

PHASING DIAGRAM

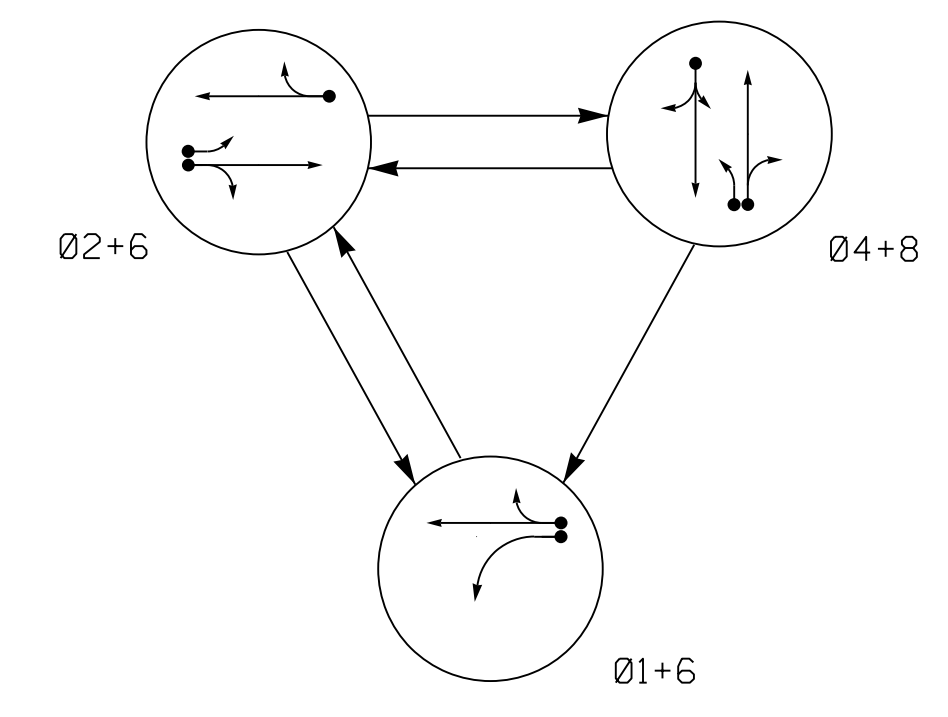
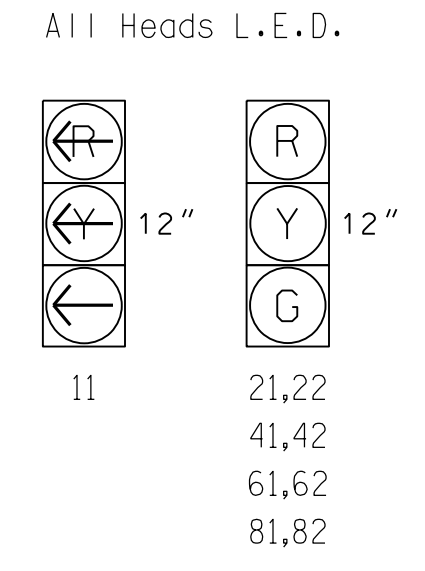


TABLE OF OPERATION

SIGNAL FACE	PHASE			
	01+6	02+6	04+8	01+6
11	←	→	←	→
21,22	R	G	R	Y
41,42	R	R	G	R
61,62	G	G	R	Y
81,82	R	R	G	R

SIGNAL FACE I.D.



OASIS 2070 DETECTOR INSTALLATION CHART

ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	DETECTOR PROGRAMMING				STRETCH TIME	DELAY TIME	SYSTEM ZONE	NEW CARD
			PHASE	CALLING	EXTENSION	FULL TIME DELAY				
1A	6X40	0	Y	1	Y	Y	-	3	-	-
2A	6X6	300	Y	2	Y	Y	-	1.6	-	-
2B	6X6	90	Y	2	Y	Y	-	-	-	-
2C	6X40	0	Y	2	Y	Y	-	-	-	-
4A	6X40	0	Y	4	Y	Y	-	10	-	-
6A	6X6	300	Y	6	Y	Y	-	1.6	-	-
6B	6X6	90	Y	6	Y	Y	-	-	-	-
8A	6X40	0	Y	8	Y	Y	-	3	-	-
8B	6X40	0	Y	8	Y	Y	-	-	-	-

