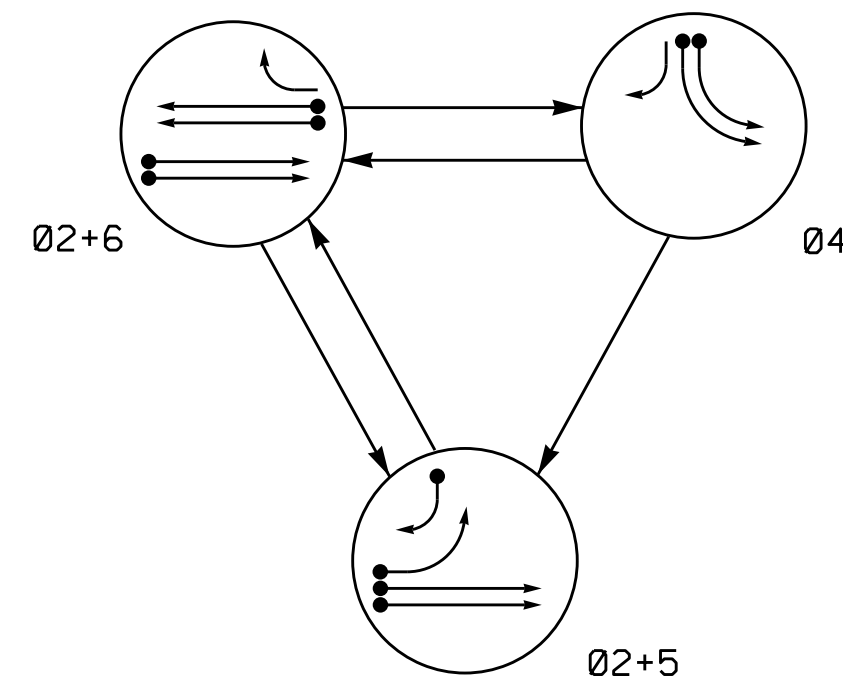


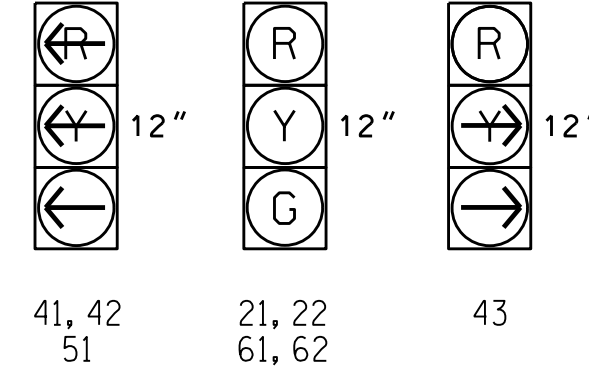
PHASING DIAGRAM



SIGNAL FACE	PHASE			
	02+5	02+6	04	F L S H
21, 22	G	G	R	Y
41, 42	R	R	Y	R
43	Y	Y	R	R
51	R	R	Y	R
61, 62	R	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



ASC/3 DETECTOR INSTALLATION CHART										
DETECTOR				PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP NEW CARD
2B	6X6	285	4	Y	2	Yes	-	-	S	-
2C	6X6	285	4	Y	2	Yes	-	-	S	-
4A	6X60	0	2-4-2	-	4	Yes	-	-	S	-
4B	6X60	0	2-4-2	-	4	Yes	-	-	S	-
5A	6X40	0	2-4-2	Y	5	Yes	-	-	S	-
5B	6X60	0	2-4-2	-	5	Yes	-	15	S	-
6B	6X6	300	6	Y	6	Yes	-	-	S	-
6C	6X6	300	6	Y	6	Yes	-	-	S	-

