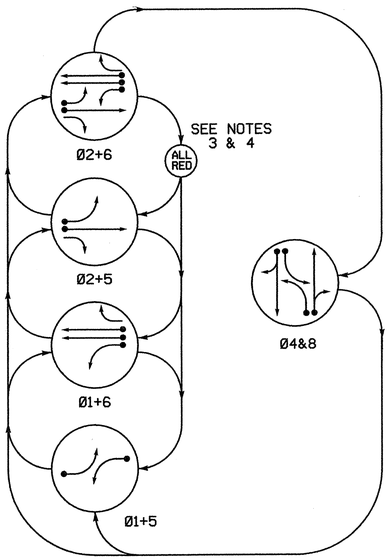
PROJECT REFERENCE NO.	SHEET NO.
R-2911D	SIG 6

PHASING DIAGRAM

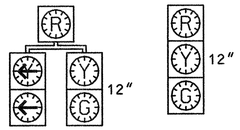


PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE I.D.

Denotes L.E.D.



21
61

22
41,42
62,63
81,82

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	R	R	R	R	G	R
61	R	G	R	G	R	Y
62,63	R	G	R	G	R	Y
81,82	R	R	R	R	G	R

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	–	–	–	15	–
					6	Y	Y	Y	–	–	3	–
2A	6X6	6	420	–	2	Y	Y	–	–	–	–	–
4A	6X60	2-4-2	0	Y	4	Y	Y	–	–	–	3	–
4B	6X60	2-4-2	0	Y	4	Y	Y	–	–	–	10	–
5A	6X60	2-4-2	0	–	2	Y	Y	Y	–	–	3	–
					5	Y	Y	–	–	–	15	–
6A	6X6	6	420	Y	6	Y	Y	–	–	–	–	–
6B	6X6	6	420	Y	6	Y	Y	–	–	–	–	Y
8A	6X60	2-4-2	0	–	8	Y	Y	–	–	–	3	–
8B	6X60	2-4-2	0	–	8	Y	Y	–	–	–	10	–

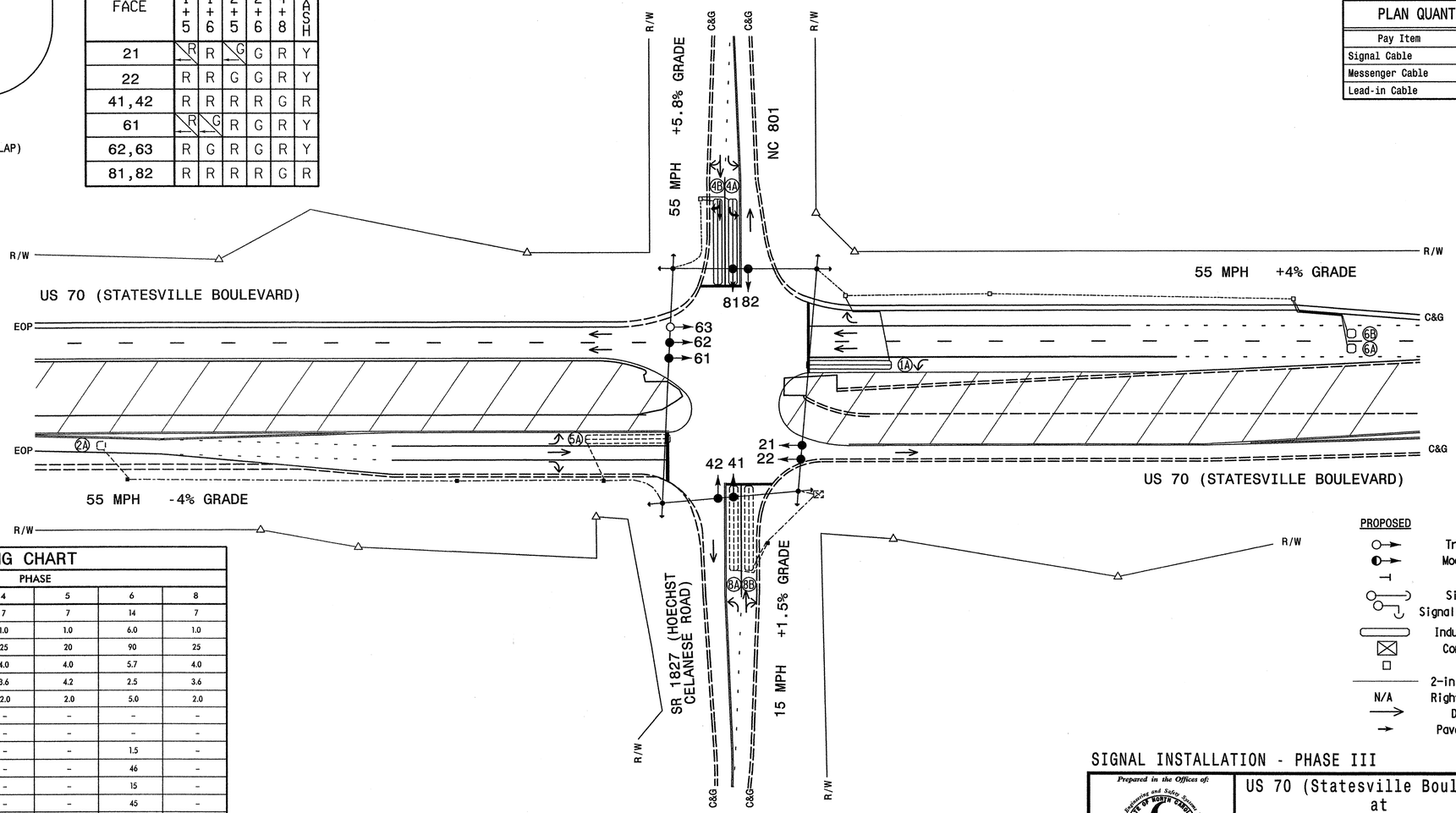
5 PHASE FULLY ACTUATED (Isolated)

