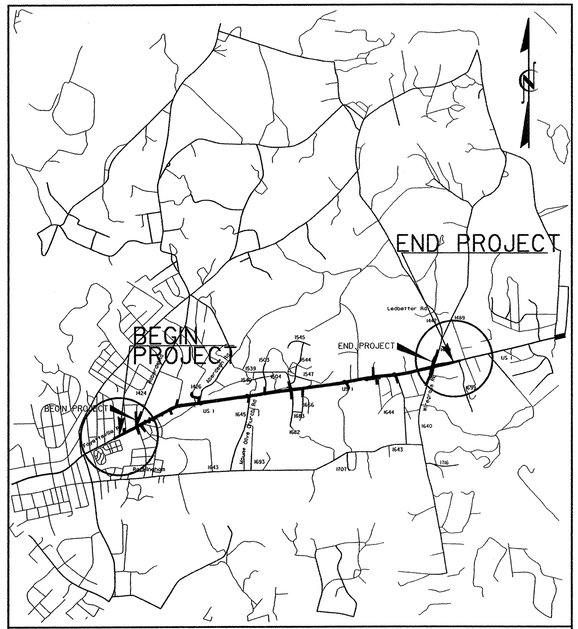
STATE	PROJECT NO.	SHEET NO.
N.C.	U-3456	Sig. 1
F. A. PROJ. NO.		
PROJECT ID. NO.		

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

RICHMOND COUNTY

LOCATION: US 1 FROM SR 1424 (ROBERDEL ROAD) TO SR 1640 (WIREGRASS ROAD)/ SR 1442 (LEDBETTER ROAD) IN ROCKINGHAM

TYPE OF WORK: TRAFFIC SIGNALS



VICINITY MAP

PROJECT: U-3456

INDEX OF PLANS

SHEET NO.	*SIGNAL INVENTORY NO.*	*LOCATION /DESCRIPTION*
SIG. 1	*N/A*	*Title Sheet*
SIG. 2–3	*08–0849 T1*	*US 1 at SR 1442 (Ledbetter Rd)/SR 1640 (Wiregress Rd)*
SIG. 4–5	*08–0849 T2*	*US 1 at SR 1442 (Ledbetter Rd)/SR 1640 (Wiregress Rd)*
SIG. 6–7	*08–0849 T3*	*US 1 at SR 1442 (Ledbetter Rd)/SR 1640 (Wiregress Rd)*
SIG. 8–9	*08–0849 Final*	*US 1 at SR 1442 (Ledbetter Rd)/SR 1640 (Wiregress Rd)*
SIG. 10–15	———	*Standard Drawings For Metal Poles*

LEGEND

(##-####) *SIGNAL INVENTORY NUMBER*

NCDOT CONTACTS:

TRAFFIC ENGINEERING AND SAFETY SYSTEMS BRANCH

Timothy J. Williams , PE – S&G Contracts & PEF Support Engineer

George C. Brown, PE – Signal Equipment Design Engineer

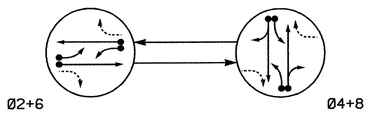
Prepared in the Offices of:

Traffic Engineering and Safety Systems Branch
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
ITS and Signals Unit

750 N. Greenfield Parkway, Garner, NC 27529

PROJECT REFERENCE NO.	SHEET NO.
U-3456	Sig.2

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

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

SIGNAL FACE I.D.

Denotes L.E.D.

21,22
41,42
61,62
81,82

2070L LOOP & DETECTOR INSTALLATION

INDUCTIVE LOOPS					DETECTOR PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A	6X6	420	6	Y	2	Y	Y	-	-	-	-	Y
2B	6X40	0	2-4-2	Y	2	Y	Y	Y	-	3	-	Y
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	3	-	Y
4B	6X40	0	2-4-2	Y	4	Y	Y	-	-	15	-	Y
6A	6X6	420	6	Y	6	Y	Y	-	-	-	-	Y
6B	6X40	0	2-4-2	Y	6	Y	Y	Y	-	3	-	Y
8A	6X40	0	2-4-2	Y	8	Y	Y	-	-	3	-	Y
8B	6X40	0	2-4-2	Y	8	Y	Y	-	-	15	-	Y

2-Phase
Fully Actuated
(Isolated)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated July 2006 and "Standard Specifications for Roads and Structures" dated July 2006.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Set all detector units to presence mode.
4. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.

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	
	Directional Arrow	
	Pavement Marking Arrow	
	Construction Zone	
Ⓐ	"YIELD" Sign (R1-2)	Ⓐ

2070L TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 6	PHASE 8
Min Green 1 *	14	7	14	7
Extension 1 *	6.0	2.0	6.0	2.0
Max Green 1 *	90	25	90	25
Yellow Clearance	5.3	4.7	5.3	4.5
Red Clearance	1.0	1.0	1.1	1.0
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	2.5	-	2.5	-
Max Variable Initial *	46	-	46	-
Time Before Reduction *	15	-	15	-
Time To Reduce *	45	-	45	-
Minimum Gap	3.0	-	3.0	-
Recall Mode	MIN RECALL	-	MIN RECALL	-
Vehicle Call Memory	YELLOW	-	YELLOW	-
Dual Entry	-	ON	-	ON
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.

Signal Upgrade - Temporary Signal 1- TCP Phase I

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

US 1
at
SR 1442 (Ledbetter Road)/
SR 1640 (Wiregress Road)

Division 8 Richmond County NE of Rockingham

PLAN DATE:	May 2007	REVIEWED BY:	I.O. Umozurike
PREPARED BY:	Luhr	REVIEWED BY:	

SCALE 0 40 1'=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 24393 ENGINEER TIMOTHY J. WILLIAMS

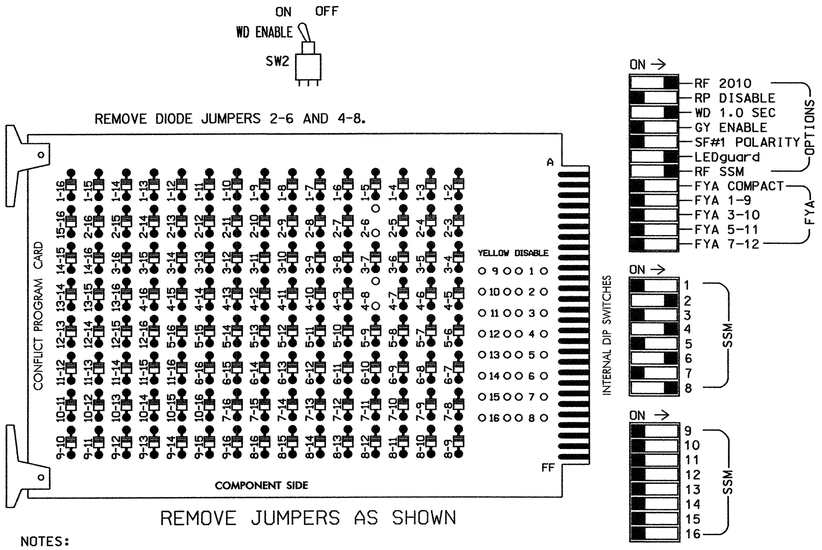
SIGNATURE DATE 6/28/07

SIG. INVENTORY NO. 08-0849 T1

17-JUL-2007 15:36
s:\wfs signals\workgroups\ttip projects\u-3456\signals\08849_sig_dsn_2007mmdd.dgn
jluhr

EDI MODEL 2010ECL-NC CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)



REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Make sure jumpers SEL2-SEL5 are present on the monitor board.

