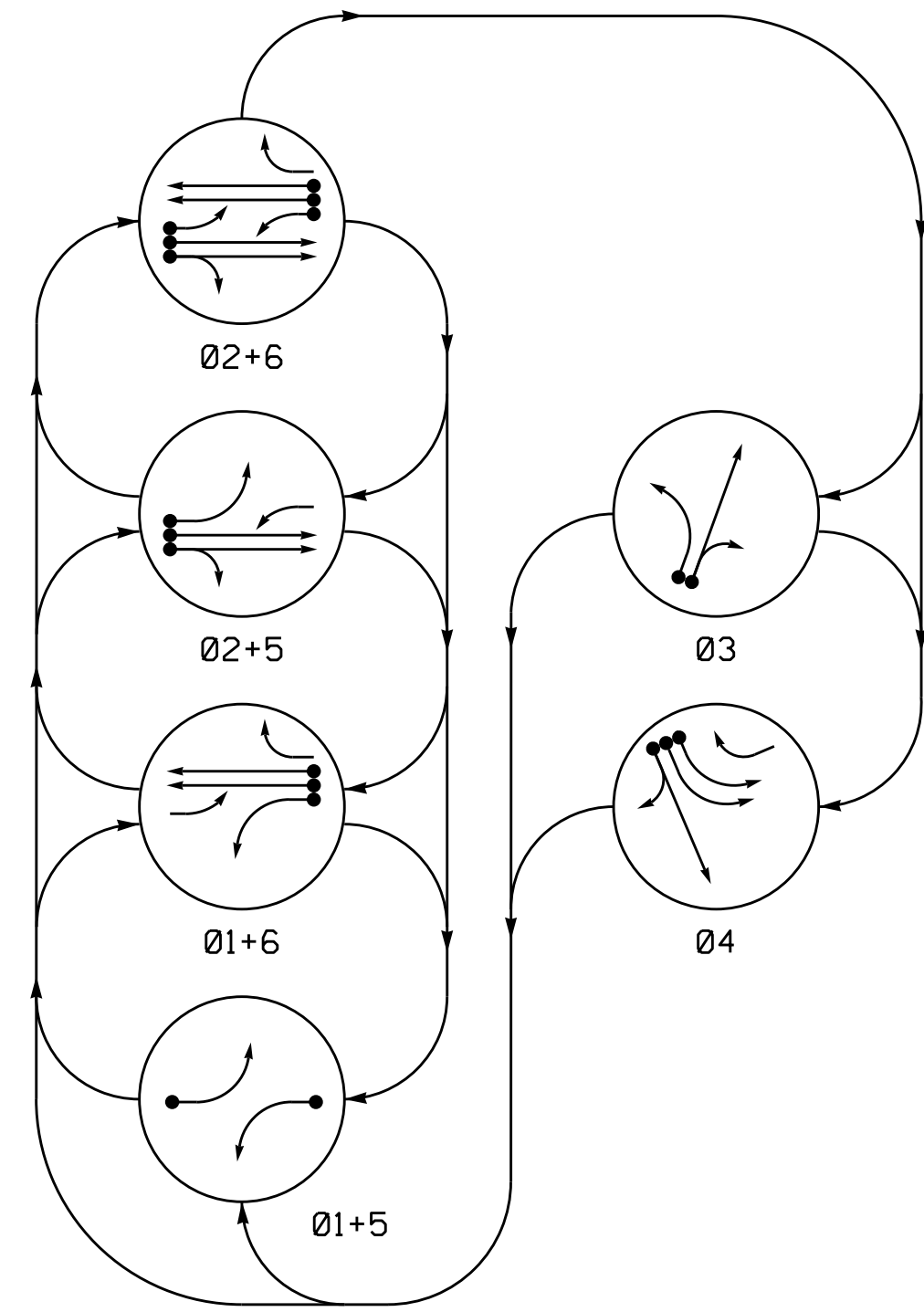


PHASING DIAGRAM



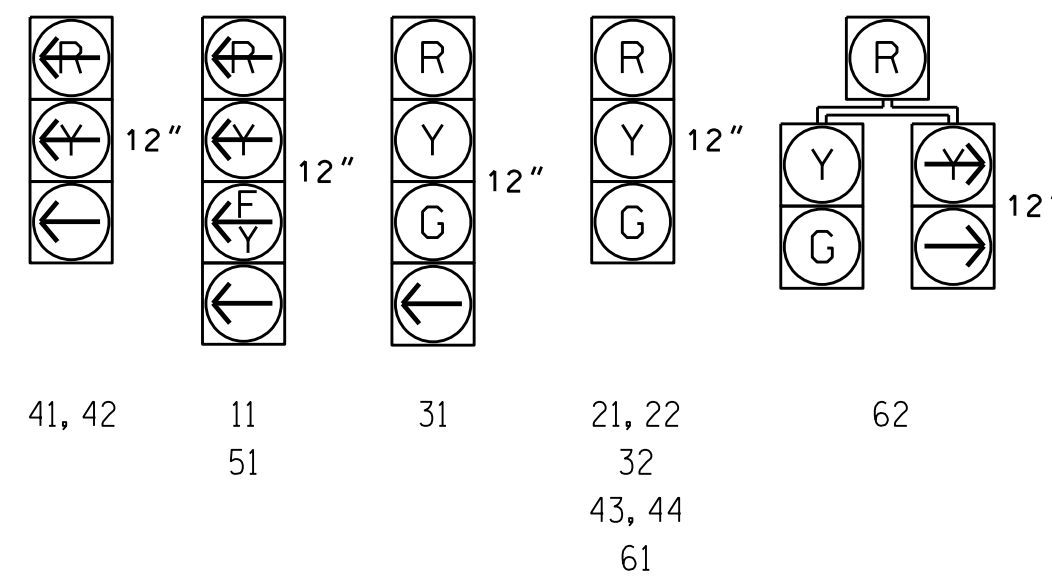
PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	03	04
11	←	←	←	←	←	←
21, 22	R	R	G	G	R	Y
31	R	R	R	R	G	R
32	R	R	R	R	G	R
41, 42	←	←	←	←	←	←
43, 44	R	R	R	R	G	R
51	←	←	←	←	←	←
61	R	G	R	G	R	Y
62	R	G	R	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



