PHASING DIAGRAM

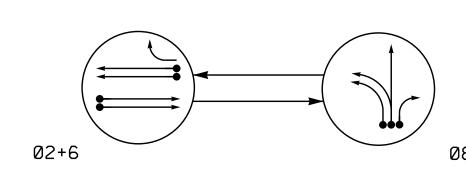


TABLE OF O	PER	ATI	ON
	PHASE		
SIGNAL FACE	Ø2+6	000	FUGOI
21, 22	G	R	Υ
61, 62	G	R	Y
81, 82	R	G	R

SIGNAL FACE I.D.
All Heads L.E.D.
R Y 12"
21, 22 61, 62 81, 82

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	NEW CARD
2A	*	300	*	-	2	Υ	Υ	-	-	-	-	Υ
2B, 2C	6X6	90	EXIST	-	- DISCONNECT -					_		
6A,6B	6X6	70	EXIST	-	DISCONNECT				-			
6C	6X6	250	4	Υ	6	Υ	Υ	-	-	-	-	Υ
8.8	6X60	0	2-4-2	_	8	Υ	Υ	-	-	-	_	Υ
8B	6X60	0	2-4-2	-	8	Υ	Υ	-	-	-	_	Υ
8C	6X60	0	2-4-2	-	8	Υ	Υ	-	-	15	-	Υ

* Microwave Detection Zone

— Disconnect Existing Loops

SR 1113 (E. Kivett Drive)

45 MPH +1% Grade

─MetalPole #18

PHASING DIAGRAM DETECTION LEGEND

DETECTED MOVEMENT UNDETECTED MOVEMENT (OVERLAP) UNSIGNALIZED MOVEMENT ← − − > PEDESTRIAN MOVEMENT

I-85 Bus./US 29
US 70 EB Ramp Disconnect— Existing Loops MetalPole #17-SR 1113 (E. Kivett Drive) **62** 81 82

OASIS 2070 TIMING CHART						
	PHASE					
FEATURE	2	6	8			
Min Green 1 *	12	12	7			
Extension 1 *	6.0	5.0	1.0			
Max Green 1 *	60	60	25			
Yellow Clearance	4.5	4.4	3.3			
Red Clearance	1.4	1.3	2.1			
Red Revert	2.0	2.0	2.0			
Walk 1 *	-	-	-			
Don't Walk 1	-	-	-			
Seconds Per Actuation *	1.5	1.5	-			
Max Variable Initial *	34	29	-			
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	-	-	-			

45 MPH 0% Grade

Microwave —/ Presence Detector

* 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

LEGEND

<u>PROPOSED</u>		EXISTING
\bigcirc	Traffic Signal Head	
O	Modified Signal Head	N/A
\dashv	Sign	\dashv
↓	Pedestrian Signal Head With Push Button & Sign	#
$\bigcirc\!$	Signal Pole with Guy	•
S	ignal Pole with Sidewalk Guy	
	Inductive Loop Detector	$\subset = = = = = = = = = = = = = = = = = = =$
\bigcirc	Microwave Detector	
	Microwave Detection Zone	<>
	Controller & Cabinet	κ×η
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
\longrightarrow	Directional Arrow	\longrightarrow
0	Metal Pole with Mastarm	
N/A	Guardrail	
$\langle A \rangle$	No Left Turn Sign (R3-2)	\triangle
B	No Right Turn Sign (R3-1)	lack

2 Phase Fully Actuated (High Point Signal System)

NOTES

- 1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- 2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- 3. Disconnect existing loops 2B. 2C, 6A and 6B.
- 4. Set all detector units to presence mode.
- 5. In the event of loop replacement, refer to the current ITS and Signals Design Manual and submit a Plan of Record to the Signal Design Section.
- 6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- 7. Pavement markings are existing.
- 8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

Signal Upgrade



SR 1113 (E. Kivett Drive) at I-85 Bus./US 29 NB-US 70 EB Ramps

Guilford County March 2014 REVIEWED BY:

Division 7 750 N.Greenfield Pkwy.Garner.NC 27529 PREPARED BY: T. L. AVERETE REVIEWED BY: REVISIONS INIT. DATE

