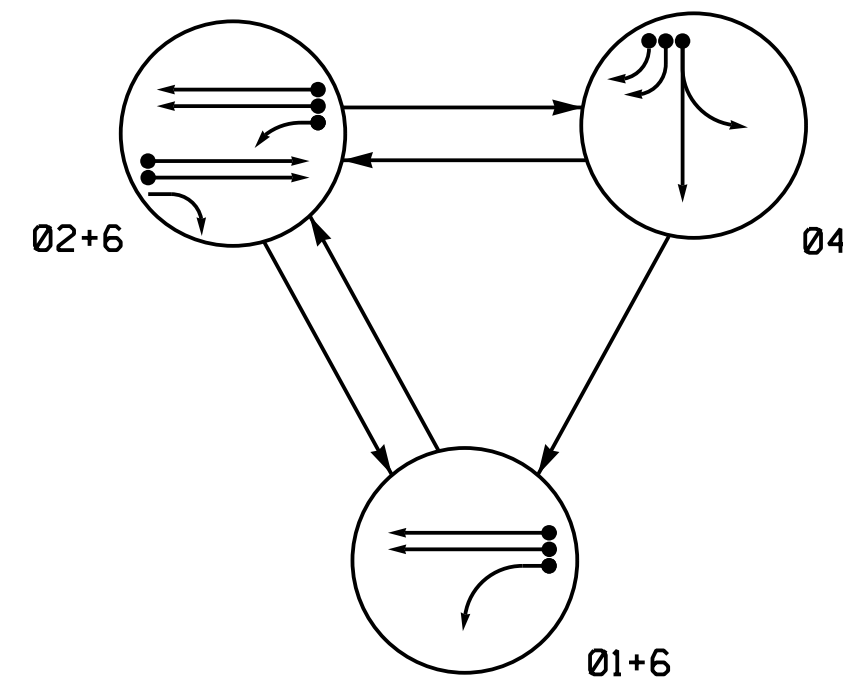


PHASING DIAGRAM

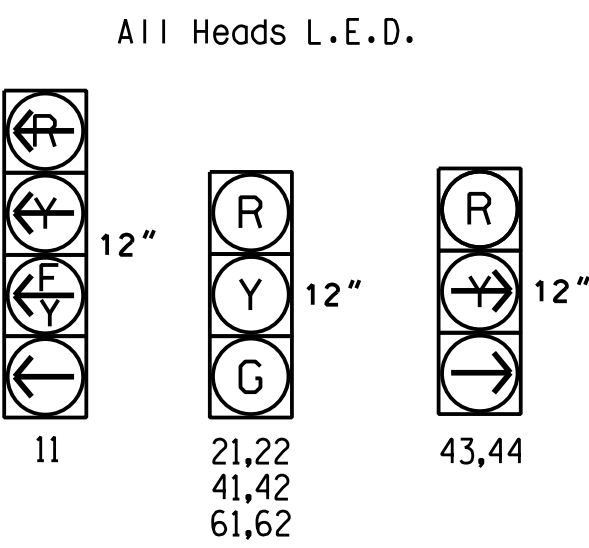


PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE			
	01+6	02+6	04	FLASH
11	—	Y	R	Y
21,22	R	G	R	Y
41,42	R	R	G	R
43,44	R	R	—	R
61,62	G	G	R	Y

SIGNAL FACE I.D.