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. Enable backup protect for phase 2 to allow the controller to clear from phase 2+6 to phase 5 by progressing through all red.
4. Enable backup protect for phase 6 to allow the controller to clear from phase 2+6 to phase 1 by progressing through all red.
5. Set all detector units to presence mode.

PLAN QUANTITIES

Pay Item	Feet
Signal Cable	20
Messenger Cable	0
Lead-in Cable	1990



2070L TIMING CHART

FEATURE	PHASE 1	2	4	5	6	8
Min Green 1 *	7	14	7	7	14	7
Extension 1 *	1.0	6.0	1.0	1.0	6.0	1.0
Max Green 1 *	20	90	25	20	90	25
Yellow Clearance	4.0	5.7	4.0	4.0	5.7	4.0
Red Clearance	4.2	2.5	3.6	4.2	2.5	3.6
Red Revert	2.0	5.0	2.0	2.0	5.0	2.0
Walk 1 *	–	–	–	–	–	–
Don't Walk 1	–	–	–	–	–	–
Seconds Per Actuation *	–	2.5	–	–	1.5	–
Max Variable Initial *	–	46	–	–	46	–
Time Before Reduction *	–	15	–	–	15	–
Time To Reduction *	–	45	–	–	45	–
Minimum Gap	–	3.4	–	–	3.4	–
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	
	Modified Signal Head	N/A
	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 with Marker	
	Directional Arrow	
	Pavement Marking Arrow	

SIGNAL INSTALLATION - PHASE III

PLAN PREPARED IN THE OFFICE OF:
Kubilins
TRANSPORTATION GROUP, INC.
201 PRODUCTION DR.
2ND FLOOR
YORKTOWN, VA 23693
PH: (757) 594-1419 FAX: (757) 594-9010

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

SCALE 0 50 1"=50'

US 70 (Statesville Boulevard)
at
NC 801/SR 1827
(Hoechst Celanese Road)

DIVISION 9 ROWAN CO. W. OF SALISBURY

PLAN DATE:	JULY 2004	REVIEWED BY:	MAK
PREPARED BY:	CED	REVIEWED BY:	

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 17464 ENGINEER MARGARET ANN KUBILINS
SIGNATURE
10/1/04
DATE

SIG. INVENTORY NO. 09-0374T3