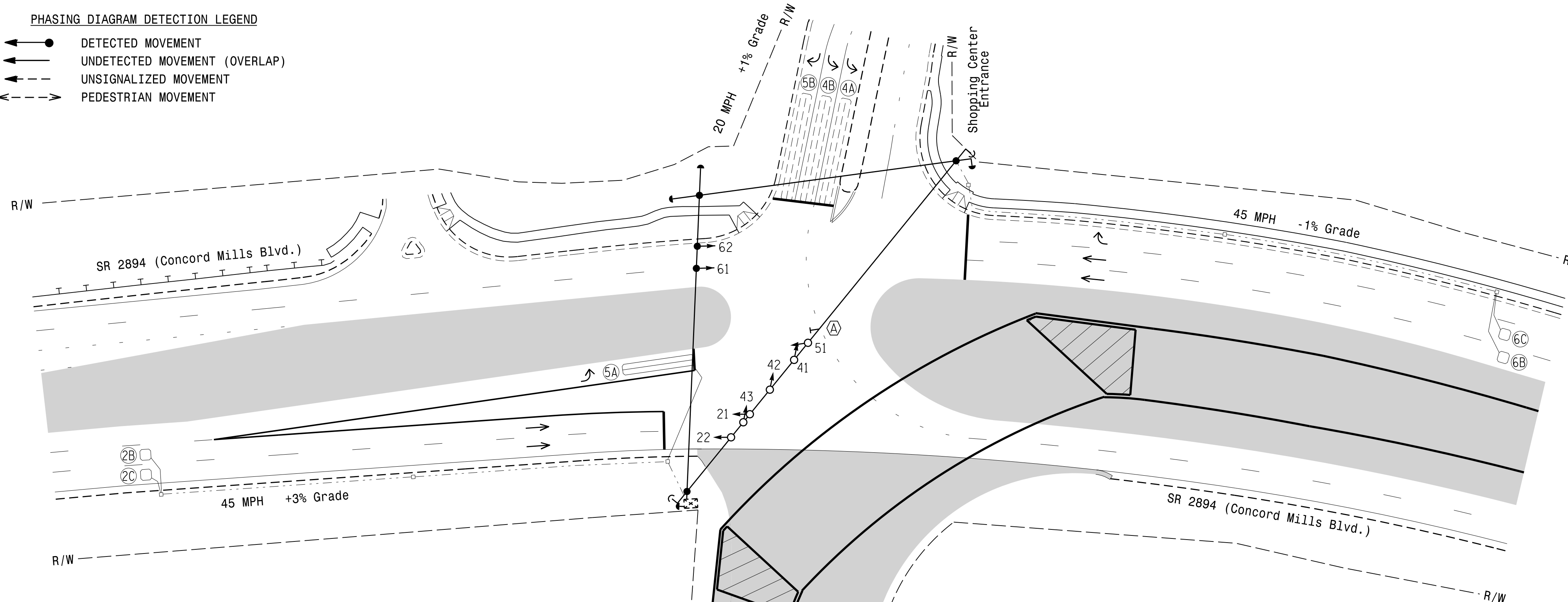
3 Phase Fully Actuated Concord Mills Blvd. CLS

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. Phase 5 may be lagged.
4. Reposition existing signal heads numbered 61 and 62.
5. Set all detector units to presence mode.
6. 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.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
8. Closed loop system data: Controller Asset #: 1732

