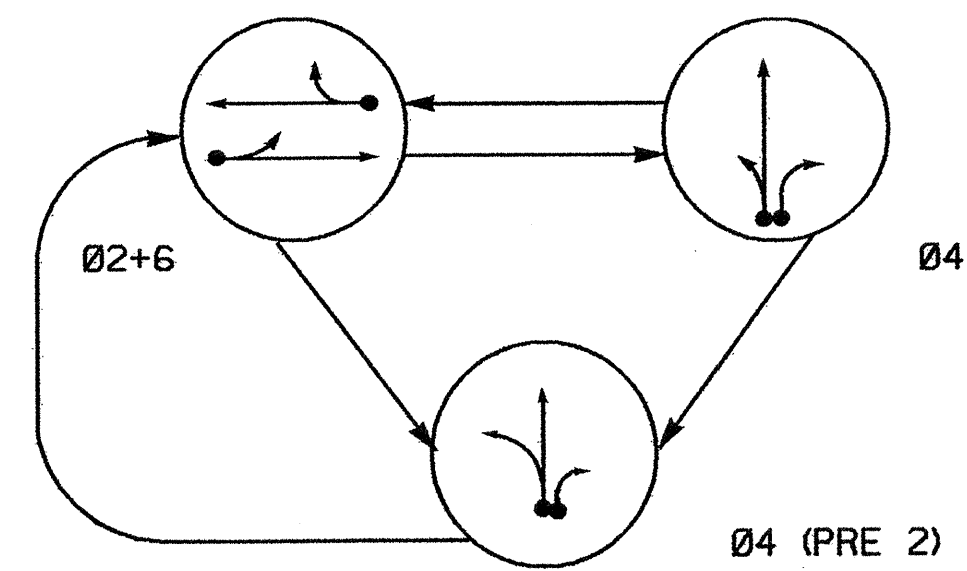


**PHASING DIAGRAM**

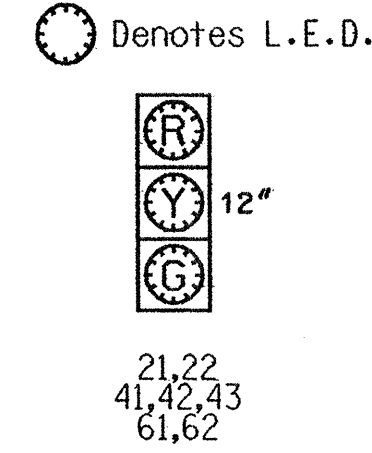


**PHASING DIAGRAM DETECTION LEGEND**

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

SIGNAL FACE	PHASE			
	Ø2+6	Ø4	PRE 2	FLASH
21,22	G	R	R	Y
41,42,43	R	G	G	R
61,62	G	R	R	Y

**SIGNAL FACE I.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	QUEUE MAX OCCUPANCY TIME	QUEUE GAP RESET TIME	PREEMPT INDEX FOR QUEUE	NEW CARD
2A	*	*	300	*	2	Y	Y	-	-	1.8	-	-	-	-	Y
2B	6X6	4	90	Y	2	Y	Y	-	-	-	-	-	-	-	Y
4A	6X40	2-4-2	0	Y	4	Y	Y	-	-	-	-	-	-	-	Y
4B	6X40	2-4-2	0	Y	4	Y	Y	-	-	-	15	-	-	-	Y
6A	6x6	5	300	Y	6	Y	Y	-	-	1.8	-	-	-	-	Y
6B	6x6	4	90	Y	6	Y	Y	-	-	-	-	-	-	-	Y
**Q1	6X6	5	400	Y	PRE 2	-	-	-	-	-	-	5	0.1	2	-

