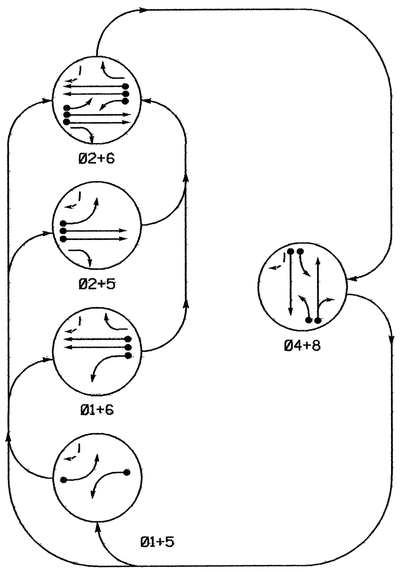
PROJECT REFERENCE NO.	SHEET NO.
R-2911C	Sig.4

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

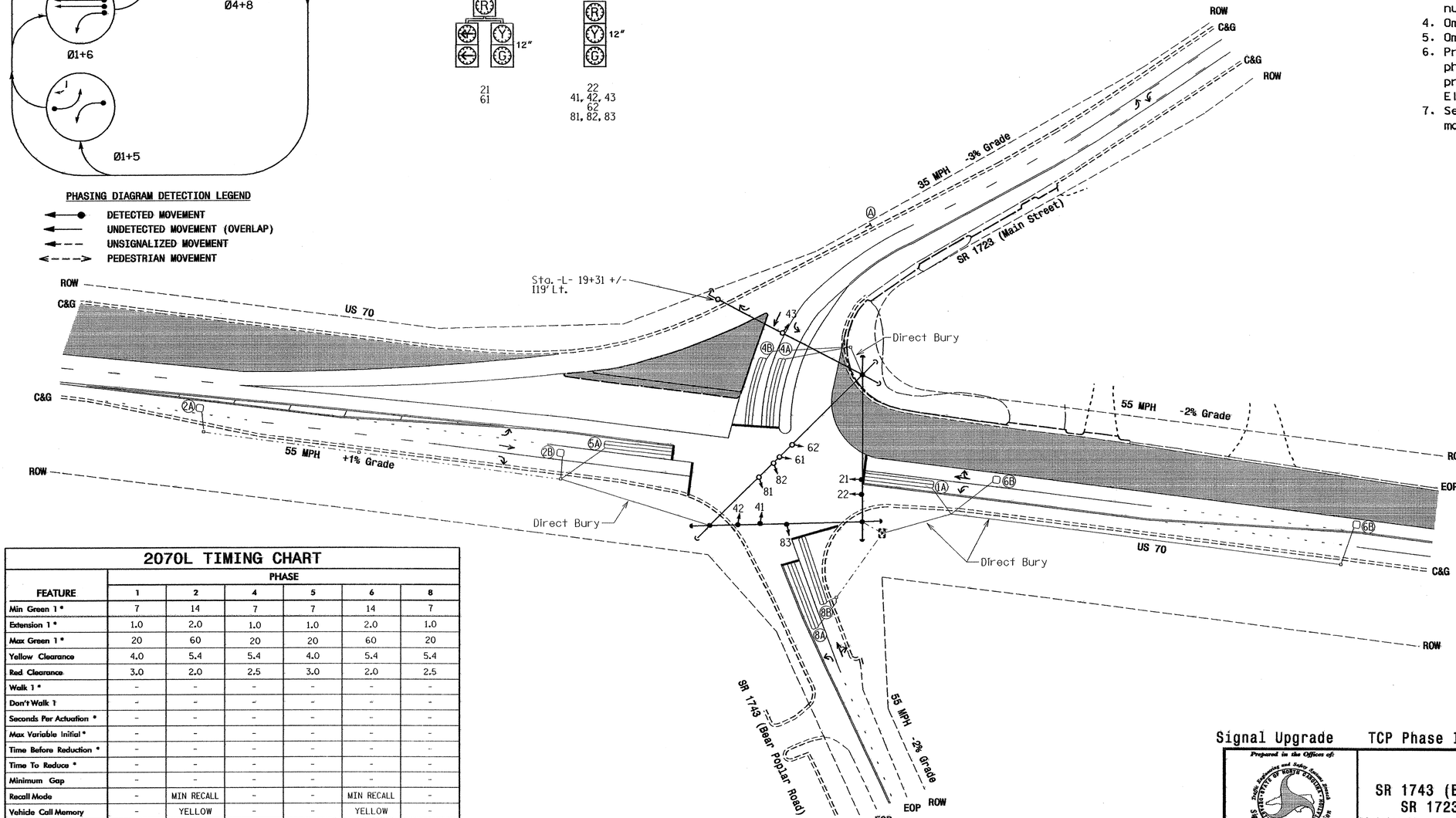
SIGNAL FACE	PHASE Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø4+8	FLASH
21	R/→	R	G/→	G	R	Y
22	R	R	G	G	R	Y
41, 42, 43	R	R	R	R	G	R
61	R/←	R	G/←	R	G	R
62	R	G	R	G	R	Y
81, 82, 83	R	R	R	R	G	R