■ = DENOTES POSITION OF SWITCH

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
2. Ensure that Red Enable is active at all times during normal operation. To prevent Red Failures on unused monitor channels, tie unused red monitor inputs 1,3,5,7, 9,10,11,12,13,14,15 & 16 to load switch AC+ per the cabinet manufacturer's instructions.
3. Program phases 2 and 6, on the controller unit, for Start Up In Green.
4. Enable Simultaneous Gap-Out, on the controller unit, for all phases.
5. Program phases 4 and 8, on the controller unit, for Dual Entry.
6. Program phases 2 and 6, on the controller unit, for Variable Initial and Gap Reduction.

EQUIPMENT INFORMATION

CONTROLLER.....CONTRACTOR SUPPLIED 2070L
CABINET.....CONTRACTOR SUPPLIED 332
SOFTWARE.....ECONOLITE OASIS
CABINET MOUNT.....BASE
OUTPUT FILE POSITIONS...12
LOAD SWITCHES USED.....S2,S4,S6,S8
PHASES USED.....2,4,6,8
OVERLAPS.....NONE

PROJECT REFERENCE NO.	SHEET NO.
U-3456	Sig. 3

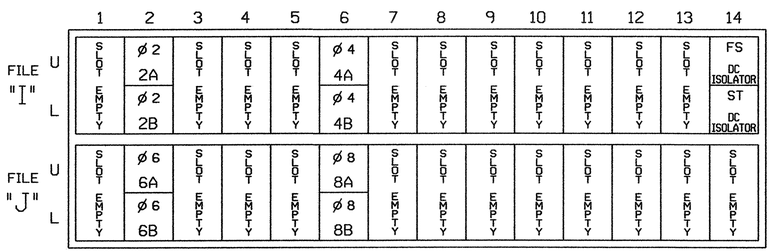
SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S2P	S3	S4	S4P	S5	S6	S6P	S7	S8	S8P
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	8	8 PED
SIGNAL HEAD NO.	NU	21,22	NU	NU	41,42	NU	NU	61,62	NU	NU	81,82	NU
RED		128			101			134			107	
YELLOW		129			102			135			108	
GREEN		130			103			136			109	
RED ARROW												
YELLOW ARROW												
GREEN ARROW												
✋												
🚶												

NU = Not Used

INPUT FILE POSITION LAYOUT

(front view)



EX.: 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT ASSIGNMENT NO.	DETECTOR NO.	NEMA PHASE	CALL	EXTEND	FULL TIME DELAY	STRETCH TIME	DELAY TIME
2A	TB2-5,6	I2U	39	1	2	2	Y	Y			
2B	TB2-7,8	I2L	43	5	12	2	Y	Y	Y		3
4A	TB4-9,10	I6U	41	3	4	4	Y	Y			3
4B	TB4-11,12	I6L	45	7	14	4	Y	Y			15
6A	TB3-5,6	J2U	40	2	6	6	Y	Y			
6B	TB3-7,8	J2L	44	6	16	6	Y	Y	Y		3
8A	TB5-9,10	J6U	42	4	8	8	Y	Y			3
8B	TB5-11,12	J6L	46	8	18	8	Y	Y			15

INPUT FILE POSITION LEGEND: J2L
FILE J
SLOT 2
LOWER

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 08-0849T1
DESIGNED: May 2007
SEALED: 6-28-07
REVISED: N/A

Signal Upgrade - Temporary Signal 1

ELECTRICAL AND PROGRAMMING DETAILS FOR:

Prepared in the Offices of:

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION — Traffic Engineering and Safety Systems Branch — Signals Management Section

122 N. McDowell St., Raleigh, NC 27603

US 1
at
SR 1442 (Ledbetter Road)/
SR 1640 (Wiregress Road)

Division 8 | Richmond County | NE of Rockingham

PLAN DATE: 6-27-07 | REVIEWED BY: D.T. Joyce PD
PREPARED BY: D.H. Spaulding | REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022013 ENGINEER GEORGE C. BROWN

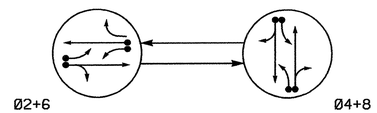
George C. Brown 6/28/07
SIGNATURE DATE

SIG. INVENTORY NO. 08-0849T1

28-JUN-2007 12:18
s:\traffic\roots\workgroups\sig mans\spaulding\in-progress\#0849t1_sm.e1e_2007xx.dgn
dspaulding

PROJECT REFERENCE NO.	SHEET NO.
U-3456	Sig.4

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

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

SIGNAL FACE I.D.

Denotes L.E.D.

21,22
41,42
61,62
81,82

2070L LOOP & DETECTOR INSTALLATION

INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A	6X6	420	6	Y	2	Y	Y	-	-	-	-	-
2B	6X40	0	2-4-2	Y	2	Y	Y	Y	-	3	-	-
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	3	-	-
4B	6X40	0	2-4-2	Y	4	Y	Y	-	-	15	-	-
6B	6X6	420	5	Y	6	Y	Y	-	-	-	-	-
6C	6X40	0	2-4-2	Y	6	Y	Y	Y	-	3	-	-
8A	6X40	0	2-4-2	Y	8	Y	Y	-	-	3	-	-
8B	6X40	0	2-4-2	Y	8	Y	Y	-	-	15	-	-

2-Phase
Fully Actuated
(Isolated)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated July 2006 and "Standard Specifications for Roads and Structures" dated July 2006.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Set all detector units to presence mode.
4. Reposition existing signal heads numbered 21, 22, 41, 42 61, 62, 81 and 82.

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	
	Directional Arrow	
	Pavement Marking Arrow	
	Construction Zone	

2070L TIMING CHART

FEATURE	PHASE 2	4	6	8
Min Green 1 *	14	7	14	7
Extension 1 *	6.0	2.0	6.0	2.0
Max Green 1 *	90	25	90	25
Yellow Clearance	5.3	4.7	5.3	4.5
Red Clearance	1.0	1.3	1.3	1.1
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	2.5	-	2.5	-
Max Variable Initial *	46	-	46	-
Time Before Reduction *	15	-	15	-
Time To Reduce *	45	-	45	-
Minimum Gap	3.0	-	3.0	-
Recall Mode	MIN RECALL	-	MIN RECALL	-
Vehicle Call Memory	YELLOW	-	YELLOW	-
Dual Entry	-	ON	-	ON
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.