\* Microwave Detection Zone  
\*\* See note 4

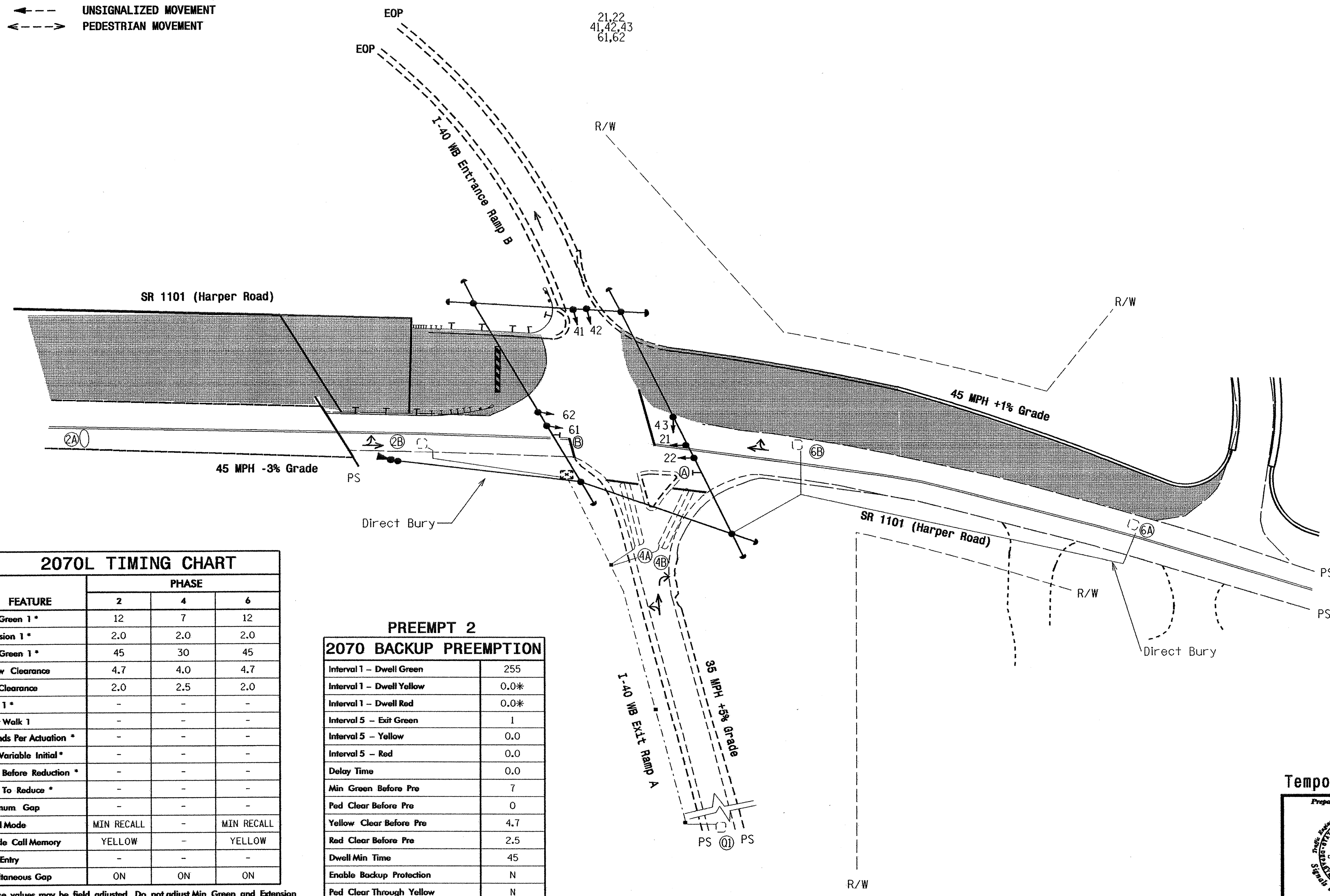
2 Phase Fully Actually with Backup Preemption Isolated