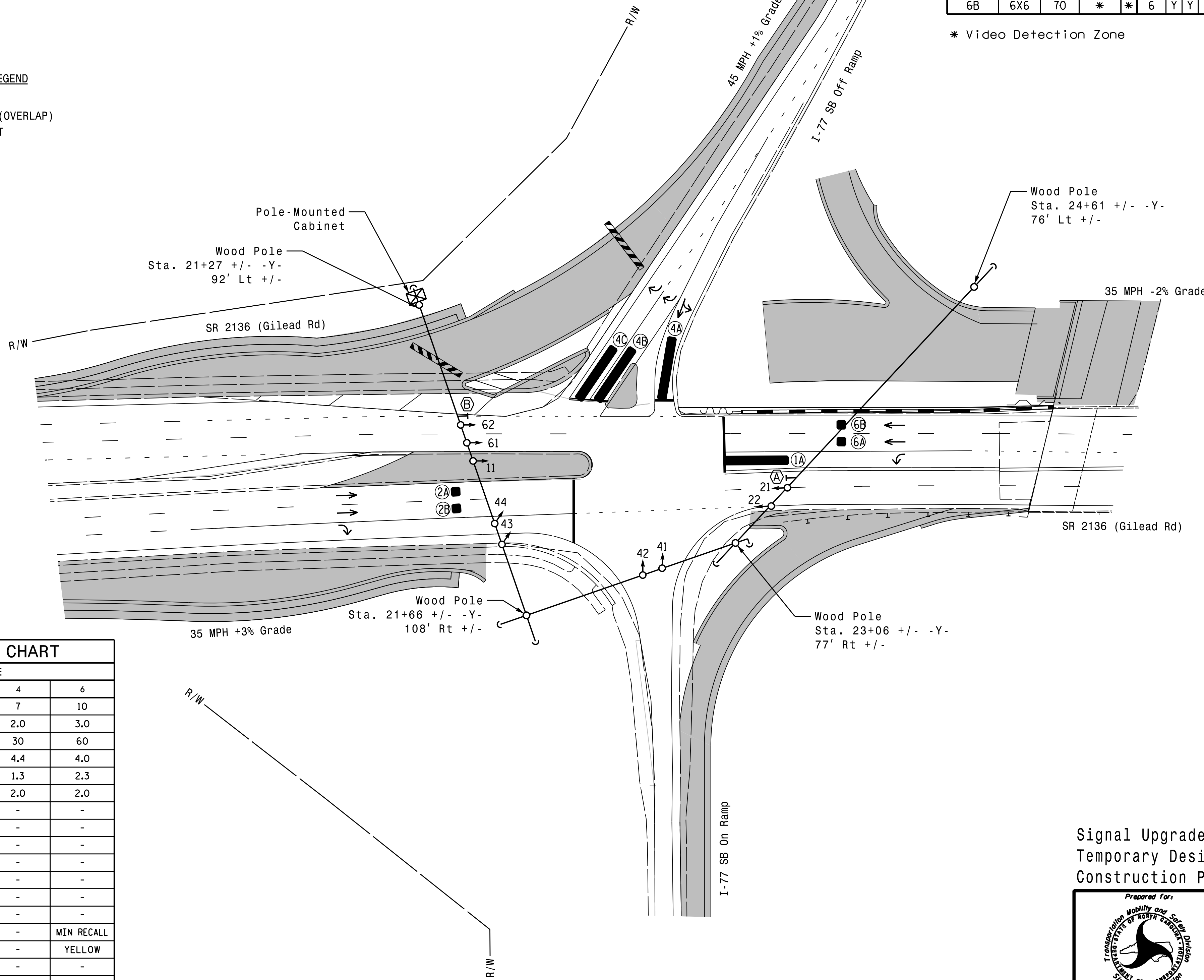
INDUCTIVE LOOPS				DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	PHASE	CALLING	EXTENSION	STRETCH TIME		
1A	6X40	0	*	1	Y	Y	-	15	-
2A	6X6	70	*	2	Y	Y	-	-	-
2B	6X6	70	*	2	Y	Y	-	-	-
4A	6X40	0	*	4	Y	Y	-	-	-
4B	6X40	0	*	4	Y	Y	-	15	-
4C	6X40	0	*	4	Y	Y	-	15	-
6A	6X6	70	*	6	Y	Y	-	-	-
6B	6X6	70	*	6	Y	Y	-	-	-

* Video Detection Zone

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 1 may be lagged.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Incorporate Video Detection system for vehicle detection.
- Provide the Engineer with the Manufacturer's approved Video Detection locations and mounting heights to obtain detection zones as shown.
- 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 #1106



FEATURE	PHASE			
	1	2	4	6
Min Green 1 *	7	10	7	10
Extension 1 *	2.0	3.0	2.0	3.0
Max Green 1 *	25	60	30	60
Yellow Clearance	3.0	4.0	4.4	4.0
Red Clearance	2.1	2.3	1.3	2.3
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
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	○ → 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
N/A → Right of Way	→ N/A
→ Directional Arrow	→ N/A
— oo — Video Detection Zone	— oo — N/A
— oo — Directional Drill	— oo — N/A
▲ Wheelchair Ramp	▲ N/A
▨ Construction Zone	▨ N/A
▨ Construction Barrier	▨ N/A
ⓐ No U-Turn/No Left Turn Sign (R3-18)	ⓐ N/A
ⓑ No Right Turn Sign (R3-11)	ⓑ N/A

Signal Upgrade
Temporary Design 1
Construction Phase I

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

	SR 2136 (Gilead Road) at I-77 SB Ramps		
	Division 10 Mecklenburg Co., Huntersville PLAN DATE: December 2017 REVIEWED BY: A.D. Klinksiek PREPARED BY: A.H. Thornburg REVIEWED BY: N.R. Simmons	REVISIONS: _____ INITI: _____ DATE: _____ 4/23/2018 Signature: _____ DATE: _____ SIG. INVENTORY NO. 10-1106 T1	

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