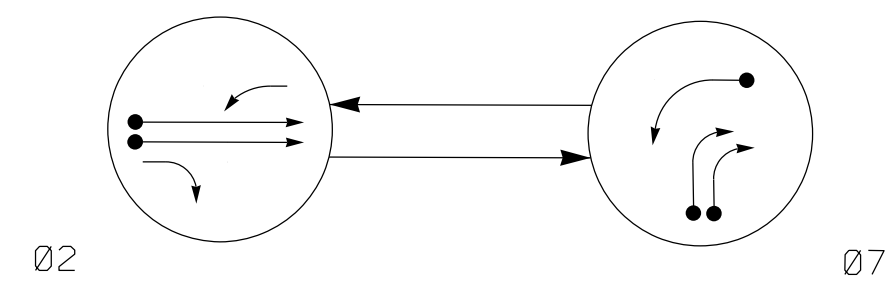
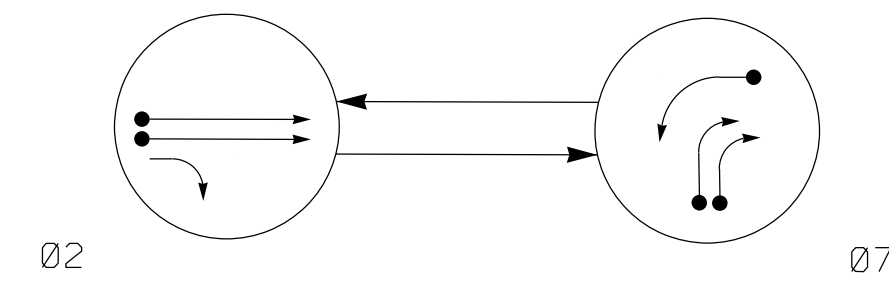


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

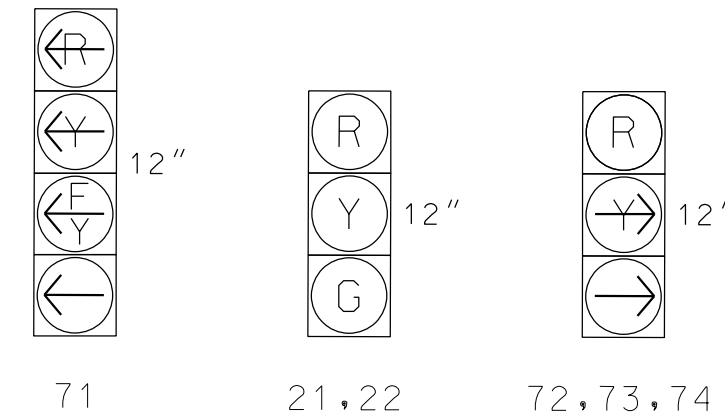
- ←● DETECTED MOVEMENT
- ←○ UNDETECTED MOVEMENT (OVERLAP)
- ←- UNSIGNALIZED MOVEMENT
- ←- PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE		
	02	07	F L P A H S B
21, 22	G	R	Y
71	F	-	-
72, 73, 74	R	-	R

SIGNAL FACE	PHASE		
	02	07	F L P A H S B
21, 22	G	R	Y
71	-	-	-
72, 73, 74	R	-	R

SIGNAL FACE I.D.

All Heads L.E.D.



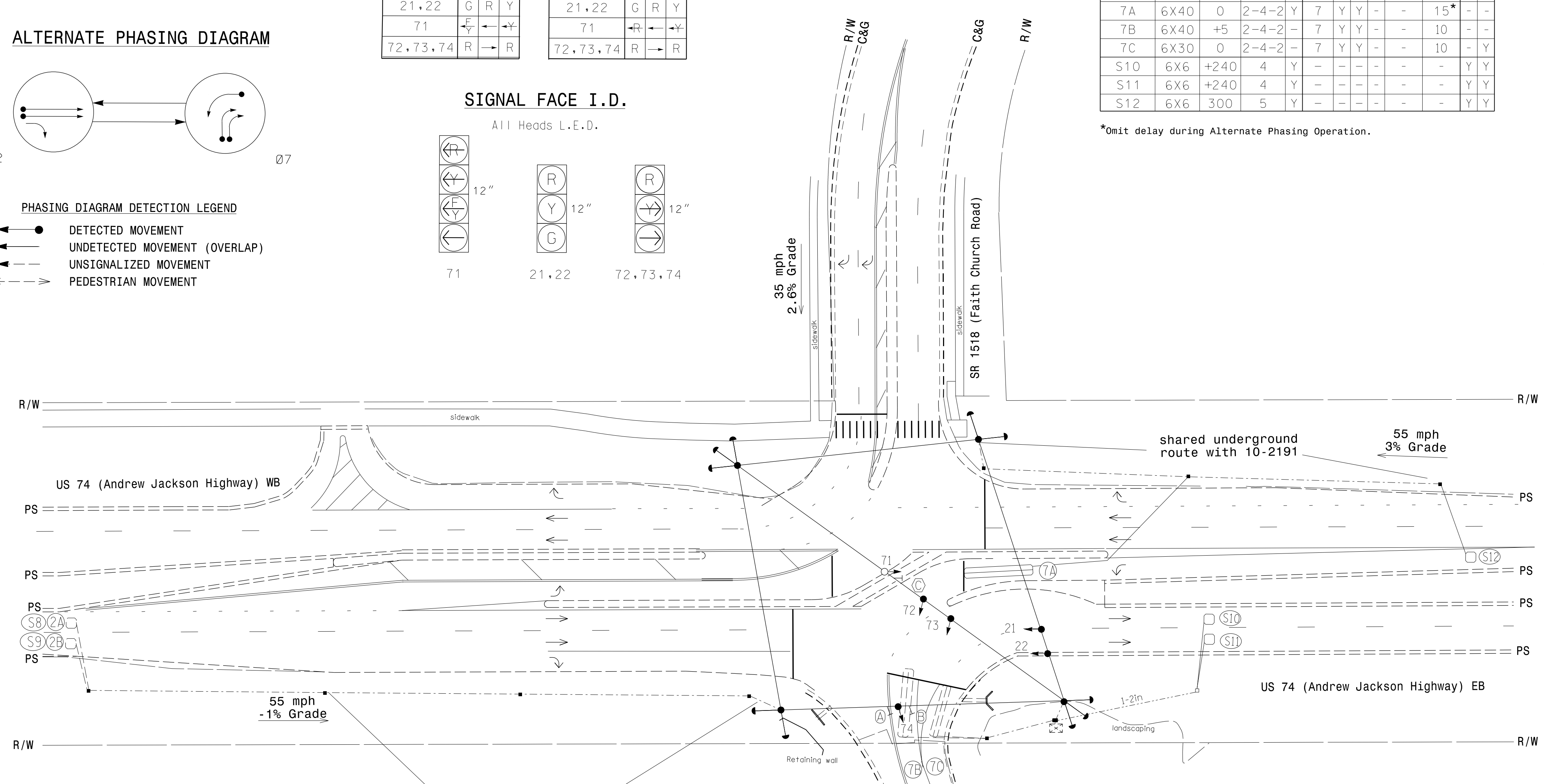
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING						SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME		
2A/S8	6X6	420	5	-	2	Y	Y	-	-	-	Y	-
2B/S9	6X6	420	5	-	2	Y	Y	-	-	-	Y	-
7A	6X40	0	2-4-2	Y	7	Y	Y	-	-	15*	-	-
7B	6X40	+5	2-4-2	-	7	Y	Y	-	-	10	-	-
7C	6X30	0	2-4-2	-	7	Y	Y	-	-	10	-	Y
S10	6X6	+240	4	Y	-	-	-	-	-	-	Y	Y
S11	6X6	+240	4	Y	-	-	-	-	-	-	Y	Y
S12	6X6	300	5	Y	-	-	-	-	-	-	Y	Y