Signal Upgrade - Temporary Signal 2- TCP Phase III

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

US 1
at
SR 1442 (Ledbetter Road)/
SR 1640 (Wiregress Road)

Division 8 Richmond County NE of Rockingham

PLAN DATE:	May 2007	REVIEWED BY:	I.O. Umozurike
PREPARED BY:	Luhr	REVIEWED BY:	

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

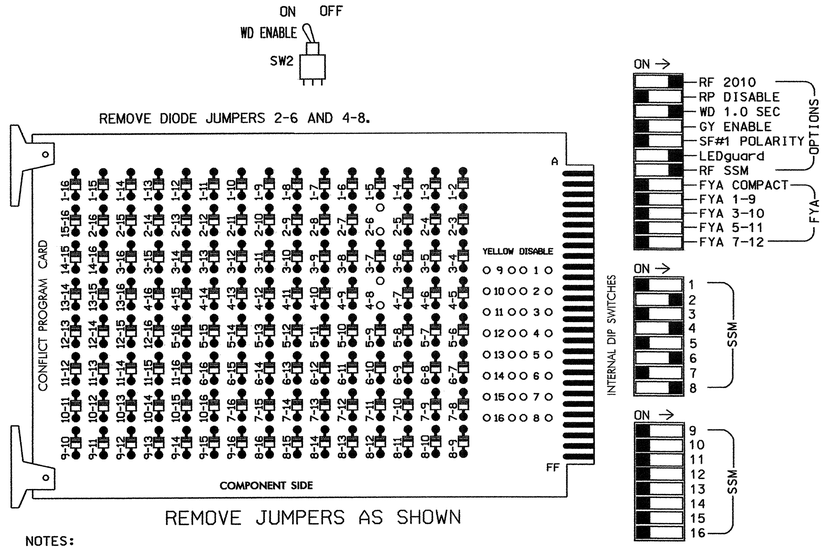
SEAL
NORTH CAROLINA PROFESSIONAL SEAL 24393 ENGINEER TIMOTHY J. WILLIAMS
SIGNATURE 6/28/07 DATE

SIG. INVENTORY NO. 08-0849 T2

PROJECT REFERENCE NO.	SHEET NO.
U-3456	Sig.5

EDI MODEL 2010ECL-NC CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)



REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Make sure jumpers SEL2-SEL5 are present on the monitor board.

■ = DENOTES POSITION OF SWITCH

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
2. Ensure that Red Enable is active at all times during normal operation. To prevent Red Failures on unused monitor channels, tie unused red monitor inputs 1,3,5,7, 9,10,11,12,13,14,15 & 16 to load switch AC+ per the cabinet manufacturer's instructions.
3. Program phases 2 and 6, on the controller unit, for Start Up In Green.
4. Enable Simultaneous Gap-Out, on the controller unit, for all phases.
5. Program phases 4 and 8, on the controller unit, for Dual Entry.
6. Program phases 2 and 6, on the controller unit, for Variable Initial and Gap Reduction.

EQUIPMENT INFORMATION

CONTROLLER.....CONTRACTOR SUPPLIED 2070L
CABINET.....CONTRACTOR SUPPLIED 332
SOFTWARE.....ECONOLITE OASIS
CABINET MOUNT.....BASE
OUTPUT FILE POSITIONS...12
LOAD SWITCHES USED.....S2,S4,S6,S8
PHASES USED.....2,4,6,8
OVERLAPS.....NONE

SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S2P	S3	S4	S4P	S5	S6	S6P	S7	S8	S8P
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	8	8 PED
SIGNAL HEAD NO.	NU	21,22	NU	NU	41,42	NU	NU	61,62	NU	NU	81,82	NU
RED		128			101			134			107	
YELLOW		129			102			135			108	
GREEN		130			103			136			109	
RED ARROW												
YELLOW ARROW												
GREEN ARROW												
✋												
🚶												

NU = Not Used

INPUT FILE POSITION LAYOUT

(front view)

		1	2	3	4	5	6	7	8	9	10	11	12	13	14
FILE "I"	U	SLOT EMPTY	ø2 2A	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	ø4 4A	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	FS DC ISOLATOR
	L		ø2 2B				ø4 4B								ST DC ISOLATOR
FILE "J"	U	SLOT EMPTY	NOT USED	ø6 6C	SLOT EMPTY	SLOT EMPTY	ø8 8A	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY
	L		ø6 6B	NOT USED			ø8 8B								

EX.: 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT ASSIGNMENT NO.	DETECTOR NO.	NEMA PHASE	CALL	EXTEND	FULL TIME DELAY	STRETCH TIME	DELAY TIME
2A	TB2-5,6	I2U	39	1	2	2	Y	Y			
2B	TB2-7,8	I2L	43	5	12	2	Y	Y	Y		3
4A	TB4-9,10	I6U	41	3	4	4	Y	Y			3
4B	TB4-11,12	I6L	45	7	14	4	Y	Y			15
6B	TB3-7,8	J2L	44	6	16	6	Y	Y			
6C	TB3-9,10	J3U	64	26	36	6	Y	Y	Y		3
8A	TB5-9,10	J6U	42	4	8	8	Y	Y			3
8B	TB5-11,12	J6L	46	8	18	8	Y	Y			15

INPUT FILE POSITION LEGEND: J2L
FILE J
SLOT 2
LOWER

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 08-0849T2
DESIGNED: May 2007
SEALED: 6-28-07
REVISED: N/A

Signal Upgrade - Temporary Signal 2

ELECTRICAL AND PROGRAMMING DETAILS FOR:

Prepared in the Offices of:
Traffic Engineering and Safety Systems Branch
North Carolina Department of Transportation
Signal Management Section
122 N. McDowell St., Raleigh, NC 27603

US 1
at
SR 1442 (Ledbetter Road)/
SR 1640 (Wiregress Road)

Division 8 | Richmond County | NE of Rockingham

PLAN DATE: 6-26-07 | REVIEWED BY: D.T. Joyce DTJ
PREPARED BY: D.H. Spaulding | REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 022013 ENGINEER GEORGE C. BROWN

George C. Brown 6/28/07
SIGNATURE DATE

SIG. INVENTORY NO. 08-0849T2

28-JUN-2007 13:43
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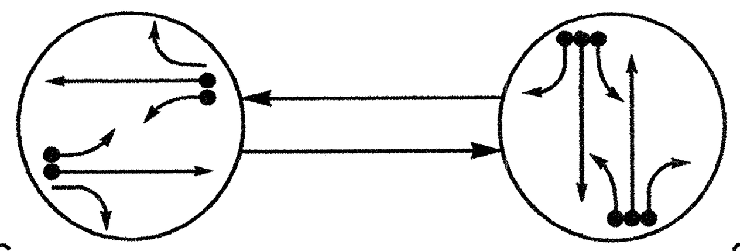
dspaulding

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

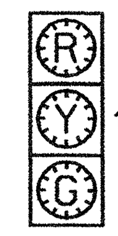
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

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

SIGNAL FACE I.D.

Denotes L.E.D.



