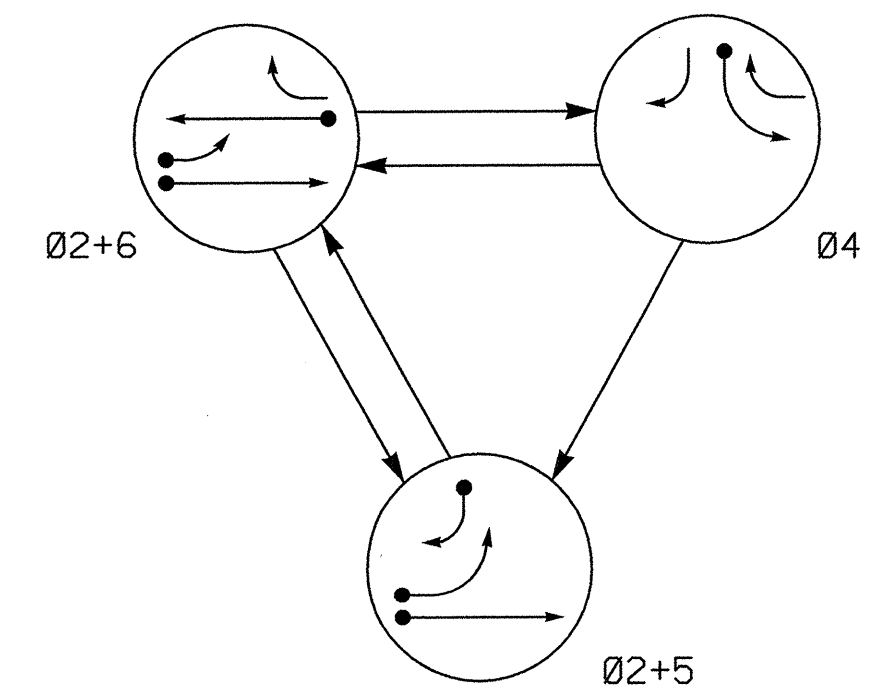


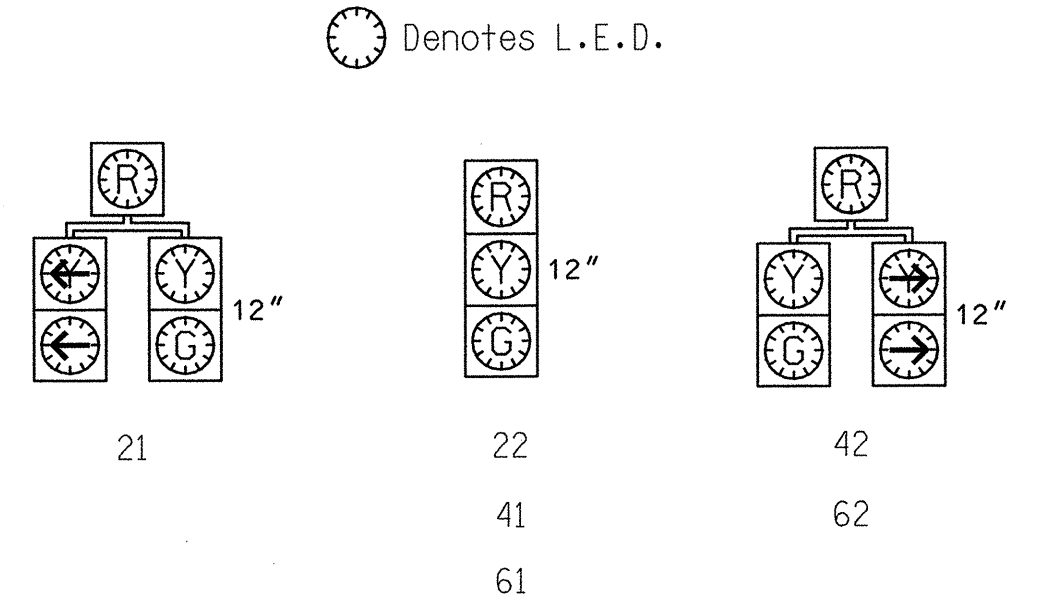
PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND
 ● DETECTED MOVEMENT
 ○ UNDETECTED MOVEMENT (OVERLAP)
 — UNSIGNALIZED MOVEMENT
 ⇄ PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE			
	Ø 2+5	Ø 2+6	Ø 4	FLASH
21	G	R	Y	
22	G	R	Y	
41	R	G	R	
42	R	G	R	
61	R	G	R	
62	R	G	R	

SIGNAL FACE I.D.

