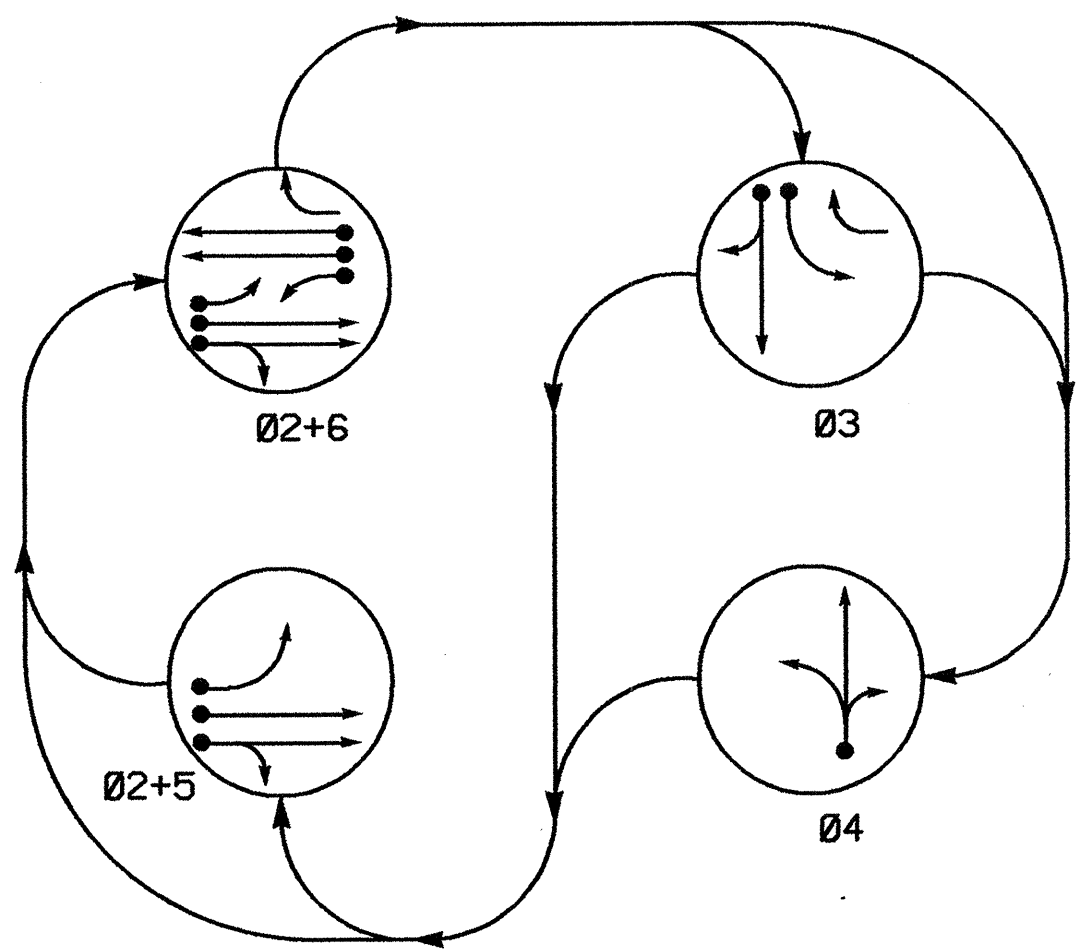


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

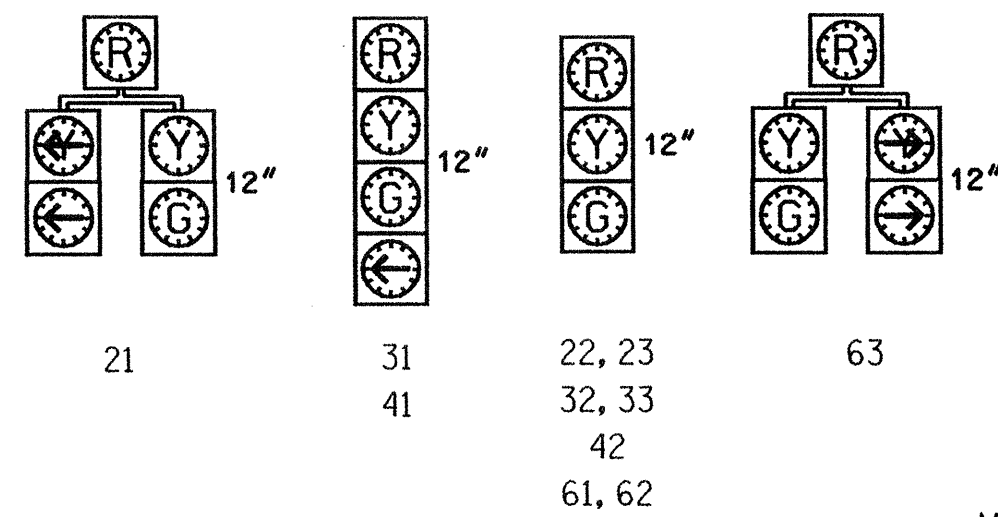
- ←●→ DETECTED MOVEMENT
- ←○→ UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE				
	Ø 2+5	Ø 2+6	Ø 3	Ø 4	F
21	G	R	R	Y	
22, 23	G	R	R	Y	
31	R	R	G	R	
32, 33	R	R	G	R	
41	R	R	R	G	
42	R	R	R	G	
61, 62	R	G	R	Y	
63	R	G	R	Y	

SIGNAL FACE I.D.

○ Denotes L.E.D.



