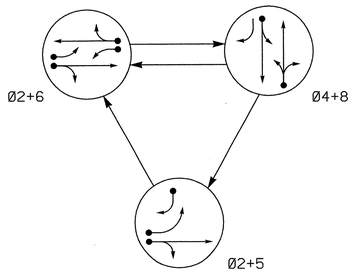
MULKEY ENGINEERS & CONSULTANTS	PROJECT REFERENCE NO.	SHEET NO.
	B-3157	SIG.8

3 PHASE
FULLY ACTUATED
(CENTER STREET CLOSED LOOP SYSTEM)

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

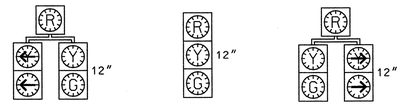
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

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

SIGNAL FACE I.D.

Denotes L.E.D.

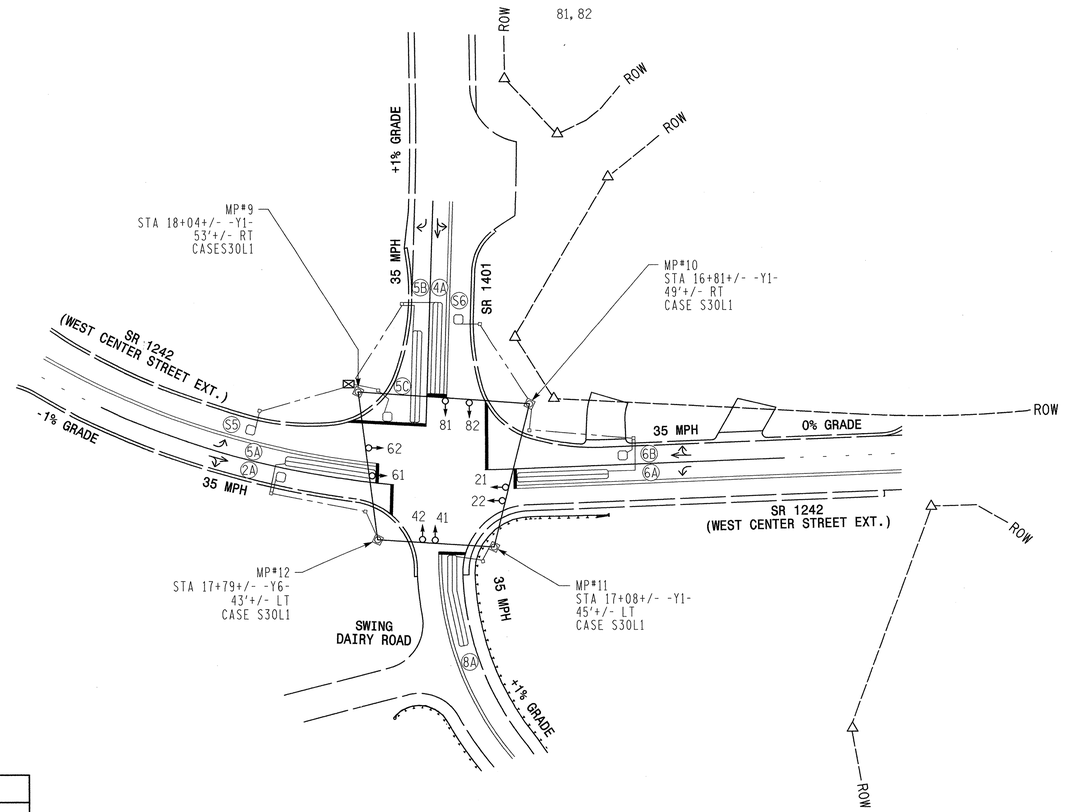


21 | 22 | 42

41

61, 62

81, 82



PLAN QUANTITIES

Pay Item	Feet
Signal Cable	650
Messenger Cable	390
Lead-in Cable	1760

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2002 and "Standard Specifications for Roads and Structures" dated January 2002.
2. Omit phase 5 during phase 6 on.
3. Program controller to clear from phase 2+6 to phase 2+5 by progressing through phase 4+8 (see Electrical Details).
4. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values shall supersede these values.
5. Set all detector units to presence mode.
6. Closed loop system data:
   Controller Asset No.: 1286

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 with Marker	—△—
→	Directional Arrow	→
→	Pavement Marking Arrow	→
◎	Metal Strain Pole	■
N/A	Guardrail	⊥⊥

2070L TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 5	PHASE 6	PHASE 8
Min Green 1 *	10	7	7	10	7
Extension 1 *	3.0	1.0	1.0	3.0	1.0
Max Green 1 *	35	25	15	35	25
Yellow Clearance	4.0	4.0	4.0	4.0	4.0
Red Clearance	2.0	2.0	1.5	2.0	2.0
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
Seconds Per Actuation *	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-
Time To Reduction *	-	-	-	-	-
Minimum Gap	-	-	-	-	-
Recall Mode	MIN RECALL	-	-	MIN RECALL	-
Vehicle Call Memory	YELLOW	-	-	YELLOW	-
Dual Entry	-	ON	-	-	ON
Simultaneous Gap	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.

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
2A	6X6	4	70	Y	Ø2	Y	Y	—	—	—	—	Y
4A	6X60	2-4-2	0	Y	Ø4	Y	Y	—	—	—	3	Y
5A	6X60	2-4-2	0	Y	Ø5	Y	Y	—	—	—	15	Y
					Ø2	Y	Y	—	—	—	—	Y
5B	6X60	2-4-2	0	Y	Ø5	Y	Y	—	—	—	15	Y
5C	6X6	4	0	Y	Ø5	Y	Y	—	—	—	15	Y
6A	6X60	2-4-2	0	Y	Ø6	Y	Y	—	—	—	—	Y
6B	6X6	4	70	Y	Ø6	Y	Y	—	—	—	—	Y
8A	6X60	2-4-2	0	Y	Ø8	Y	Y	—	—	—	10	Y
S5	6X6	4	+150	Y	—	—	—	—	Y	—	—	Y
S6	6X6	4	+150	Y	—	—	—	—	Y	—	—	Y

NEW INSTALLATION

Prepared for: Traffic Engineering and Safety Systems Branch, North Carolina Department of Transportation, Signals and Geometrics Section

122 N. McDowell St., Raleigh, NC 27603

SR 1242
(WEST CENTER STREET EXTENSION)
AT
SR 1401 AND SWING DAIRY ROAD

DIVISION 9 DAVIDSON COUNTY LEXINGTON

PLAN DATE: JUNE 2003 REVIEWED BY: KBISBY

PREPARED BY: FDVESS REVIEWED BY:

SCALE 0 50 1"=50'

REVISIONS	INIT.	DATE

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 21047 ENGINEER KEVIN W. BISBY

SIGNATURE Kevin W. Bisby DATE 7/22/03

SIG. INVENTORY NO. 09-1286

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