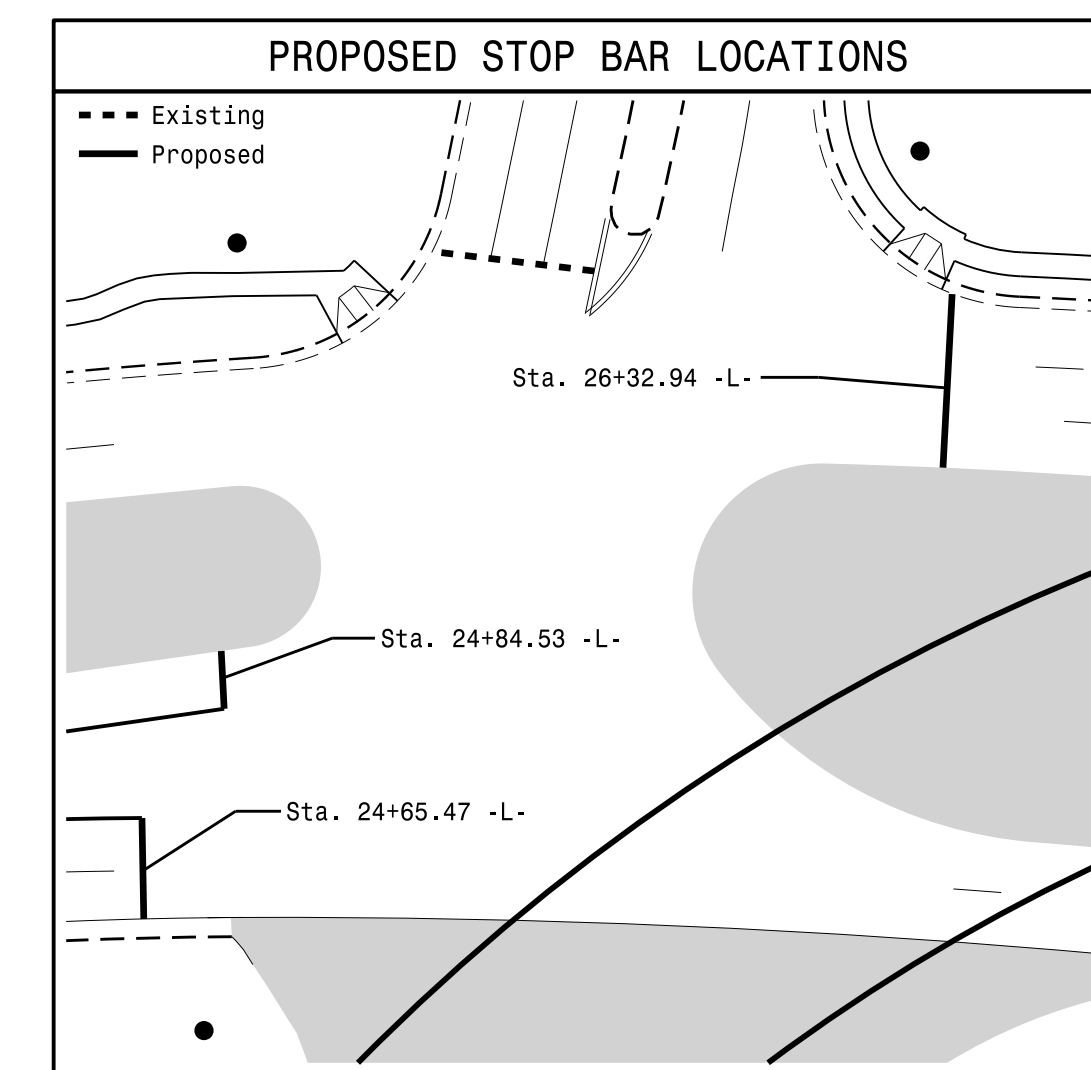
PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT



FEATURE	ASC/3 TIMING CHART PHASE			
	2	4	5	6
Min Green *	12	7	7	12
Walk *	-	-	-	-
Ped Clear	-	-	-	-
Veh. Extension *	6.0	2.0	2.0	6.0
Max I *	90	30	20	90
Yellow	4.6	3.0	3.0	4.6
Red Clear	1.8	4.6	3.6	1.8
Red Revert	2.0	2.0	2.0	2.0
Actuations B4 Add *	-	-	-	-
Seconds / Actuation *	1.5	-	-	1.5
Max Initial *	33	-	-	34
Time Before Reduction *	15	-	-	15
Time To Reduce *	30	-	-	30
Minimum Gap	3.0	-	-	3.0
Locking Detector	X	-	-	X
Recall Position	VEH. RECALL	-	-	VEH. RECALL
Dual Entry	-	-	-	-
Simultaneous Gap	X	X	X	X

\* 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                           | ○ N/A    |
| ○ Pedestrian Signal Head With Push Button & Sign | ○ N/A    |
| ○ Signal Pole with Guy                           | ○ N/A    |
| ○ Signal Pole with Sidewalk Guy                  | ○ N/A    |
| ○ Inductive Loop Detector                        | ○ N/A    |
| ○ Controller & Cabinet                           | ○ N/A    |
| ○ Junction Box                                   | ○ N/A    |
| ○ 2-in Underground Conduit                       | ○ N/A    |
| ○ Right of Way                                   | ○ N/A    |
| ○ Directional Arrow                              | ○ N/A    |
| ○ Construction Zone                              | ○ N/A    |
| ○ "U-TURN YIELD TO RIGHT TURN" Sign (R10-16)     | ○ N/A    |

Signal Upgrade - Temporary Design 2 - Phase II

Prepared in the Offices of:

750 N. Greenfield Pike, Garner, NC 27529

SR 2894 (Concord Mills Blvd.)  
at  
Shoping Center Entrance

Division 10 Cabarrus County Concord

PLAN DATE: July 2017 REVIEWED BY: T.J. Williams

PREPARED BY: R.N. Zinser REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

SEAL 043914

ENGINEER

RICHARD N. ZINSER

R.N. Zinser 9/25/2017

DATE

SIG. INVENTORY NO. 10-1732 T2

REVISIONS	INIT.	DATE