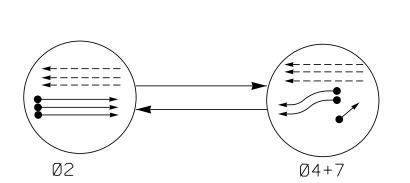
PROJECT REFERENCE NO. SIG. 1. I-5973

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

≪----> PEDESTRIAN MOVEMENT

DETECTED MOVEMENT

UNSIGNALIZED MOVEMENT

UNDETECTED MOVEMENT (OVERLAP)

TABLE OF OPI	ERA [°]	TIO	N
	Р	HAS	Ε
SIGNAL FACE	Ø 2	Ø 4 + 7	LUGOI
21,22,23	1	R	Y
41,42,43	R	1	R
71,72	R	\	X

SIGNA	L FACE	I.D.
АІІ	Heads L.E.	D.
12"	12"	R 12
71.72	21.22.23	41.42

LOOP & DETECTOR INSTALLATION CHART EOS-2070LX CONTROLLER W/ TS-2 CABINET											
INDUCTIVE LOOPS					DETECTOR UNITS					3	
LOOP NO.	SIZE (ft)	DIST. FROM	TURNS	NEW EXISTING	ING	NEMA PHASE	l in l	EXISTING	TIMING		DET.
		STOPBAR (ft)			EXIS				FEATURE	TIME	TYPE
2A	6X30	130	3	_	Υ	2	_	Υ	-	-	N
2B	6X30	280	3	_	Υ	2	_	Υ	_	_	N
4A	6X25	+5	3	Υ	_	4	_	Υ	-	_	N
	6X25	+5	3	Υ	_	4	_	Υ	-	_	N
4D	6X6	70	3	Υ	_	4	_	Υ	-	_	N
 ¥ 4E	6X6	70	3	Υ	_	4	_	Υ	-	_	N
7A	6X25	+5	3	-	Υ	7	-	Υ	-	_	N
7B	6X25	+5	3	-	Υ	7	-	Υ	-	_	N
7C	6X21	70	3	_	Υ	7	_	Υ	_	_	N

* INSTALL LOOPS FOR FUTURE USE. THESE LOOPS WILL BE DISABLED IN CONSTRUCTION PHASE 2A AND ENABLED FOR CONSTRUCTION PHASE 2B(SEE INSET)

3 Phase Fully Actuated (Charlotte Signal System)

NOTES

- 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. Set all detector units to presence mode. 4. Locate new cabinet so as not to obstruct sight distance

LEGEND

Traffic Signal Head Modified Signal Head

Sign Pedestrian Signal Head

With Push Button & Sign

Metal Pole with Mastarm Inductive Loop Detector Controller & Cabinet Junction Box

2-in Underground Conduit

Right of Way Directional Arrow Directional Drill

Guardrail

NO RIGHT SYMBOL SIGN (R3-2) No Left Turn Sign (R3-2) No U-Turn Sign (R3-4) Construction Zone

"NO TURN ON RED" Sign (R10-11) (A)