21,22
41,42
61,62
81,82

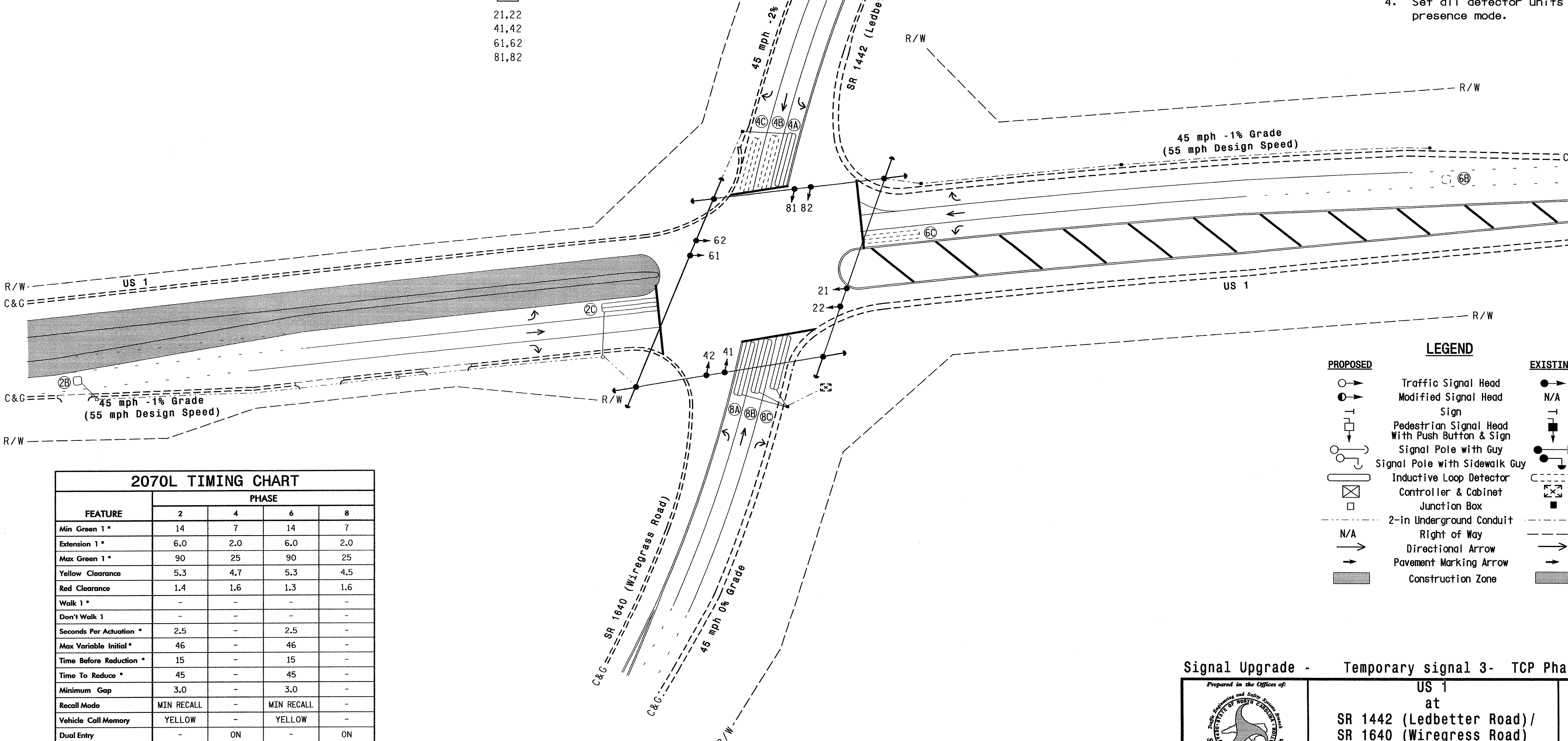
2070L LOOP & DETECTOR INSTALLATION

INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2B	6X6	420	6	Y	2	Y	Y	-	-	-	-	Y
2C	6X40	0	2-4-2	Y	2	Y	Y	Y	-	3	-	Y
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	3	-	Y
4B	6X40	0	2-4-2	-	4	Y	Y	-	-	-	-	-
4C	6X40	0	2-4-2	-	4	Y	Y	-	-	15	-	-
6B	6X6	420	5	-	6	Y	Y	-	-	-	-	Y
6C	6X40	0	2-4-2	-	6	Y	Y	Y	-	3	-	-
8A	6X40	0	2-4-2	Y	8	Y	Y	-	-	3	-	-
8B	6X40	0	2-4-2	Y	8	Y	Y	-	-	-	-	-
8C	6X40	0	2-4-2	Y	8	Y	Y	-	-	15	-	-

2-Phase
Fully Actuated
(Isolated)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated July 2006 and "Standard Specifications for Roads and Structures" dated July 2006.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Reposition existing signal heads numbered 21,22, 41,41, 81 and 82.
4. Set all detector units to presence mode.



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	
	Directional Arrow	
	Pavement Marking Arrow	
	Construction Zone	

2070L TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 6	PHASE 8
Min Green 1 *	14	7	14	7
Extension 1 *	6.0	2.0	6.0	2.0
Max Green 1 *	90	25	90	25
Yellow Clearance	5.3	4.7	5.3	4.5
Red Clearance	1.4	1.6	1.3	1.6
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	2.5	-	2.5	-
Max Variable Initial *	46	-	46	-
Time Before Reduction *	15	-	15	-
Time To Reduce *	45	-	45	-
Minimum Gap	3.0	-	3.0	-
Recall Mode	MIN RECALL	-	MIN RECALL	-
Vehicle Call Memory	YELLOW	-	YELLOW	-
Dual Entry	-	ON	-	ON
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.

Signal Upgrade - Temporary signal 3- TCP Phase IV

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

US 1 at SR 1442 (Ledbetter Road)/ SR 1640 (Wiregress Road)

Division 8 Richmond County NE of Rockingham

PLAN DATE: May 2007	REVIEWED BY: I.O. Umozurike
PREPARED BY: Luhr	REVIEWED BY:

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 24393
TIMOTHY J. WILLIAMS

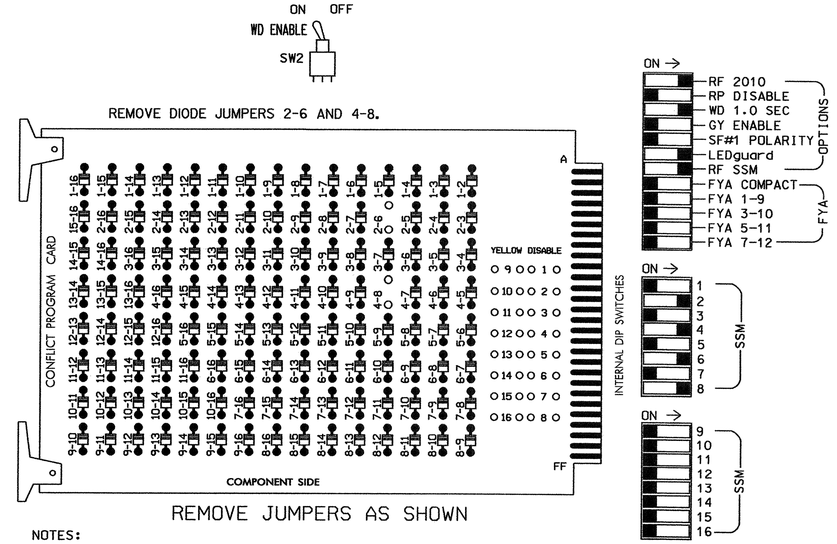
SIGNATURE 6/28/07 DATE

SIG. INVENTORY NO. 08-0849 T3

PROJECT REFERENCE NO.	SHEET NO.
U-3456	Sig.7

EDI MODEL 2010ECL-NC CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)



REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Make sure jumpers SEL2-SEL5 are present on the monitor board.

■ = DENOTES POSITION OF SWITCH

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
2. Ensure that Red Enable is active at all times during normal operation. To prevent Red Failures on unused monitor channels, tie unused red monitor inputs 1,3,5,7, 9,10,11,12,13,14,15 & 16 to load switch AC+ per the cabinet manufacturer's instructions.
3. Program phases 2 and 6, on the controller unit, for Start Up In Green.
4. Enable Simultaneous Gap-Out, on the controller unit, for all phases.
5. Program phases 4 and 8, on the controller unit, for Dual Entry.
6. Program phases 2 and 6, on the controller unit, for Variable Initial and Gap Reduction.