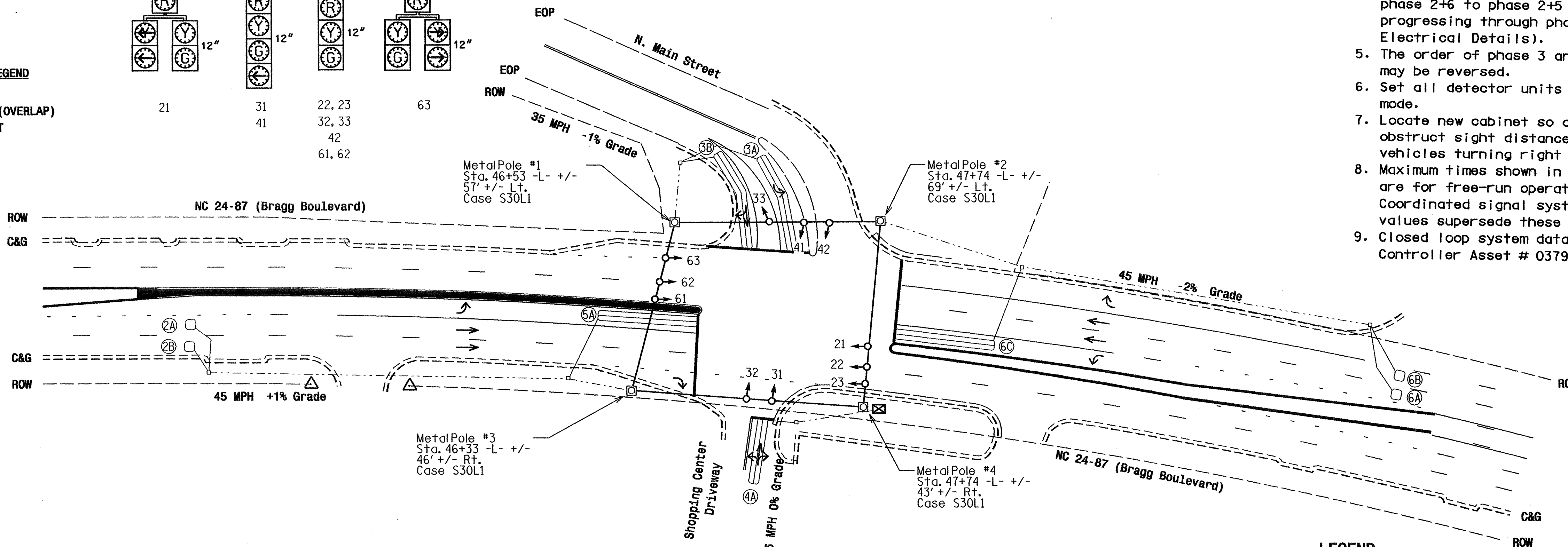
2070L LOOP & DETECTOR INSTALLATION

LOOP	SIZE (FT)	TURNS	DISTANCE FROM STOPBAR (FT)	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	SYSTEM LOOP	STRETCH TIME	DELAY TIME	NEW CARD
2A	6X6	6	300	Y	2	Y	Y	-	-	-	-	Y
2B	6X6	6	300	Y	2	Y	Y	-	-	-	-	Y
3A	6X60	2-4-2	0	Y	3	Y	Y	-	-	-	-	Y
3B	6X60	2-4-2	0	Y	3	Y	Y	-	-	-	-	Y
4A	6X40	2-4-2	0	Y	4	Y	Y	-	-	-	10	Y
5A	6X60	2-4-2	0	Y	2	Y	Y	-	-	-	3	Y
6A	6X6	6	300	Y	6	Y	Y	-	-	-	-	Y
6B	6X6	6	300	Y	6	Y	Y	-	-	-	-	Y
6C	6X60	2-4-2	0	Y	6	Y	Y	-	-	-	3	Y

4 Phase Fully Actuated Fayetteville Signal System

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 5 during phase 6 on.
- Program controller to clear from phase 2+6 to phase 2+5 by progressing through phase 4 (see Electrical Details).
- The order of phase 3 and phase 4 may be reversed.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Closed loop system data: Controller Asset # 0379.



FEATURE	2070L TIMING CHART				
	2	3	4	5	6
Min Green 1 *	12	7	7	7	12
Extension 1 *	6.0	1.0	2.0	1.0	6.0
Max Green 1 *	90	20	15	15	90
Yellow Clearance	4.5	3.9	3.2	3.0	4.7
Red Clearance	1.9	2.3	3.2	3.4	2.3
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
Seconds Per Actuation *	1.5	-	-	-	1.5
Max Variable Initial *	34	-	-	-	34
Time Before Reduction *	15	-	-	-	15
Time To Reduce *	30	-	-	-	30