\*Omit delay during Alternate Phasing Operation.

2 Phase Fully Actuated US 74 - Indian Trail CLS#2

NOTES

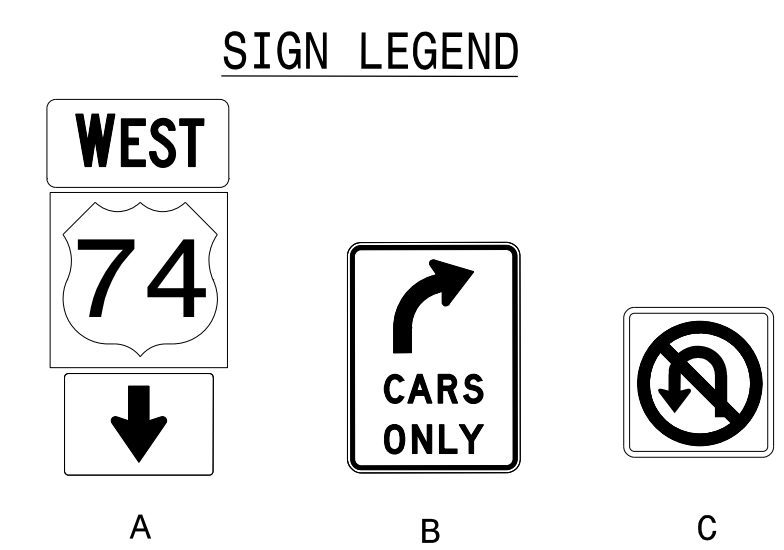
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Set all detector units to presence mode.
- The Division Traffic 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.
- Maintain tether on signs A and B from temporary design.
- Coordinate construction with signal 10-2191 - shared poles, spans, pullboxes and conduit runs.
- Closed loop system data: Controller Asset #2192.



FEATURE	PHASE	
	2	7
Min Green 1 *	14	7
Extension 1 *	6.0	2.0
Max Green 1 *	90	30
Yellow Clearance	5.3	3.0
Red Clearance	1.4	3.8
Red Revert	2.0	2.0
Walk 1 *	-	-
Don't Walk 1	-	-
Seconds Per Actuation *	1.5	-
Max Variable Initial *	46	-
Time Before Reduction *	15	-
Time To Reduce *	30	-
Minimum Gap	3.4	-
Recall Mode	MIN RECALL	-
Vehicle Call Memory	YELLOW	-
Dual Entry	-	-
Simultaneous Gap	ON	ON

\* These values may be field adjusted. Do not adjust Min Green and Extension times for phase 2 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

PROPOSED	EXISTING
	N/A
	N/A



Signal Upgrade - Final Design DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PLANS PREPARED BY:

DRMP, INC.  
5960 FAIRVIEW ROAD, SUITE 320  
CHARLOTTE, NC 28210  
NC LICENSE NO. C-2213 • (704) 332-2289

US 74 (Andrew Jackson Highway)  
Eastbound  
at  
Harris Teeter Distribution Cntr

Division 10 Union County Indian Trail

PLAN DATE: June 2015 REVIEWED BY: L. Moon

PREPARED BY: K. Smith REVIEWED BY: J. Highland

REVISIONS	INIT.	DATE

SEAL

Lisa M. Moon 8/30/2016

29-AUG-2016 12:36  
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