EQUIPMENT INFORMATION

CONTROLLER.....CONTRACTOR SUPPLIED 2070L
CABINET.....CONTRACTOR SUPPLIED 332
SOFTWARE.....ECONOLITE OASIS
CABINET MOUNT.....BASE
OUTPUT FILE POSITIONS...12
LOAD SWITCHES USED.....S2,S4,S6,S8
PHASES USED.....2,4,6,8
OVERLAPS.....NONE

SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S2P	S3	S4	S4P	S5	S6	S6P	S7	S8	S8P
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	8	8 PED
SIGNAL HEAD NO.	NU	21,22	NU	NU	41,42	NU	NU	61,62	NU	NU	81,82	NU
RED		128			101			134			107	
YELLOW		129			102			135			108	
GREEN		130			103			136			109	
RED ARROW												
YELLOW ARROW												
GREEN ARROW												
✋												
🚶												

NU = Not Used

INPUT FILE POSITION LAYOUT

(front view)

		1	2	3	4	5	6	7	8	9	10	11	12	13	14
FILE "I"	U	SLOT EMPTY	NOT USED	ø2 2C	SLOT EMPTY	SLOT EMPTY	ø4 4A	ø4 4C	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	FS DC ISOLATOR
	L		ø2 2B	NOT USED			ø4 4B	NOT USED							ST DC ISOLATOR
FILE "J"	U	SLOT EMPTY	NOT USED	ø6 6C	SLOT EMPTY	SLOT EMPTY	ø8 8A	ø8 8C	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY
	L		ø6 6B	NOT USED			ø8 8B	NOT USED							

EX.: 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT ASSIGNMENT NO.	DETECTOR NO.	NEMA PHASE	CALL	EXTEND	FULL TIME DELAY	STRETCH TIME	DELAY TIME
2B	TB2-7,8	I2L	43	5	12	2	Y	Y			
2C	TB2-9,10	I3U	63	25	32	2	Y	Y	Y		3
4A	TB4-9,10	I6U	41	3	4	4	Y	Y			3
4B	TB4-11,12	I6L	45	7	14	4	Y	Y			
4C	TB6-1,2	I7U	65	27	34	4	Y	Y			15
6B	TB3-7,8	J2L	44	6	16	6	Y	Y			
6C	TB3-9,10	J3U	64	26	36	6	Y	Y	Y		3
8A	TB5-9,10	J6U	42	4	8	8	Y	Y			3
8B	TB5-11,12	J6L	46	8	18	8	Y	Y			
8C	TB7-1,2	J7U	66	28	38	8	Y	Y			15

INPUT FILE POSITION LEGEND: J2L
FILE J
SLOT 2
LOWER

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 08-0849T3
DESIGNED: May 2007
SEALED: 6-28-07
REVISED: N/A

Signal Upgrade - Temporary Signal 3

ELECTRICAL AND PROGRAMMING DETAILS FOR:

US 1
at
SR 1442 (Ledbetter Road)/
SR 1640 (Wiregress Road)

Division 8 | Richmond County | NE of Rockingham

PLAN DATE: 6-26-07 | REVIEWED BY: D.T. Joyce PJ

PREPARED BY: D.H. Spaulding | REVIEWED BY:

REVISIONS	INIT.	DATE

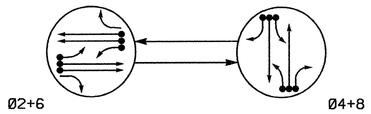
Prepared in the Offices of:
Traffic Engineering and Safety Systems Branch
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signals Management Section
122 N. McDowell St., Raleigh, NC 27603

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 022013 ENGINEER GEORGE C. BROWN
George C. Brown 6/28/07
SIGNATURE DATE
SIG. INVENTORY NO. 08-0849T3

28-JUN-2007 13:45
s:\traffic signals\workgroups\sig mgmt\spaulding\in-progress*0849t3_sm.e1e_2007xx.dgn
dspaulding

PROJECT REFERENCE NO.	SHEET NO.
U-3456	Sig.8

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION			
SIGNAL FACE	PHASE Ø2+6	PHASE Ø4+8	FLASH
21,22,23	G	R	Y
41,42	R	G	R
61,62,63	G	R	Y
81,82	R	G	R

SIGNAL FACE I.D.

Denotes L.E.D.

21,22,23
41,42
61,62,63
81,82

2070L LOOP & DETECTOR INSTALLATION

INDUCTIVE LOOPS					DETECTOR PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A	6X6	420	6	Y	2	Y	Y	-	-	-	-	Y
2B	6X6	420	6	-	2	Y	Y	-	-	-	-	-
2C	6X40	0	2-4-2	Y	2	Y	Y	Y	-	3	-	Y
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	3	-	-
4B	6X40	0	2-4-2	-	4	Y	Y	-	-	-	-	-
4C	6X40	0	2-4-2	-	4	Y	Y	-	-	15	-	-
6A	6X6	420	5	Y	6	Y	Y	-	-	-	-	Y
6B	6X6	420	5	-	6	Y	Y	-	-	-	-	Y
6C	6X40	0	2-4-2	Y	6	Y	Y	Y	-	3	-	Y
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	3	-	-
8B	6X40	0	2-4-2	-	8	Y	Y	-	-	-	-	-
8C	6X40	0	2-4-2	-	8	Y	Y	-	-	15	-	-

2-Phase
Fully Actuated
(Isolated)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated July 2006 and "Standard Specifications for Roads and Structures" dated July 2006.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Set all detector units to presence mode.

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	
	Directional Arrow	
	Pavement Marking Arrow	
	Metal Strain Pole	

2070L TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 6	PHASE 8
Min Green 1 *	14	7	14	7
Extension 1 *	6.0	2.0	6.0	2.0
Max Green 1 *	90	25	90	25
Yellow Clearance	5.3	4.7	5.3	4.5
Red Clearance	1.5	1.6	1.4	1.6
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	1.5	-	1.5	-
Max Variable Initial *	46	-	46	-
Time Before Reduction *	15	-	15	-
Time To Reduce *	45	-	45	-
Minimum Gap	3.0	-	3.0	-
Recall Mode	MIN RECALL	-	MIN RECALL	-
Vehicle Call Memory	YELLOW	-	YELLOW	-
Dual Entry	-	ON	-	ON
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.

Signal Upgrade - Final Design

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

US 1
at
SR 1442 (Ledbetter Road)/
SR 1640 (Wiregress Road)

Division 8 Richmond County NE of Rockingham

PLAN DATE: May 2007 REVIEWED BY: I.O. Umozurike
PREPARED BY: Luhr REVIEWED BY:

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 24393 ENGINEER TIMOTHY J. WILLIAMS
SIGNATURE 6/28/07. DATE

SIG. INVENTORY NO. 08-0849

17-JUL-2007 15:41
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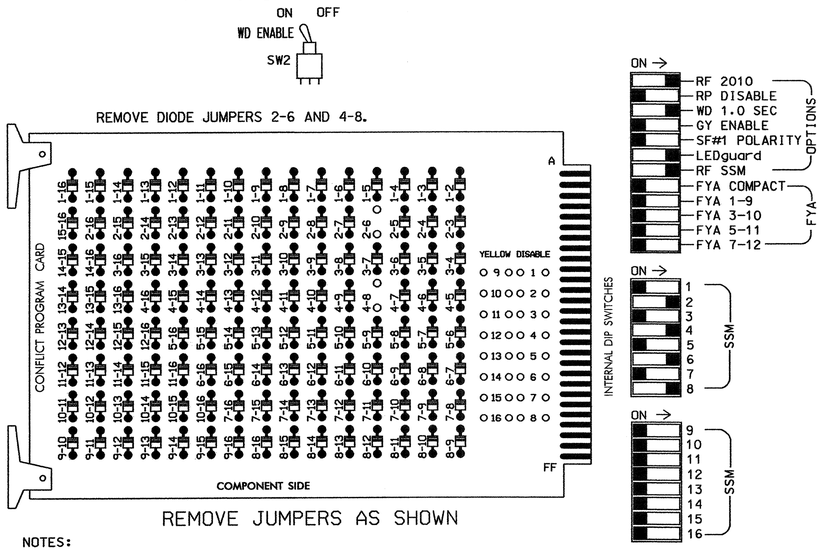
il.dgn

PROJECT REFERENCE NO.	SHEET NO.
U-3456	Sig.9

EDI MODEL 2010ECL-NC CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)



REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Make sure jumpers SEL2-SEL5 are present on the monitor board.