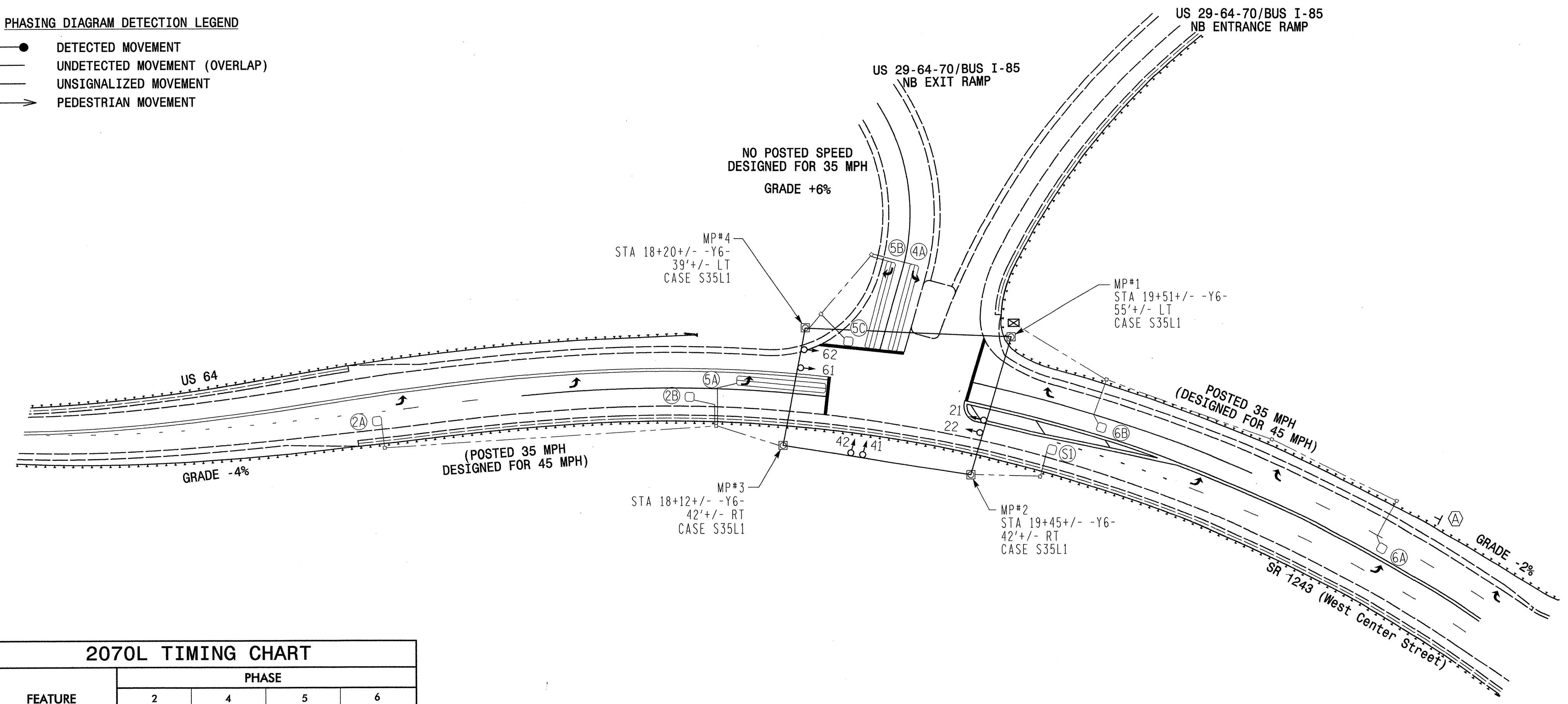


PLAN QUANTITIES	
Pay Item	Feet
Signal Cable	580
Messenger Cable	450
Lead-in Cable	2740

3 PHASE FULLY ACTUATED (CENTER STREET CLOSED LOOP SYSTEM)

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2002 and "Standard Specifications for Roads and Structures" dated January 2002.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values shall supersede these values.
- During coordination, phase 5 may be lagged.
- Set all detector units to presence mode.
- Closed loop system data: Controller Asset No.: 1285



FEATURE	PHASE			
	2	4	5	6
Min Green 1 *	12	7	7	12
Extension 1 *	2.0	1.0	1.0	2.0
Max Green 1 *	35	30	20	35
Yellow Clearance	4.8	4.0	4.0	4.8
Red Clearance	1.5	1.5	2.0	1.5
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	-	-	-	-
Simultaneous Gap	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	6	300	Y	Ø2	Y	Y	-	-	1.8	-	Y
2B	6X6	4	90	Y	Ø2	Y	Y	-	-	-	-	Y
4A	6X60	2-4-2	0	Y	Ø4	Y	Y	-	-	-	-	Y
5A	6X60	2-4-2	0	Y	Ø5	Y	Y	-	-	-	15	Y
5B	6X60	2-4-2	0	Y	Ø2	Y	Y	Y	-	-	3	Y
5C	6X6	3	0	Y	Ø5	Y	Y	-	-	-	15	Y
6A	6X6	4	300	Y	Ø6	Y	Y	-	-	1.8	-	Y
6B	6X6	4	90	Y	Ø6	Y	Y	-	-	-	-	Y
S1	6X6	4	+150	Y	-	-	-	Y	-	-	-	Y

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
N/A	Right of Way with Marker	⊥	N/A
→	Directional Arrow	→	N/A
→	Pavement Marking Arrow	→	N/A
⊥	Metal Strain Pole	⊥	N/A
N/A	Guardrail	⊥	N/A
⊥	"RIGHT LANE MUST TURN RIGHT" Sign (R3-7R)	⊥	N/A

NEW INSTALLATION

Prepared for: US 64/SR 1243(W. Center St.) AT US 29-64-70/BUS I-85 NB RAMP

122 N. McDowell St., Raleigh, NC 27603

SCALE: 1" = 50'

REVISIONS: _____

INIT. DATE

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER KEVIN W. BISBY 21047

DIVISION 9 DAVIDSON COUNTY LEXINGTON

PLAN DATE: JUNE 2003 REVIEWED BY: K. BISBY

PREPARED BY: FDVESS REVIEWED BY:

SIG. INVENTORY NO. 09-1285

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