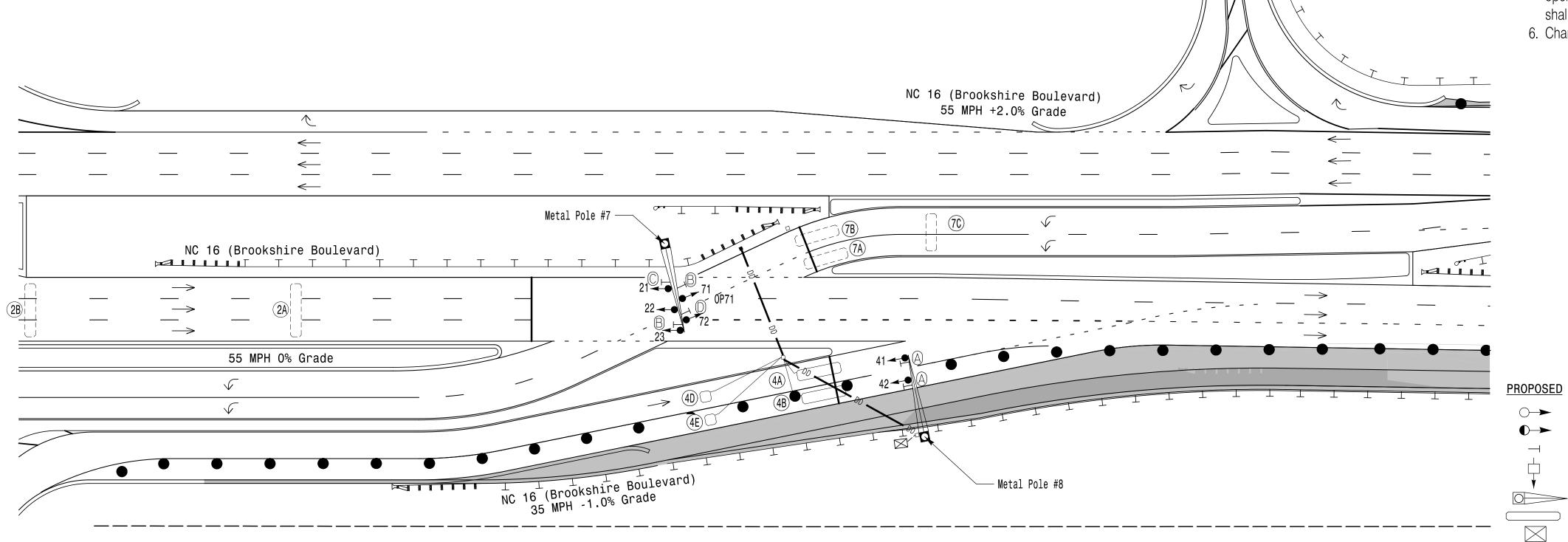
Construction Zone Drums

• •

<u>EXISTING</u>

N/A

- of vehicles turning right on red. 5. Maximum times shown in timing chart are for free-run
- operation only. Coordinated signal system timing values shall supersede these values.
- 6. Charlotte Signal System Data: Controller Asset #2272



TIMING CHART EOS-2070LX CONTROLLER								
PHASE	Ø2)	Ø4		Ø7			
MINIMUM GREEN *	14	SEC.	7	SEC.	7	SEC.		
VEHICLE EXT. *	2.0	SEC.	3.0	SEC.	3.0	SEC.		
YELLOW CHANGE INT.	5.2	SEC.	3.9	SEC.	3.4	SEC.		
RED CLEARANCE	2.9	SEC.	1.0	SEC.	3.0	SEC.		
MAX. 1 *	45	SEC.	45	SEC.	45	SEC.		
RECALL POSITION	MIN. RECALL		NONE		NONE			
LOCK DET.	ON		OFF		OFF			
WALK *	_	SEC.	_	SEC.	_	SEC.		
PED. CLEAR	_	SEC.	_	SEC.		SEC.		
VOLUME DENSITY	OFF		OFF		OFF			
ACTUATION B4 ADD *	_	VEH.	_	VEH.	_	VEH.		
SEC. PER ACTUATION *	_	SEC.	_	SEC.	_	SEC.		
MAX. INITIAL *	_	SEC.	_	SEC.	_	SEC.		
TIME B4 REDUCTION *	_	SEC.	_	SEC.	_	SEC.		
TIME TO REDUCE *	_	SEC.	_	SEC.	_	SEC.		
MINIMUM GAP	_	SEC.	_	SEC.	_	SEC.		
DUAL ENTRY	OFF		OFF		OFF			
SIMULTANEOUS GAP	ON		ON		ON			

TMP Phase 2B Inset - ENABLE LOOPS 4B AND 4E

Signal Upgrade - Temporary Design 1 TMP Phase 2A



1"=40'

PLANS PREPARED IN THE OFFICE OF:

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(919) 677-2000

Kimley » Horn

421 Fayetteville Street, Suite 600 Raleigh, NC 27601

NC 16 (Brookshire Boulevard)

East Cross-over Division 10 Mecklenburg County Charlotte PLAN DATE: September 2021 REVIEWED BY: SL Phillips

750 N.Greenfield Pkwy.Garner,NC 27529 PREPARED BY: SP Pennington REVIEWED BY: REVISIONS INIT. DATE SIG. INVENTORY NO.

032607

DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

times for phases 2 and 6 lower than that is shown. Min Green for all other phases should not be lower than 4 seconds.