■ = DENOTES POSITION OF SWITCH

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
2. Ensure that Red Enable is active at all times during normal operation. To prevent Red Failures on unused monitor channels, tie unused red monitor inputs 1,3,5,7, 9,10,11,12,13,14,15 & 16 to load switch AC+ per the cabinet manufacturer's instructions.
3. Program phases 2 and 6, on the controller unit, for Start Up In Green.
4. Enable Simultaneous Gap-Out, on the controller unit, for all phases.
5. Program phases 4 and 8, on the controller unit, for Dual Entry.
6. Program phases 2 and 6, on the controller unit, for Variable Initial and Gap Reduction.

EQUIPMENT INFORMATION

CONTROLLER.....CONTRACTOR SUPPLIED 2070L
CABINET.....CONTRACTOR SUPPLIED 332
SOFTWARE.....ECONOLITE OASIS
CABINET MOUNT.....BASE
OUTPUT FILE POSITIONS...12
LOAD SWITCHES USED.....S2,S4,S6,S8
PHASES USED.....2,4,6,8
OVERLAPS.....NONE

SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S2P	S3	S4	S4P	S5	S6	S6P	S7	S8	S8P
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	8	8 PED
SIGNAL HEAD NO.	NU	21,22 23	NU	NU	41,42	NU	NU	61,62 63	NU	NU	81,82	NU
RED		128			101			134			107	
YELLOW		129			102			135			108	
GREEN		130			103			136			109	
RED ARROW												
YELLOW ARROW												
GREEN ARROW												
✋												
🚶												

NU = Not Used

INPUT FILE POSITION LAYOUT

(front view)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FILE "I" U	SLOT EMPTY	ø2 2A	ø2 2C	SLOT EMPTY	SLOT EMPTY	ø4 4A	ø4 4C	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	FS DC ISOLATOR
L		ø2 2B	NOT USED			ø4 4B	NOT USED							ST DC ISOLATOR
FILE "J" U	SLOT EMPTY	ø6 6A	ø6 6C	SLOT EMPTY	SLOT EMPTY	ø8 8A	ø8 8C	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY
L		ø6 6B	NOT USED			ø8 8B	NOT USED							

EX.: 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT ASSIGNMENT NO.	DETECTOR NO.	NEMA PHASE	CALL	EXTEND	FULL TIME DELAY	STRETCH TIME	DELAY TIME
2A	TB2-5,6	I2U	39	1	2	2	Y	Y			
2B	TB2-7,8	I2L	43	5	12	2	Y	Y			
2C	TB2-9,10	I3U	63	25	32	2	Y	Y	Y		3
4A	TB4-9,10	I6U	41	3	4	4	Y	Y			3
4B	TB4-11,12	I6L	45	7	14	4	Y	Y			
4C	TB6-1,2	I7U	65	27	34	4	Y	Y			15
6A	TB3-5,6	J2U	40	2	6	6	Y	Y			
6B	TB3-7,8	J2L	44	6	16	6	Y	Y			
6C	TB3-9,10	J3U	64	26	36	6	Y	Y	Y		3
8A	TB5-9,10	J6U	42	4	8	8	Y	Y			3
8B	TB5-11,12	J6L	46	8	18	8	Y	Y			
8C	TB7-1,2	J7U	66	28	38	8	Y	Y			15

INPUT FILE POSITION LEGEND: J2L
FILE J
SLOT 2
LOWER

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 08-0849
DESIGNED: May 2007
SEALED: 6-28-07
REVISED: N/A

Signal Upgrade - Final Design

ELECTRICAL AND PROGRAMMING DETAILS FOR:

Prepared in the Offices of:
Traffic Engineering and Safety Systems Branch
North Carolina Department of Transportation
Signal Management Section
122 N. McDowell St., Raleigh, NC 27603

US 1
at
SR 1442 (Ledbetter Road)/
SR 1640 (Wiregress Road)

Division 8	Richmond County	NE of Rockingham	
PLAN DATE: 6-22-07	REVIEWED BY: D.T. Joyce		
PREPARED BY: D.H. Spaulding	REVIEWED BY:		

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 022013 ENGINEER GEORGE C. BROWN

George C. Brown 6/28/07
SIGNATURE DATE

SIG. INVENTORY NO. 08-0849

28-JUN-2007 13:48
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dspaulding

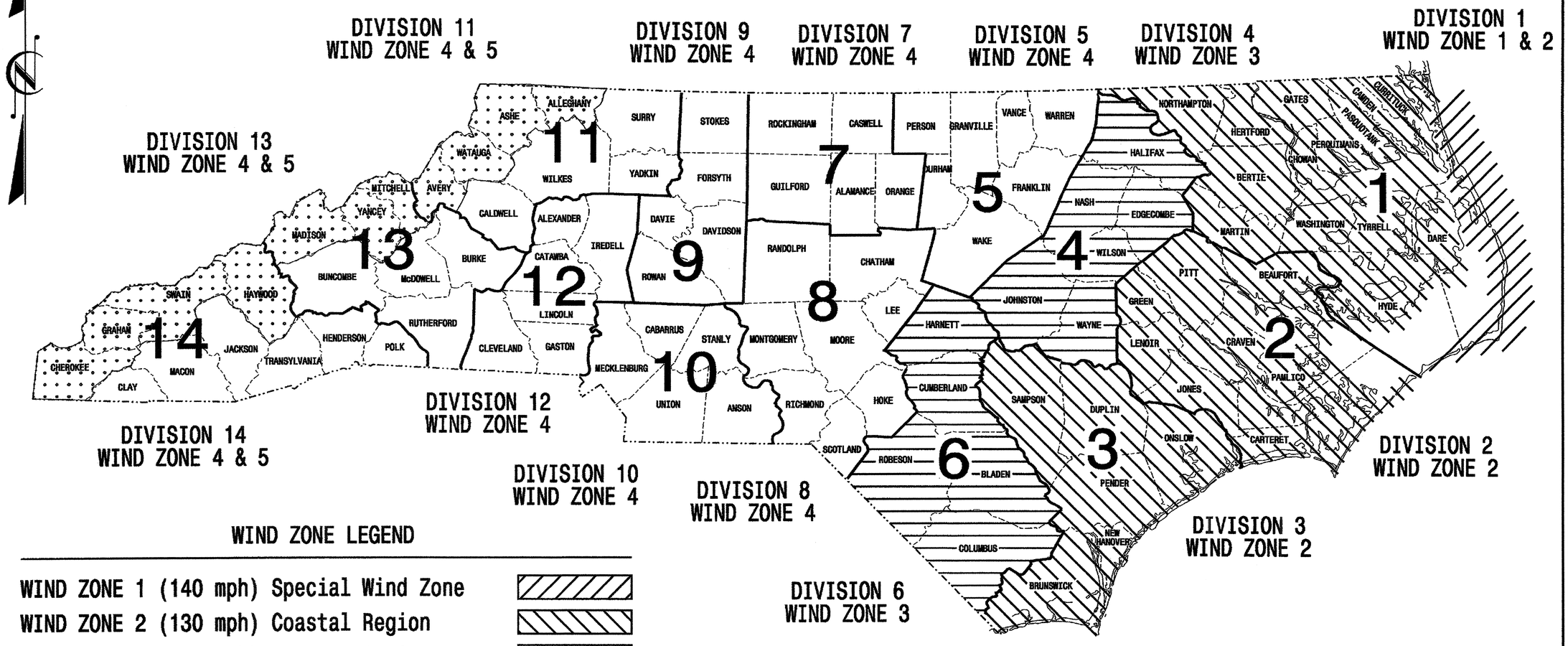
STATE	PROJECT NO.	SHEET NO.
N.C.	U-3456	Sig. 10
F. A. PROJ. NO.		M 1
PROJECT ID. NO.		

