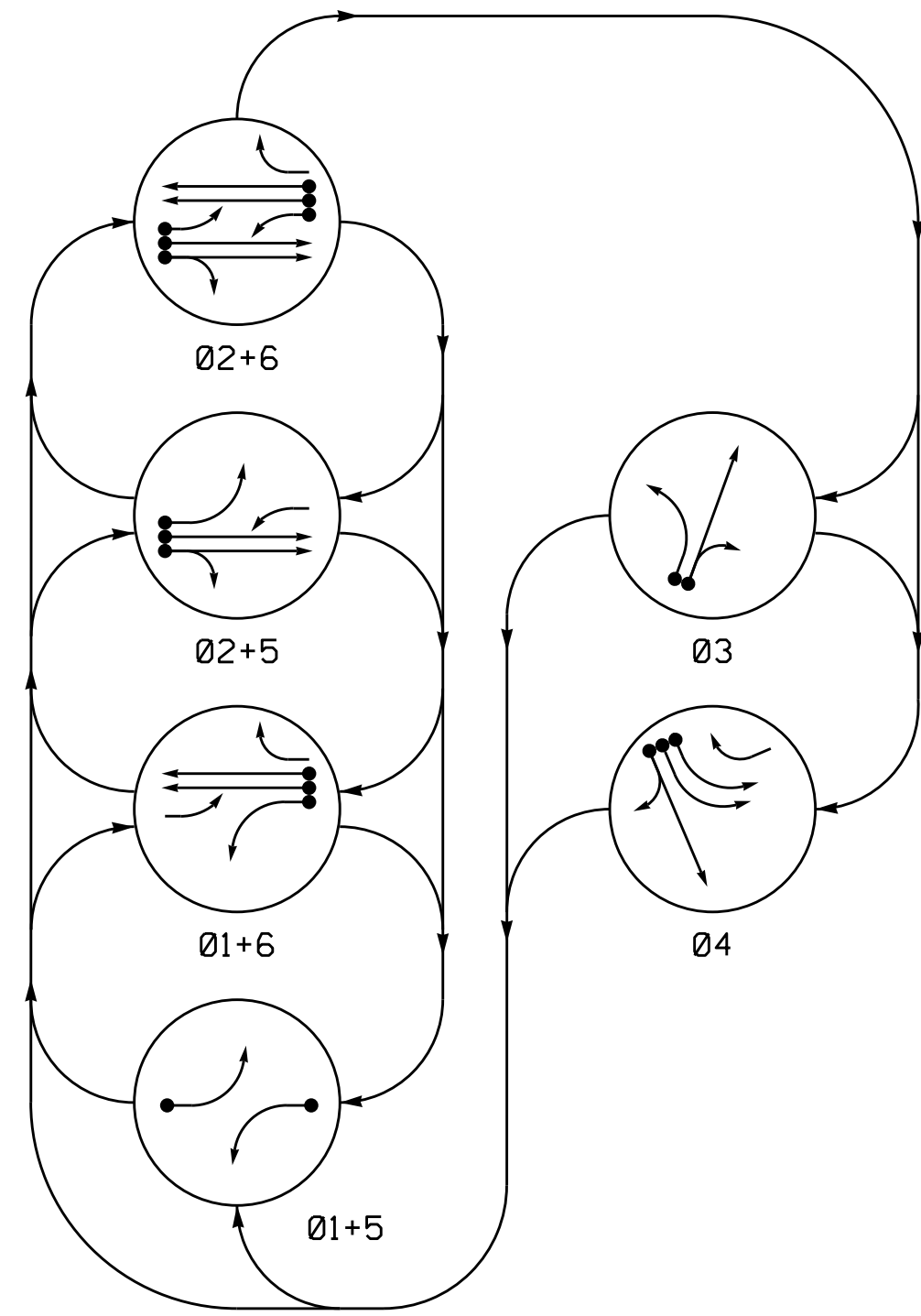


PHASING DIAGRAM

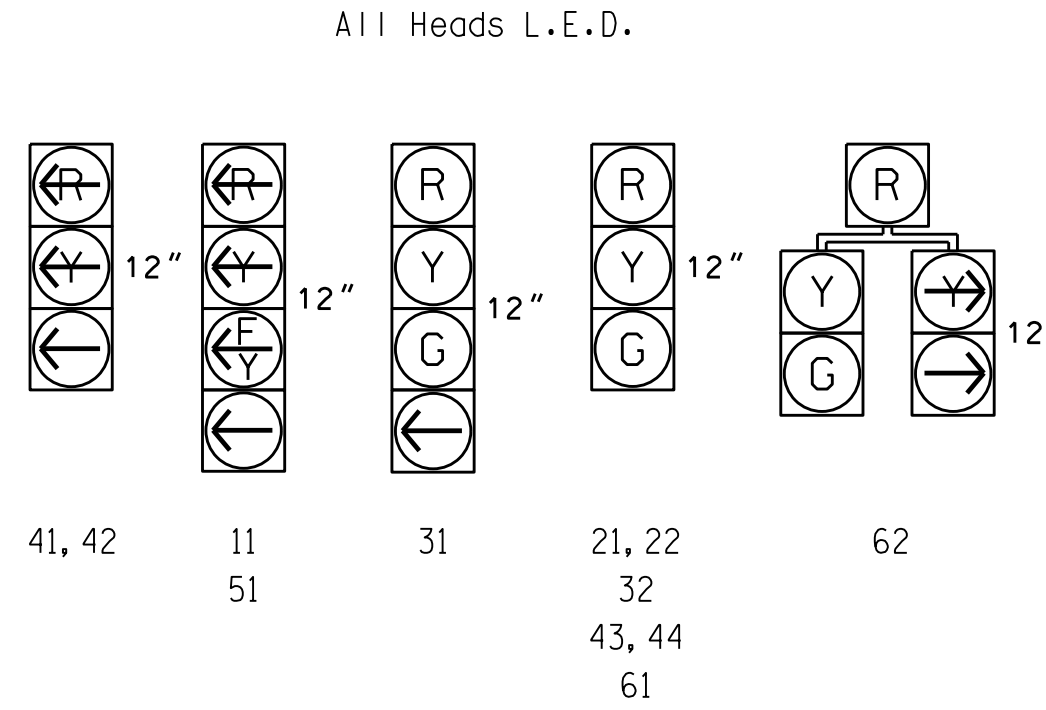


PHASING DIAGRAM DETECTION LEGEND

- ←●→ 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.



