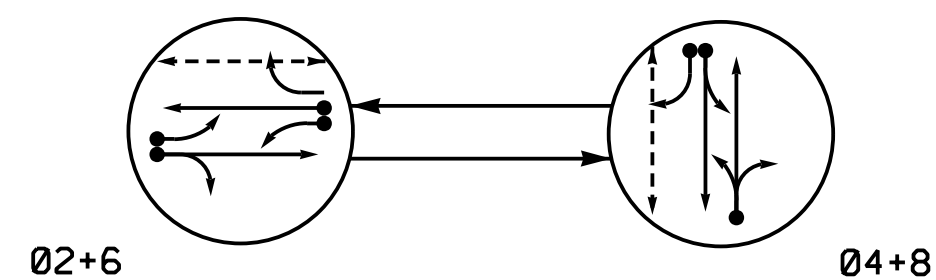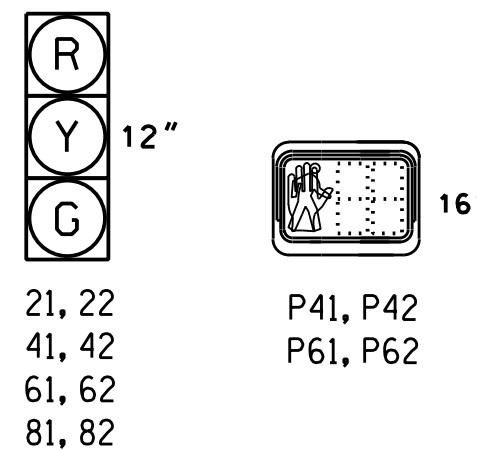
PHASING DIAGRAM DETECTION LEGEND

- → ● DETECTED MOVEMENT
- → UNDETECTED MOVEMENT (OVERLAP)
- ······ UNSIGNALIZED MOVEMENT
- - - → PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE 02+6	04+8	FLASH
21, 22	G	R	Y
41, 42	R	G	R
61, 62	G	R	Y
81, 82	R	G	R
P41, P42	DW	W	DRK
P61, P62	W	DW	DRK

SIGNAL FACE I.D.

All Heads L.E.D.

R
Y   12"
G

21, 22
41, 42
61, 62
81, 82

P41, P42
P61, P62   16"

OASIS 2070E LOOP & DETECTOR INSTALLATION CHART

INDUCTIVE LOOPS					DETECTOR PROGRAMMING								
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD	
2A/S44	6X6	225	4	-	2	Y	Y	-	-	-	Y	-	
2B	6X40	0	2-4-2	-	2	Y	Y	Y	-	5	-	-	
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	-	-	-	
4B	6X40	0	2-4-2	-	4	Y	Y	Y	-	15	-	-	
6A	6X6	225	4	-	6	Y	Y	-	-	-	-	-	
6B	6X40	0	2-4-2	-	6	Y	Y	Y	-	5	-	-	
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	10	-	-	

