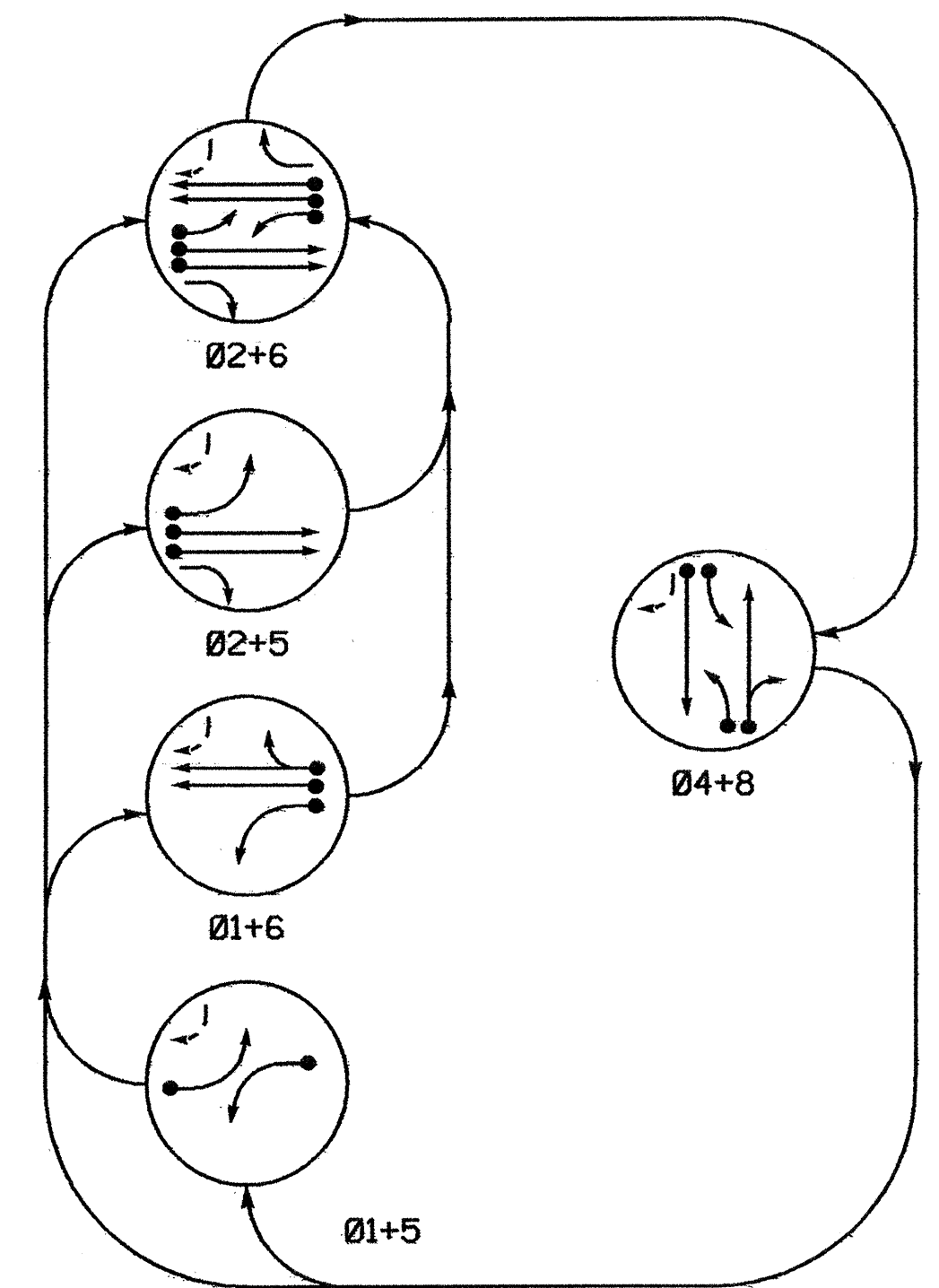


**PHASING DIAGRAM**



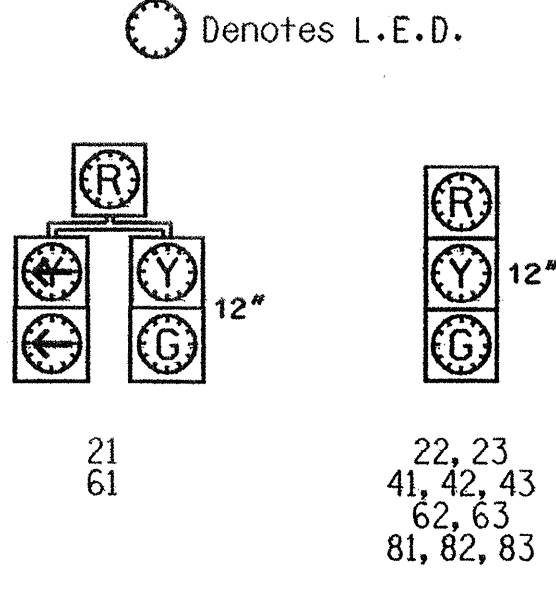
**PHASING DIAGRAM DETECTION LEGEND**

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

**TABLE OF OPERATION**

SIGNAL FACE	PHASE					
	Ø1+5	Ø2+5	Ø2+6	Ø4+8	Ø1+6	Ø1+5
21	R	R	G	G	R	Y
22, 23	R	R	G	G	R	Y
41, 42, 43	R	R	R	R	G	R
61	R	G	R	G	R	Y
62, 63	R	G	R	G	R	Y
81, 82, 83	R	R	R	R	G	R

