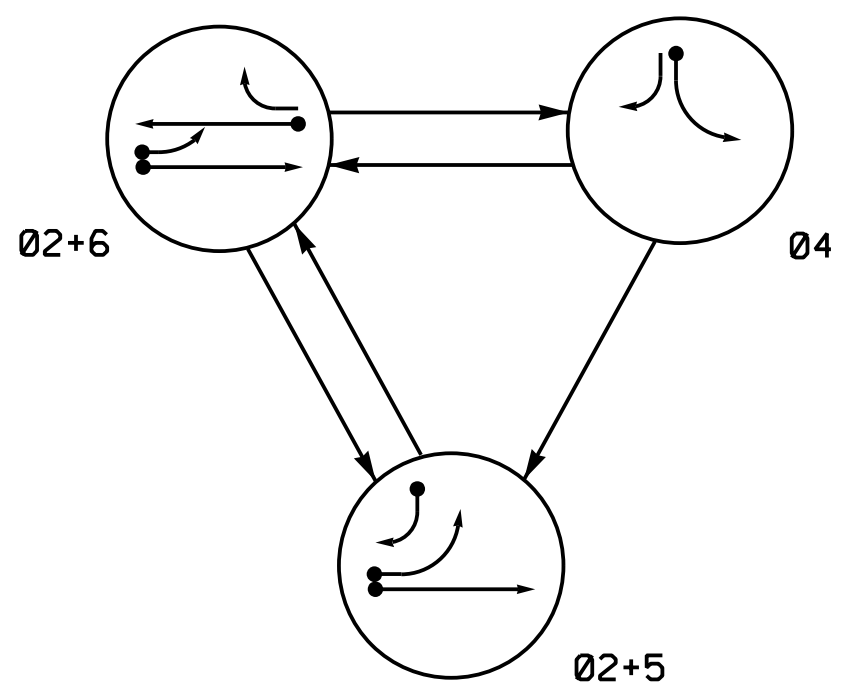
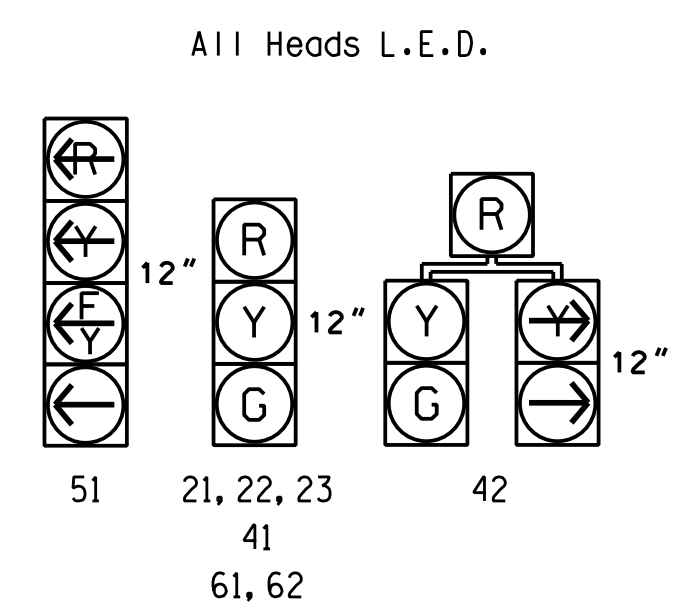


**DEFAULT PHASING DIAGRAM**



SIGNAL FACE	PHASE			
	02+5	02+6	04	F-L-STOP
21, 22, 23	G	G	R	Y
41	R	R	G	R
42	R	R	G	R
51	-	Y	FR	Y
61, 62	R	G	R	Y

**SIGNAL FACE I.D.**



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/S42	6X6	250	4	-	2	Y	Y	-	-	-	Y	-
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	3	-	-
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	15*	-	-
5B	6X40	0	2-4-2	-	5	Y	Y	-	-	25	-	-
6A/S43	6X6	220	4	-	6	Y	Y	-	-	-	Y	-