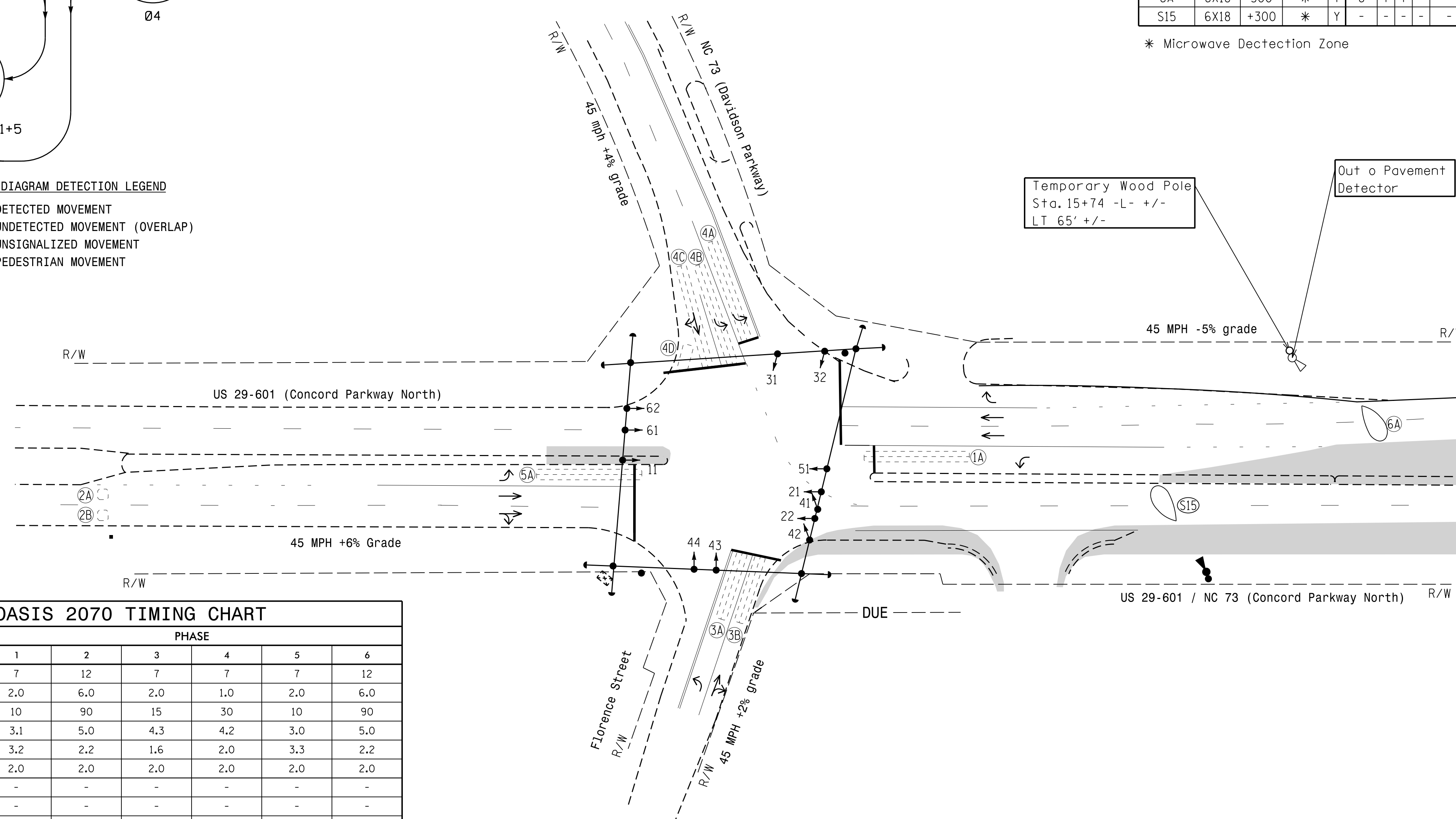
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART											
INDUCTIVE LOOPS				DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP
1A	6X40	+5	2-4-2	-	1	Y	Y	-	-	15	-
2A	6X6	300	EXIST	-	2	Y	Y	-	-	3	-
2B	6X6	300	EXIST	-	2	Y	Y	-	-	-	-
3A	6X40	0	2-4-2	-	3	Y	Y	-	-	3	-
3B	6X40	0	2-4-2	-	3	Y	Y	-	-	10	-
4A	6X60	0	2-4-2	-	4	Y	Y	-	-	3	-
4B	6X60	0	2-4-2	-	4	Y	Y	-	-	3	-
4C	6X60	0	2-4-2	-	4	Y	Y	-	-	10	-
4D	6X15	0	3	-	4	Y	Y	-	-	15	-
5A	6X40	+5	2-4-2	-	5	Y	Y	-	-	15	-
6A	6X18	300	*	Y	6	Y	Y	-	-	3	-
S15	6X18	+300	*	Y	-	-	-	-	-	-	Y

\* Microwave Detection Zone

6 Phase Fully Actuated Concord/Kannapolis CLS-Zone 2

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2012. "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- The order of phase 3 and phase 4 may be reversed.
- 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 # 0820.



FEATURE	PHASE					
	1	2	3	4	5	6
Min Green 1 *	7	12	7	7	7	12
Extension 1	2.0	6.0	2.0	1.0	2.0	6.0
Max Green 1 *	10	90	15	30	10	90
Yellow Clearance	3.1	5.0	4.3	4.2	3.0	5.0
Red Clearance	3.2	2.2	1.6	2.0	3.3	2.2
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-
Seconds Per Actuation *	-	1.5	-	-	-	2.0
Max Variable Initial *	-	34	-	-	-	34
Time Before Reduction *	-	10	-	-	-	10
Time To Reduce *	-	20	-	-	-	20
Minimum Gap	-	3.0	-	-	-	3.0
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW
Dual Entry	-	-	-	-	-	-
Simultaneous Gap	ON	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 |
|  | Proposed Traffic Signal Head                   |  | N/A      |
|  | Proposed Modified Signal Head                  |  | N/A      |
|  | 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                       |  |          |
|  | Right of Way                                   |  |          |
|  | Directional Arrow                              |  |          |
|  | Out of Pavement Detector                       |  |          |
|  | Out of Pavement Detection Zone                 |  |          |

Signal Upgrade Temporary design-2 TCP Phase II & III

	US 29-601/US 29-601-NC 73 (Concord Parkway North) at NC 73 (Davidson Parkway) / Florence Street	SEAL NORTH CAROLINA PROFESSIONAL ENGINEER TIMOTHY J. WILLIAMS 024393
	Division 10 Cabarrus County Concord PLAN DATE: November 2014 REVIEWED BY: T. Williams PREPARED BY: M. Mahbooba REVIEWED BY:	REVISIONS INIT. DATE

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