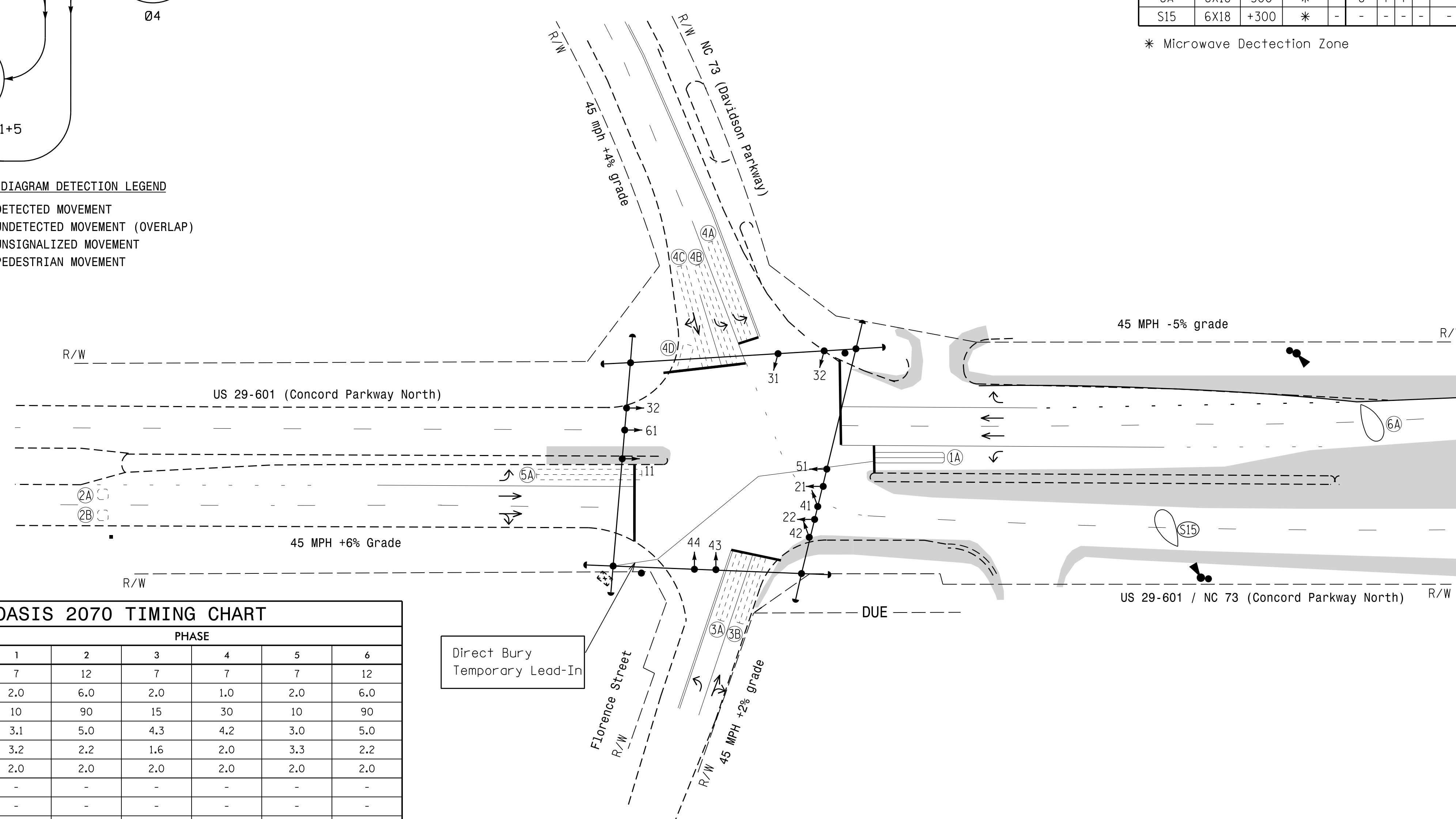
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY				
1A	6X40	0	2-4-2	Y	1	Y	Y	-	-	15	-	-
2A	6X6	300	EXIST	-	2	Y	Y	-	-	-	-	-
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	*	-	6	Y	Y	-	-	-	-	-
S15	6X18	+300	*	-	-	-	-	-	-	-	-	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                          |
|---|-----------------------------------|
| ○→ Traffic Signal Head                            | ●→ N/A                            |
| ●→ Modified Signal Head                           | ○→ Sign                           |
| ○→ Pedestrian Signal Head With Push Button & Sign | ○→ Signal Pole with Guy           |
| ○→ Signal Pole with Sidewalk Guy                  | ○→ Inductive Loop Detector        |
| □→ Inductive Loop Detector                        | □→ Controller & Cabinet           |
| □→ Junction Box                                   | □→ 2-in Underground Conduit       |
| N/A → Right of Way                                | N/A → Directional Arrow           |
| ○→ Out of Pavement Detector                       | ○→ Out of Pavement Detection Zone |
| ○→ Construction Zone                              |                                   |

Signal Upgrade Temporary Design-3 TCP Phase IV

US 29-601/US 29-601-NC 73 (Concord Parkway North) at NC 73 (Davidson Parkway) / Florence Street

Division 10 Cabarrus County Concord

PLAN DATE: November 2014 REVIEWED BY: T. Williams

PREPARED BY: M. Mahbooba REVIEWED BY:

SEAL

PROFESSIONAL ENGINEER

THOMAS J. WILLIAMS

024393

12/15/2014

SIG. INVENTORY NO. 10-0820 T3

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 40 1"=40'

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