**NOTES**

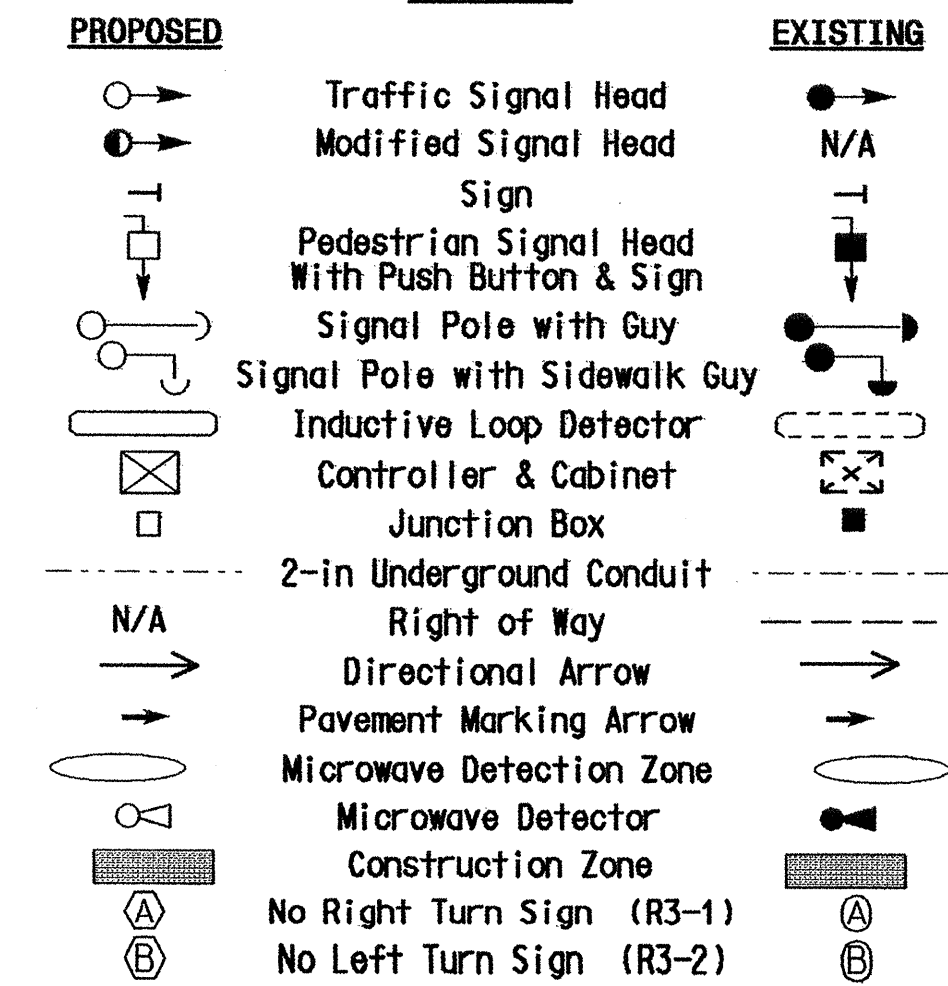
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2002 and "Standard Specifications for Roads and Structures" dated January 2002.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Set all detector units to presence mode.
4. Program controller to initiate backup preemption upon activation of of queue backup loops.

**PLAN QUANTITIES**

Pay Item	Feet
Signal Cable	-
Messenger Cable	-
Lead-in Cable	-



**LEGEND**



FEATURE	PHASE		
	2	4	6
Min Green 1 *	12	7	12
Extension 1 *	2.0	2.0	2.0
Max Green 1 *	45	30	45
Yellow Clearance	4.7	4.0	4.7
Red Clearance	2.0	2.5	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

\* 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.

PREEMPT 2	
Interval 1 - Dwell Green	255
Interval 1 - Dwell Yellow	0.0*
Interval 1 - Dwell Red	0.0*
Interval 5 - Exit Green	1
Interval 5 - Yellow	0.0
Interval 5 - Red	0.0
Delay Time	0.0
Min Green Before Pre	7
Ped Clear Before Pre	0
Yellow Clear Before Pre	4.7
Red Clear Before Pre	2.5
Dwell Min Time	45
Enable Backup Protection	N
Ped Clear Through Yellow	N

\* Clearance time defaults to time used for phase during normal operation.

**Temporary Signal 2 - TCP Phase I**

**SR 1101 (Harper Road)  
At  
I-40 WB Exit Ramp A**

Division 9 Forsyth County Clemmons  
 PLAN DATE: April 2004 REVIEWED BY: J. P. Galloway  
 PREPARED BY: C.J. Collins REVIEWED BY:

SCALE  
0 40  
1" = 40'