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STANDARD DRAWINGS FOR METAL POLES

POLE STANDARDS

NCDOT METAL P



WIND ZONE LEGEND

WIND ZONE 1 (140 mph) Special Wind Zone	
WIND ZONE 2 (130 mph) Coastal Region	
WIND ZONE 3 (110 mph) Eastern Region	
WIND ZONE 4 (90 mph) Central & Mtn. Region	
WIND ZONE 5 (120 mph) Special Wind Zone	

http://www.ncdot.org/doh/preconstruct/traffic/tmssu/ws/default.htm

Prepared in the Offices of:

Traffic Engineering and Safety Systems Branch
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
Signals and Geometrics Section

122 N. McDowell St., Raleigh, NC 27603

Designed in conformance with the 2002 Interim to the 4th Edition 2001

AASHTO

Standard Specifications for Structural Supports for Highway Signs, Luminares, and Traffic Signals

INDEX OF PLANS

DRAWING NUMBER	*DESCRIPTION*
M 1	*Title Sheet*
M 2	*Fabrication Details – All Poles*
M 3	*Fabrication Details – Strain Poles*
M 4,5	*Fabrication Details – Mast Arm Poles*
M 6	*Construction Details – Strain Poles*
M 7	*Construction Details – Foundations*
M 8	*Standard Strain Poles*

NCDOT CONTACTS:

TRAFFIC ENGINEERING AND SAFETY SYSTEMS BRANCH

G. A. Fuller, P.E. – State ITS and Signals Engineer
R. E. Mullinax, P.E. – Signals and Geometrics Engineer
P. L. Alexander, P.E. – Signals and Geometrics Special Projects Engineer
D. C. Sarkar, P.E. – Signals and Geometrics Structural Engineer
A. M. Esposito, P.E. – Signals and Geometrics Project Engineer
C. F. Andrews, Jr. – Signals and Geometrics Project Engineer

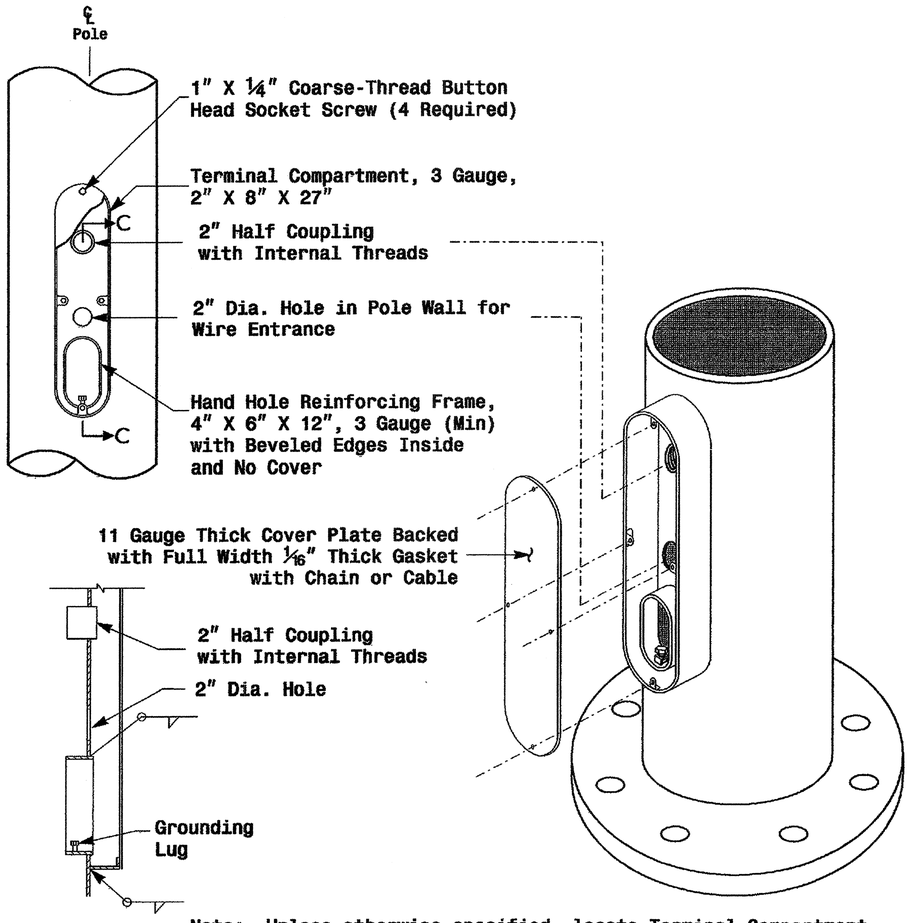
SEAL

NORTH CAROLINA PROFESSIONAL SEAL 028094 ENGINEER DEBESH C. SARKAR

D. Sarkar — SIGNATURE

9.2.2005 — DATE

PROJECT REFERENCE NO.	SHEET NO.
U-3456	Sig. 11 M 2



Section C-C

Note: Unless otherwise specified, locate Terminal Compartment 1 foot above the pole base plate at 180 degrees on the pole's radial index.

Terminal Compartment Detail

MFG _____ MFG. DATE: MM/YY
SHAFT D/T/L/Y ----/----/----/----
ARM-A D/T/L/Y ----/----/----/----
----/----/----/----
ARM-B D/T/L/Y ----/----/----/----
----/----/----/----
A.B. DIA./B.C./L/Y ----/----/----/----
NCDOT STANDARD ----------

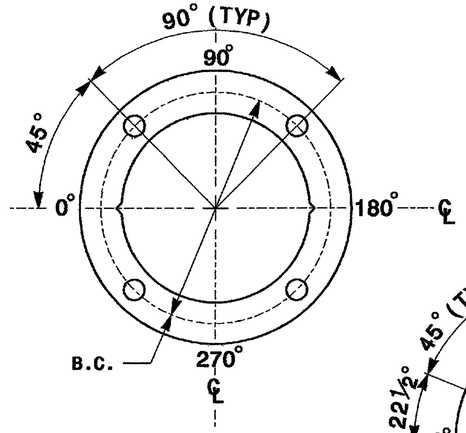
Shaft I.D. Tag
(Provide on Strain Poles and Mast Arm Poles)