Minimum Gap	3.0	-	-	-	3.0
Recall Mode	MIN RECALL	-	-	-	MIN RECALL
Vehicle Call Memory	YELLOW	-	-	-	YELLOW
Dual Entry	-	-	-	-	-
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.

PROPOSED	EXISTING
○→ Traffic Signal Head	●→ Traffic Signal Head
○→ Modified Signal Head	N/A
○→ Sign	N/A
○→ Pedestrian Signal Head With Push Button & Sign	○→ Pedestrian Signal Head With Push Button & Sign
○→ Signal Pole with Guy	○→ Signal Pole with Guy
○→ Signal Pole with Sidewalk Guy	○→ Signal Pole with Sidewalk Guy
⊗ Inductive Loop Detector	⊗ Inductive Loop Detector
□ Controller & Cabinet	□ Controller & Cabinet
□ Junction Box	□ Junction Box
--- 2-in Underground Conduit	--- 2-in Underground Conduit
N/A Right of Way	N/A Right of Way
→ Directional Arrow	→ Directional Arrow
→ Pavement Marking Arrow	→ Pavement Marking Arrow

PLAN QUANTITIES	
Pay Item	Feet
Signal Cable	685
Messenger Cable	480
Lead-in Cable	1320

New Installation

	<p>NC 24-87 (Bragg Boulevard) at North Main Street/ Shopping Center Driveway</p>		
	<p>Division 6 Cumberland County Spring Lake</p>	<p>PLAN DATE: October 2004</p>	
<p>222 N. McDowell St., Raleigh, NC 27603</p>	<p>PREPARED BY: TS BROWN</p>	<p>REVIEWED BY: [Signature]</p>	<p>SCALE: 1"=40'</p>
<p>10/28/04</p>	<p>REVISIONS</p>	<p>INIT. DATE</p>	<p>SIG. INVENTORY NO. 06-0379</p>