2 Phase
Fully Actuated
Gilead Road Closed Loop System

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Set all detector units to presence mode.
4. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
5. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
6. Pavement markings are existing.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
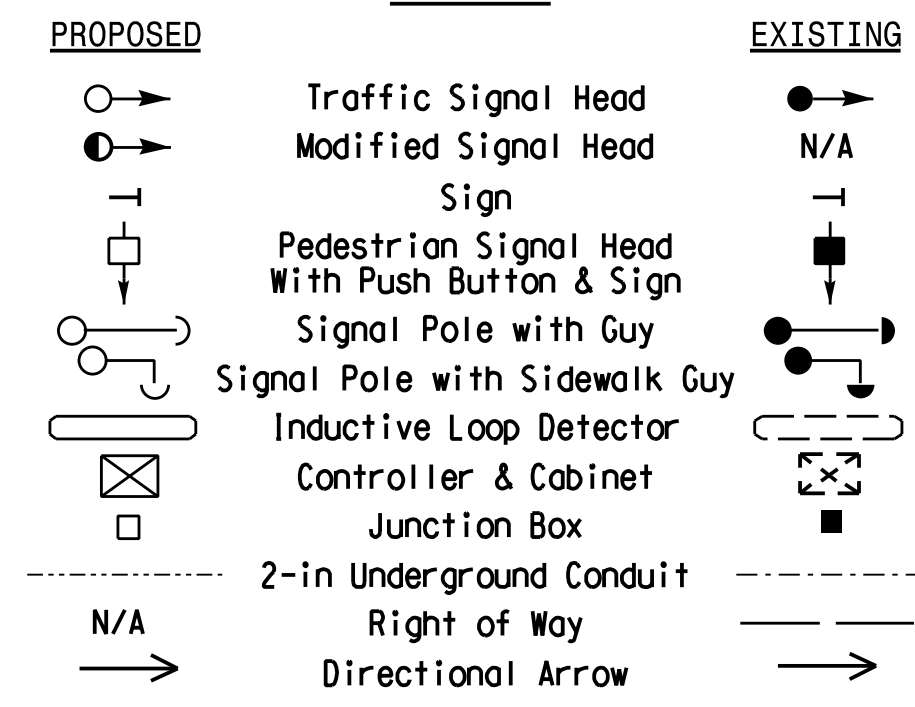8. Closed loop system data: Controller Asset #1751.
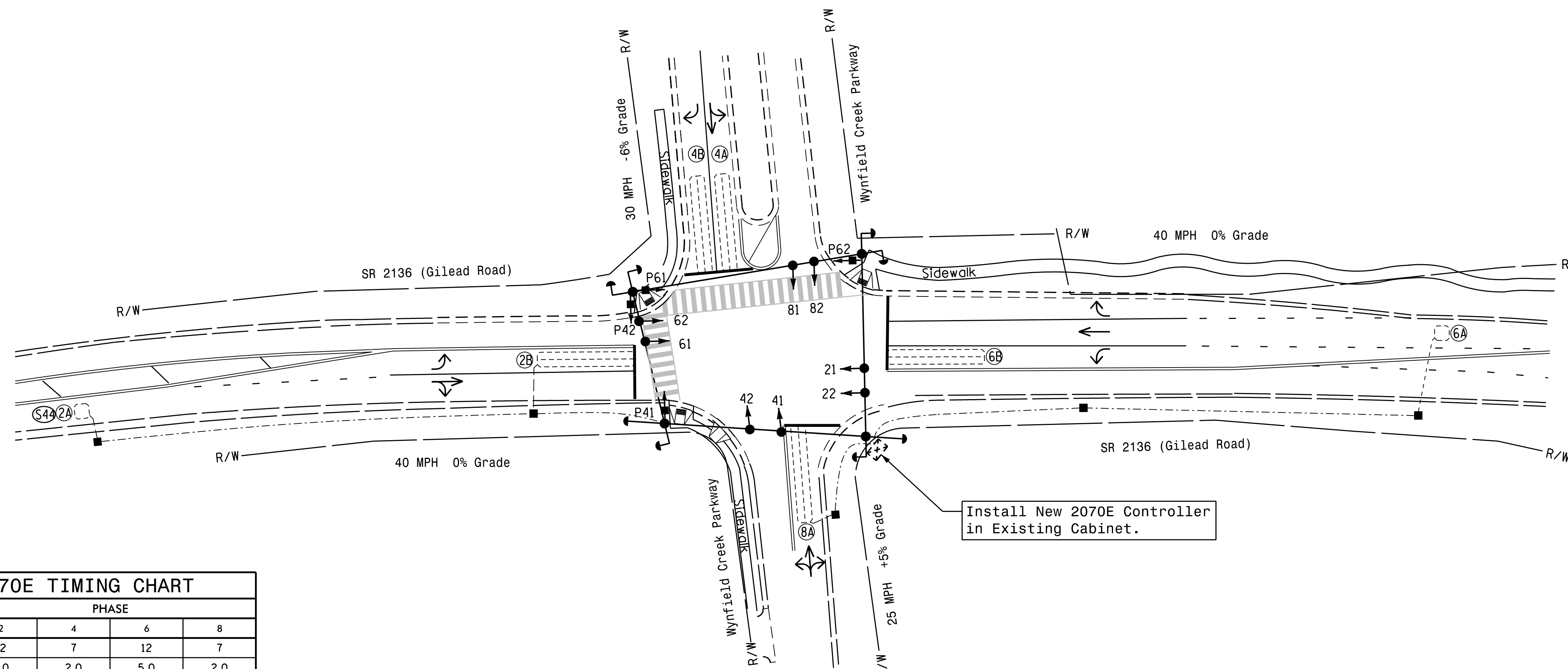
Install New 2070E Controller in Existing Cabinet.

OASIS 2070E TIMING CHART

FEATURE	PHASE 2	4	6	8
Min Green 1 *	12	7	12	7
Extension 1 *	5.0	2.0	5.0	2.0
Max Green 1 *	90	30	90	30
Yellow Clearance	4.2	3.9	4.2	3.0
Red Clearance	1.4	1.3	1.6	2.3
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	7	7	-
Don't Walk 1	-	8	20	-
Seconds Per Actuation *	2.5	-	2.5	-
Max Variable Initial *	27	-	27	-
Time Before Reduction *	15	-	15	-
Time To Reduce *	30	-	30	-
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

* 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.
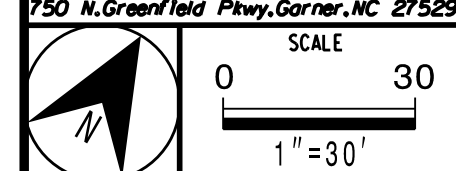
Map labels

SR 2136 (Gilead Road)
Wynfield Creek Parkway
30 MPH -6% Grade
40 MPH 0% Grade
40 MPH 0% Grade
25 MPH +5% Grade
R/W
SIDEWALK
Sidewalk

LEGEND

PROPOSED		EXISTING
○—→	Traffic Signal Head	
●—→	Modified Signal Head	N/A
⊢	Sign	■
⊡	Pedestrian Signal Head with Push Button & Sign	■
○—→	Signal Pole with Guy	●—→
○—	Signal Pole with Sidewalk Guy	●—
⊏⊐	Inductive Loop Detector	⊏⊐
⊠	Controller & Cabinet	⊠
□	Junction Box	■
-----	2-in Underground Conduit	-----
N/A	Right of Way	———
—→	Directional Arrow	——→

Signal Upgrade

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SR 2136 (Gilead Road)
at
Wynfield Creek Parkway

Division 10   Mecklenburg Co.   Huntersville

| PLAN DATE: | December 2017 | REVIEWED BY: | A.D. Klinksiek |
| PREPARED BY: | J.T. Thibault | REVIEWED BY: | N.R. Simmons |

Prepared for:
Transportation Mobility and Safety Division
Signal Design Section
750 N.Greenfield Pkwy.Garner.NC 27529

SCALE
0   30
1"=30'

SEAL
NORTH CAROLINA
PROFESSIONAL
SEAL
031464
ENGINEER
NATASHA R. SIMMONS

REVISIONS	INIT.	DATE

Natasha R. Simmons 4/23/2018
SIGNATURE   DATE

SIG. INVENTORY NO.   10-1751