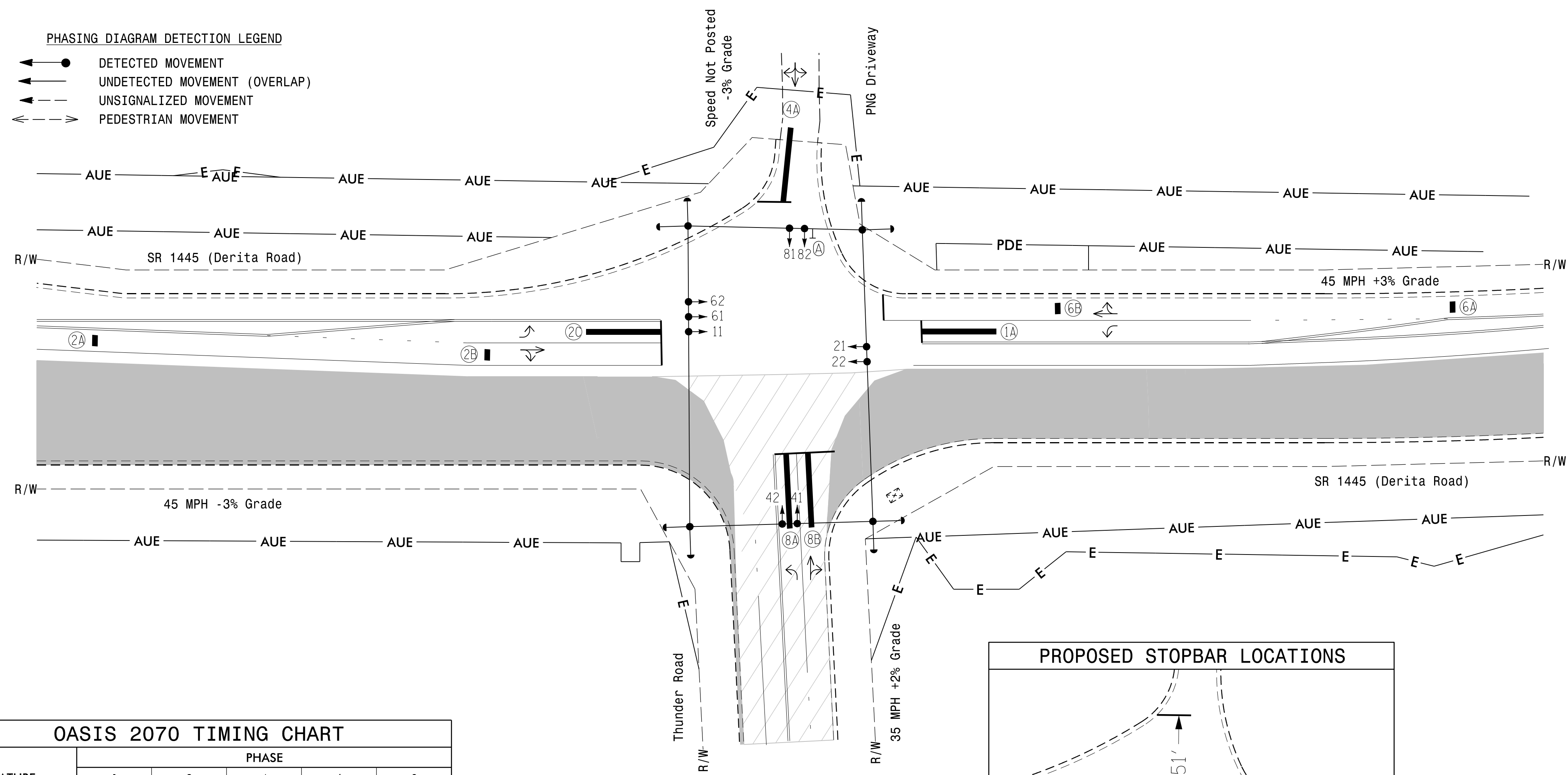
3 Phase Fully Actuated Concord City Signal System