SIGNAL FACE I.D.

Denotes L.E.D.

2070L LOOP & DETECTOR INSTALLATION

INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	TURNS	DISTANCE FROM STOPBAR (FT)	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	SYSTEM LOOP	STRETCH TIME	DELAY TIME	NEW CARD
1A	6X60	2-4-2	0	Y	1	Y	Y	-	-	-	20	-
					6	Y	Y	-	-	-	-	-
2A	6X6	6	420	Y	2	Y	Y	-	-	2.3	-	-
2B	6X6	5	110	Y	2	Y	Y	-	-	-	-	-
4A	6X60	2-4-2	+5	Y	4	Y	Y	-	-	-	3	-
4B	6X60	2-4-2	0	Y	4	Y	Y	-	-	-	-	-
5A	6X60	2-4-2	+5	Y	5	Y	Y	-	-	-	20	-
					2	Y	Y	-	-	-	-	-
6A	6X6	6	420	Y	6	Y	Y	-	-	2.3	-	-
6B	6X6	5	110	Y	6	Y	Y	-	-	-	-	-
8A	6X60	2-4-2	+5	Y	8	Y	Y	-	-	-	3	-
8B	6X60	2-4-2	0	Y	8	Y	Y	-	-	-	3	-



2070L TIMING CHART

FEATURE	PHASE 1	2	4	5	6	8
Min Green 1 *	7	14	7	7	14	7
Extension 1 *	1.0	2.0	1.0	1.0	2.0	1.0
Max Green 1 *	20	60	20	20	60	20
Yellow Clearance	4.0	5.4	5.4	4.0	5.4	5.4
Red Clearance	3.0	2.0	2.5	3.0	2.0	2.5
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	-	-	ON	-	-	ON
Simultaneous Gap	ON	ON	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.

5 Phase Fully Actuated Isolated

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2002 and "Standard Specifications for Roads and Structures" dated January 2002.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Reposition existing signal heads numbered 21, 22, 41, and 42.
4. Omit phase 1 during phase 2 on.
5. Omit phase 5 during phase 6 on.
6. Program controller to clear from phase 2+6 to phase 1 and/or 5 by progressing through phase 4+8 (see Electrical Details).
7. Set all detector units to presence mode.

PLAN QUANTITIES

Pay Item	Feet
Signal Cable	550
Messenger Cable	330
Lead-in Cable	1360

LEGEND

PROPOSED		EXISTING
○→	Traffic Signal Head	●→
◐→	Modified Signal Head	N/A
⊣	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	----------
→	Directional Arrow	→
→	Pavement Marking Arrow	→
▭	Construction Zone	▭
Ⓐ	"SIGNAL AHEAD" Sign (W3-3)	Ⓐ

Signal Upgrade TCP Phase II

Prepared in the Offices of:
Traffic Engineering and Safety Systems Branch
NCDEPARTMENT OF TRANSPORTATION
Signals and Geometrics Section
122 N. McDowell St., Raleigh, NC 27603

SCALE 0 50 1"=50'

US 70
at
SR 1743 (Bear Poplar Road) &
SR 1723 (Main Street)

Division 09 Rowan County Cleveland

PLAN DATE:	July 2004	REVIEWED BY:	JP Galloway
PREPARED BY:	TS Brown	REVIEWED BY:	

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 24393 ENGINEER TIMOTHY J. WILLIAMS
SIGNATURE 7/20/04 DATE

SIG. INVENTORY NO. 09-1115 T2

20-JUL-2004 07:14
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