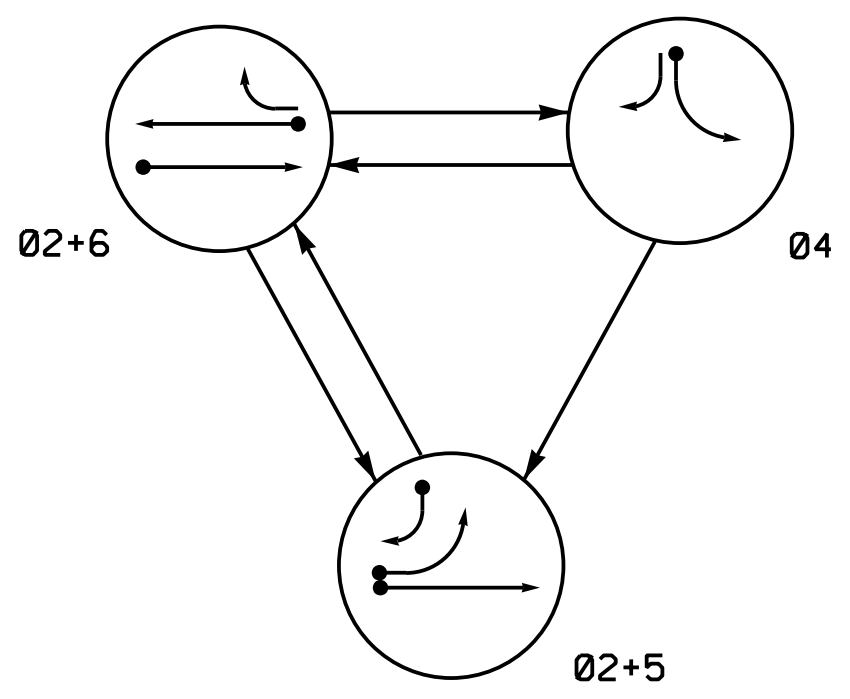
\* Program Phase 5 Delay Time To 3 Seconds During Alternate Phasing Operation.  
 \*\* Disable Phase 2 Call During Alternate Phasing Operation.

**3 Phase Fully Actuated Gilead Road Closed Loop System**

**NOTES**

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 5 may be lagged.
- Set all detector units to presence mode.
- The Division Traffic Engineer will determine the hours of use for each phasing plan.
- 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 #2084.