NOTES

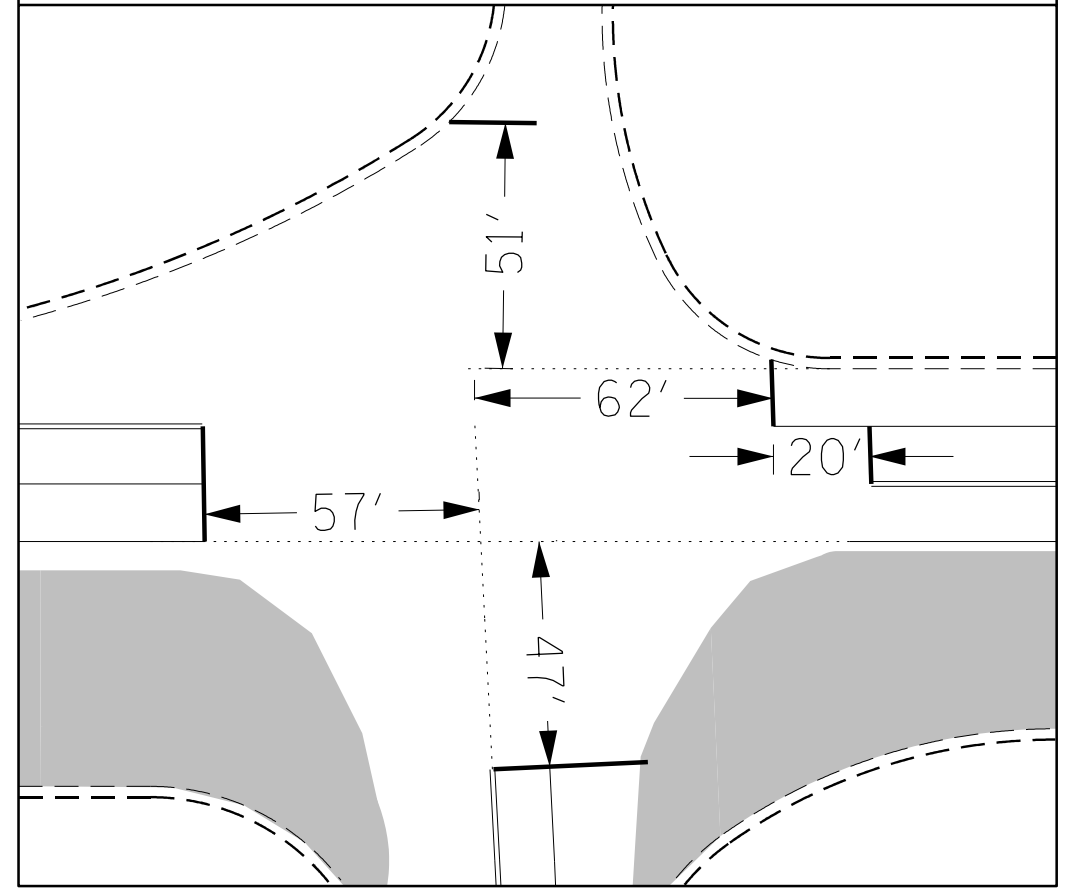
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012, "Standard Specifications for Roads and Structures" dated January 2012, and all applicable sections of the latest version of the generic Project Special Provisions.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Enable Backup Protect for phase 6 to allow the controller to clear from phase 2+6 to phase 1+6 by progressing through an all red display.
- Reposition existing signal heads numbered 11, 21, 22, 61, and 62.
- Set all detector units to presence mode.
- 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 #2010.

PHASING DIAGRAM DETECTION LEGEND

- ← ● → DETECTED MOVEMENT
- ← ○ → UNDETECTED MOVEMENT (OVERLAP)
- ← ○ ○ → UNSIGNALIZED MOVEMENT
- ← ○ ○ ○ → PEDESTRIAN MOVEMENT



PROPOSED STOPBAR LOCATIONS



OASIS 2070 TIMING CHART

FEATURE	PHASE				
	1	2	4	6	8
Min Green 1 *	7	12	7	12	7
Extension 1 *	2.0	2.0	2.0	2.0	2.0
Max Green 1 *	20	90	30	90	30
Yellow Clearance	3.0	4.8	3.3	4.3	3.7
Red Clearance	2.9	1.3	2.5	1.3	2.1
Red Revert	2.0	2.0	2.0	5.0	2.0
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
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	-	-	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

- | PROPOSED | EXISTING |
|--|-----------------------------------|
| ○ → Traffic Signal Head | ● → Traffic Signal Head |
| ○ → Modified Signal Head | N/A |
| ○ → Sign | N/A |
| ○ → Pedestrian Signal Head With Push Button & Sign | N/A |
| ○ → Signal Pole with Guy | ○ → Signal Pole with Guy |
| ○ → Signal Pole with Sidewalk Guy | ○ → Signal Pole with Sidewalk Guy |
| □ → Video Detection Zone | □ → Video Detection Zone |
| □ → Controller & Cabinet | □ → Controller & Cabinet |
| □ → Junction Box | □ → Junction Box |
| --- 2-in Underground Conduit | --- 2-in Underground Conduit |
| N/A → Right of Way | --- Right of Way |
| → Directional Arrow | → Directional Arrow |
| ⊠ "NO TURN ON RED" Sign (R10-11a) | ⊠ "NO TURN ON RED" Sign (R10-11a) |
| Construction Zone | N/A |
| Construction Zone (Open to Traffic) | N/A |
| E Construction Easement | N/A |
| AUE Aerial Utility Easement | N/A |
| PDE Permanent Drainage Easement | N/A |

Signal Upgrade-Temporary Design 3-TCP Phase III **DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED**

SR 1445 (Derita Road) at Thunder Road / PNG Driveway

Division 10 Cabarrus County Concord

PLAN DATE: May 2014 REVIEWED BY: C.L. Kalencik

PREPARED BY: S W COX REVIEWED BY:

REVISIONS: INIT. DATE

7/7/2016

SIG. INVENTORY NO. 10-2010T3

AECOM

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SCALE: 0 40
1" = 40'

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