**SIGNAL FACE I.D.**



**2070L LOOP & DETECTOR INSTALLATION**

LOOP	SIZE (FT)	TURNS	DISTANCE FROM STOPBAR (FT)	NEW LOOP	DETECTOR PROGRAMMING						
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	SYSTEM LOOP	STRETCH TIME	DELAY TIME
1A	6X60	2-4-2	0	Y	1	Y	Y	-	-	20	-
2A	6X6	6	420	Y	2	Y	Y	-	-	2.3	-
2B	6X6	6	420	Y	2	Y	Y	-	-	2.3	Y
2C, 2D	6X6	5	110	Y	2	Y	Y	-	-	-	-
4A	6X60	2-4-2	0	Y	4	Y	Y	-	-	-	-
4B	6X60	2-4-2	0	Y	4	Y	Y	-	-	-	-
5A	6X60	2-4-2	0	Y	5	Y	Y	-	-	20	-
6A	6X6	6	420	Y	6	Y	Y	-	-	2.3	-
6B	6X6	6	420	Y	6	Y	Y	-	-	2.3	Y
6C, 6D	6X6	5	110	Y	6	Y	Y	-	-	-	-
8A	6X60	2-4-2	0	Y	8	Y	Y	-	-	3	-
8B	6X60	2-4-2	0	Y	8	Y	Y	-	-	10	-
8C	6X15	4	0	Y	8	Y	Y	-	-	15	Y

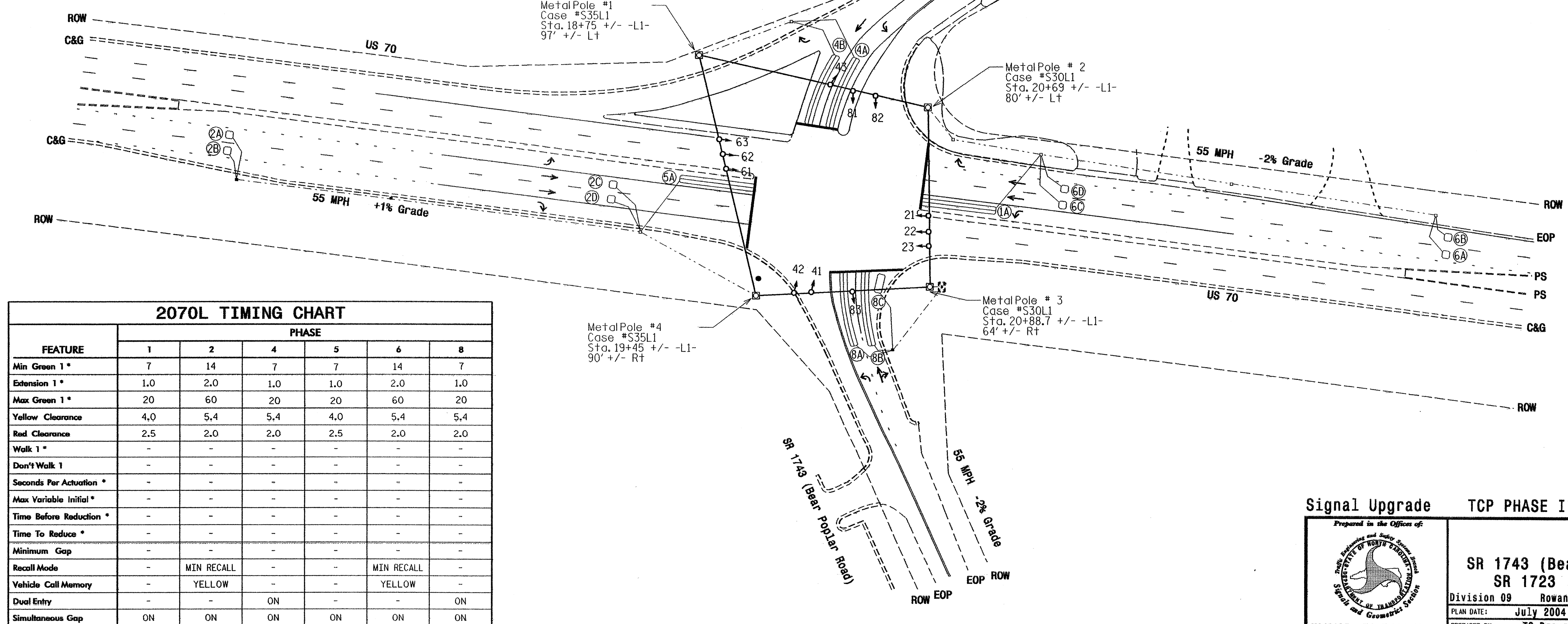
**5 Phase Fully Actuated Isolated**

**NOTES**

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

**PLAN QUANTITIES**

Pay Item	Feet
Signal Cable	840
Messenger Cable	680
Lead-in Cable	1750



**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	2.5	2.0	2.0	2.5	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	-	-	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.

**LEGEND**

PROPOSED	EXISTING
○ Traffic Signal Head	● N/A
○ Modified Signal Head	○ N/A
○ Sign	○ 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
○ Right of Way	○ N/A
○ Directional Arrow	○ N/A
○ Pavement Marking Arrow	○ N/A
○ "SIGNAL AHEAD" Sign (W3-3)	○ N/A
○ Metal Strain Pole	○ N/A

**Signal Upgrade TCP PHASE III & Final**

**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:

122 N. McDowell St., Raleigh, NC 27603

SCALE: 1" = 50'

REVISIONS: \_\_\_\_\_

INIT. DATE

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 24393

DATE: 7/20/04

SIG. INVENTORY NO. 09-1115

20-JUL-2004 09:36 #1#pwp (see-Unit1)wpc\groups\p\p\proj\res\2911C\Roadway\5\GNAL\_FILES\091115\Final\_L1.g.dwg...2004mod.dgn