### PROJECT REFERENCE NO. R - 4707

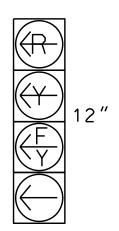
# PHASING DIAGRAM

# 02+6

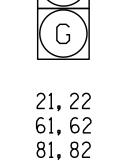
TABLE OF	OPERATION						
	PHASE						
SIGNAL FACE	Ø 1 + 6	ØN+6	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	止し位のエ			
11	<b>↓</b>	╙╠╾	#	<del>*</del>			
21, 22	R	G	R	Y			
61, 62	G	G	R	Y			
81, 82	R	R	G	R			

# SIGNAL FACE I.D.

All Heads L.E.D.



Construction Easement



(R)

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
INDUCTIVE LOOPS DETECTOR PROGRAMMING												
LOOP/ ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A**	6X40	0	**	**	1	Υ	Υ	-	-	15		**
					6	Y	Υ	Υ	-	3	_	<b>**</b>
2A/S1	6X6	300	5	ı	2	Υ	Υ	ı	-	ı	Υ	_
6A/S2**	6X6	300	**	**	6	Υ	Υ	-	_		Υ	**
88	6X40	0	2-4-2	-	8	Υ	Υ	_	-	5	_	
8B	6X15	0	3	-	8	Υ	Υ	_	_	15	-	_

\*\* Video Detection

## NOTES

3 Phase

Fully Actuated

SR 2526 (Summit Avenue) CLS

- 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. Phase 1 may be lagged.
- 4. Set all detector units to presence mode.
- 5. Pavement markings are existing unless otherwise shown.
- 6. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- 7. Closed loop system data: Master Asset #: 10724, Controller Asset #: 1498.
- 8. A video imaging loop emulator detection system is used to provide traffic detection during this temporary phase. Perform installation according to manufacturer's directions and NCDOT engineer-approved mounting locations to accomplish the detection schemes shown on Signal Design Plans.

<u>LEGEND</u>

Traffic Signal Head

Signal Pole with Sidewalk Guy Inductive Loop Detector

Video Detection Zone

Controller & Cabinet

Junction Box

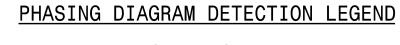
Right of Way Directional Arrow

Curb Ramp

Construction Zone

Construction Barrel

----- 2-in Underground Conduit

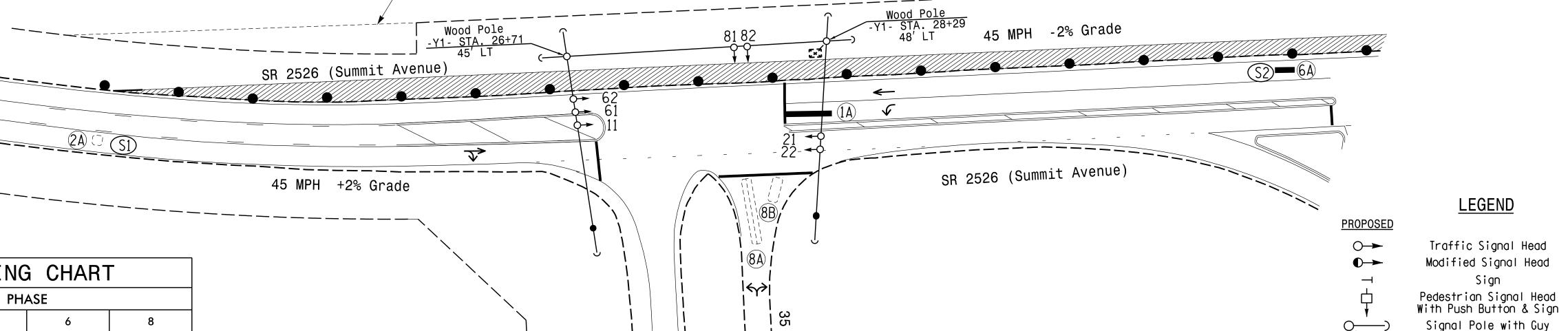


DETECTED MOVEMENT UNDETECTED MOVEMENT (OVERLAP)

UNSIGNALIZED MOVEMENT

PEDESTRIAN MOVEMENT

Ø1+6



SU

SB

Rai

mp

OASIS	2070	TIMING	G CHART	Γ		
	PHASE					
FEATURE	1	2	6	8		
Min Green 1 *	7	12	12	7		
Extension 1 *	2.0	6.0	6.0	2.0		
Max Green 1 *	20	90	90	20		
Yellow Clearance	3.0	4.7	4.7	3.6		
Red Clearance	2.9	1.6	1.6	1.9		
Red Revert	2.0	2.0	2.0	2.0		
Walk 1 *	-	-	-	-		
Don't Walk 1	-	-	-	-		
Seconds Per Actuation *	-	2 <b>.</b> 5	2 <b>.</b> 5	-		
Max Variable Initial *	-	34	34	-		
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	-	-	-	-		
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.

Project #: 180914 DAVENPORT HOME OFFICE: 119 BROOKSTOWN AVENUE, SUITE PH1 WINSTON-SALEM, NC 27101 336.744.1636 www.davenportworld.com NCBELS FIRM LICENSE NO. C-2522

Signal Upgrade Temporary Design 1 (TMP Phase I - Step 2)



SR 2526 (Summit Avenue) US 29 Southbound Ramps

N/A

Division 7 Guilford County PLAN DATE: April 2020 REVIEWED BY: L Boyer K. Dean REVIEWED BY:

SEAL 030912

**EXISTING** 

N/A

N/A

DOCUMENT NOT CONSIDERED

FINAL UNLESS ALL SIGNATURES COMPLETED

Lori M'Boyer'' 04/20/2020 SIG. INVENTORY NO. 07-1498TI