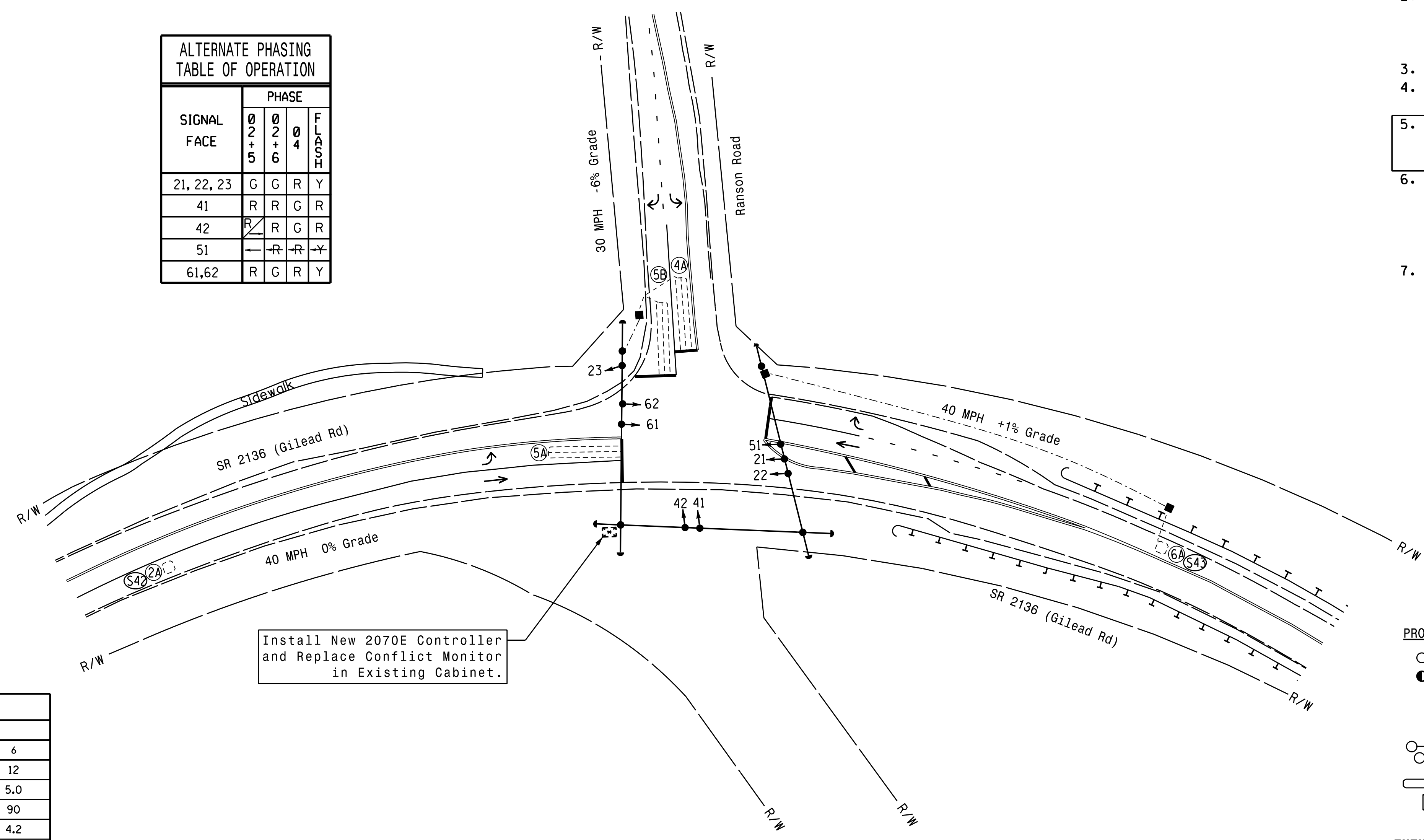
**ALTERNATE PHASING DIAGRAM**



SIGNAL FACE	PHASE			
	02+5	02+6	04	F-L-STOP
21, 22, 23	G	G	R	Y
41	R	R	G	R
42	R	R	G	R
51	-	FR	FR	Y
61, 62	R	G	R	Y

**PHASING DIAGRAM DETECTION LEGEND**

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



Install New 2070E Controller and Replace Conflict Monitor in Existing Cabinet.

FEATURE	PHASE			
	2	4	5	6
Min Green 1 *	12	7	7	12
Extension 1 *	5.0	2.0	2.0	5.0
Max Green 1 *	90	30	25	90
Yellow Clearance	4.2	3.1	3.0	4.2
Red Clearance	1.2	2.3	2.1	1.2
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	2.5	-	-	2.5
Max Variable Initial *	29	-	-	26
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.

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	□	-
□	Controller & Cabinet	□	-
□	Junction Box	□	-
---	2-in Underground Conduit	---	-
N/A	Right of Way	---	-
N/A	Directional Arrow	→	-
N/A	Guardrail	---	-

**Signal Upgrade**

**DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED**

	SR 2136 (Gilead Road) at Ranson Road		
	Division 10 Mecklenburg Co., Huntersville PLAN DATE: December 2017 PREPARED BY: J.T. Thibault	REVIEWED BY: A.D. Klinksiek REVIEWED BY: N.R. Simmons	
HNTB NORTH CAROLINA, P.C. 343 E. Six Forks Road, Suite 200 Raleigh, North Carolina 27609 NC License No: C-1554 (919) 546-8997	SCALE 0 40 1"=40'	REVISIONS INIT. DATE	Documented by: 4/23/2018 Signature: _____ DATE: _____ SIG. INVENTORY NO. 10-2084