MFG _____ MFG. DATE: MM/YY
SECTION D/T/L/Y ----/----/----/----
NCDOT STANDARD ----------

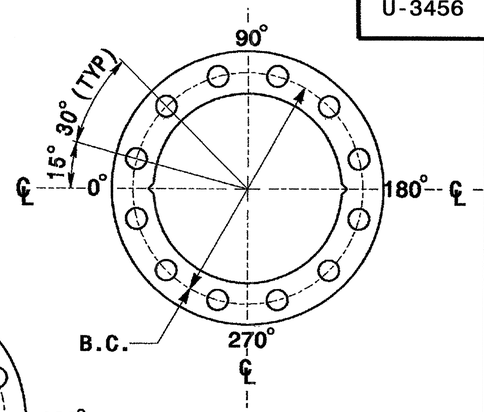
Arm I.D. Tag
(Provide on each section of a multi-section mast arm)

Notes:
1) D= Diameter, T= Thickness, L= Length, Y= Yield Strength
2) A.B. = Anchor Bolt
3) B.C. = Bolt Circle of Anchor Bolts
4) If Custom Design, use "NCDOT STANDARD" line for plan pole I.D.
5) See drawing M4 for mounting positions of I.D. tags.

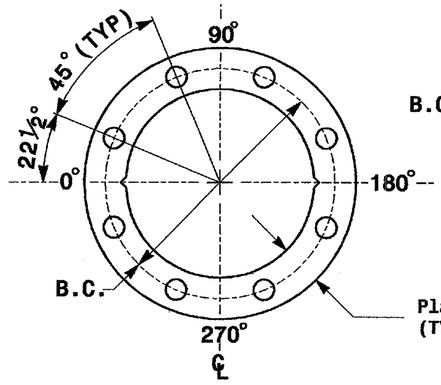
Identification Tag Details



4 Bolt Pattern



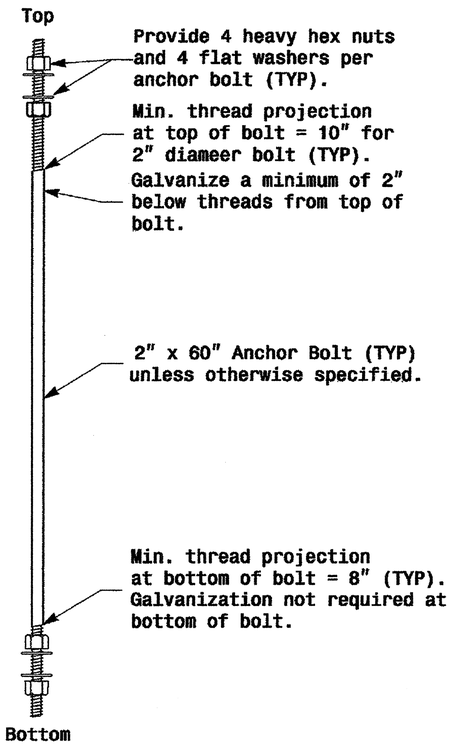
12 Bolt Pattern



8 Bolt Pattern

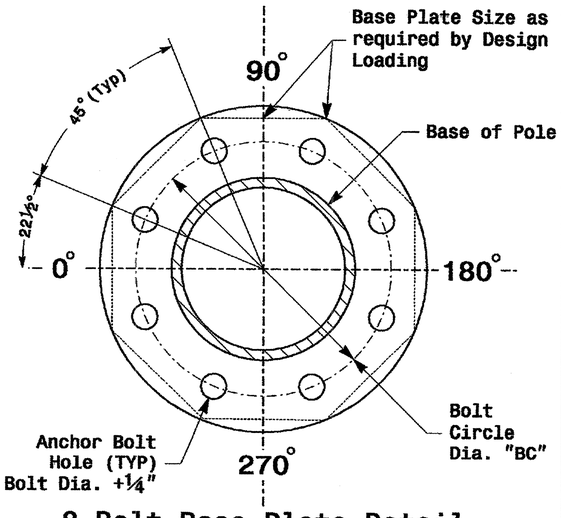
Construct Templates and Plates from ¼" min. thick Steel. Galvanizing is not required.

Base Plate Template and Anchor Bolt Lock Plate Details



Anchor Bolt Detail

Note: See Strain Pole drawing M3 and Mast arm drawing M4 for base plate weld details.



8 Bolt Base Plate Detail

Fabrication Details – All Poles

Prepared in the Offices of:
North Carolina Department of Transportation, Structure Design Unit, Signals and Geometrics Section
1122 N. McDowell St., Raleigh, NC 27603

Typical Fabrication Details Common To All Metal Poles

PLAN DATE:	May 2005	REVIEWED BY:	C.F. Andrews
PREPARED BY:	P.L. Alexander	REVIEWED BY:	A.W. Esposito

REVISIONS	INIT.	DATE

SCALE: 0 NA NONE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 028094 ENGINEER DEBESH C. SARKAR
D. Sarkar 9.2.2005
SIGNATURE DATE
SIG. INVENTORY NO.

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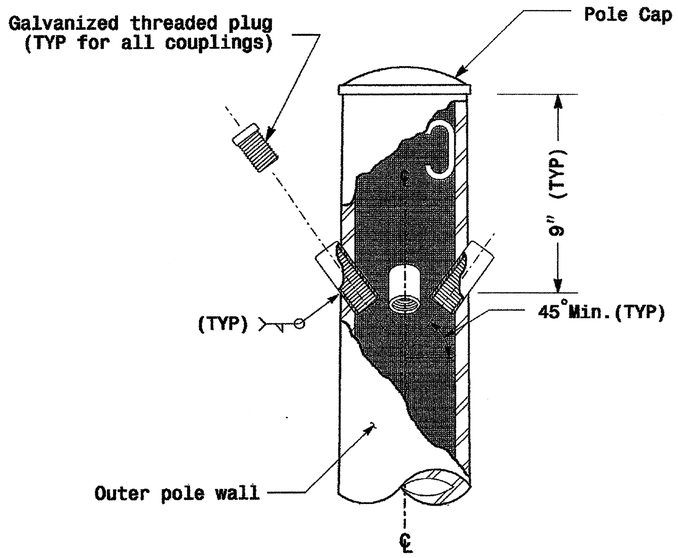
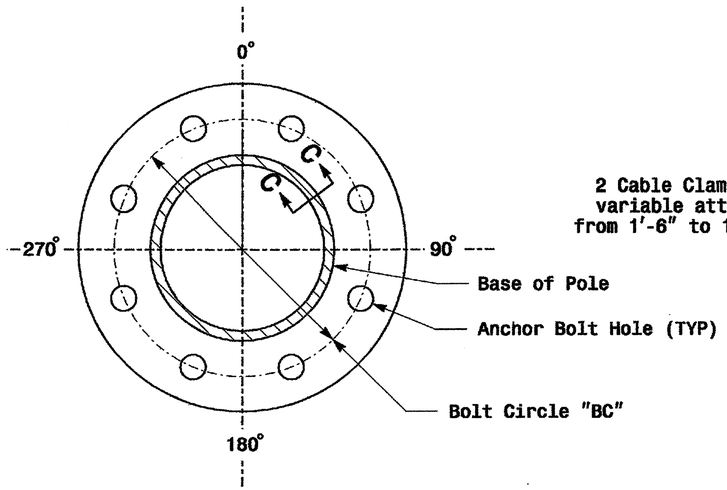
candrews

PROJECT REFERENCE NO.	SHEET NO.
U-3456	Sig.12 M 3



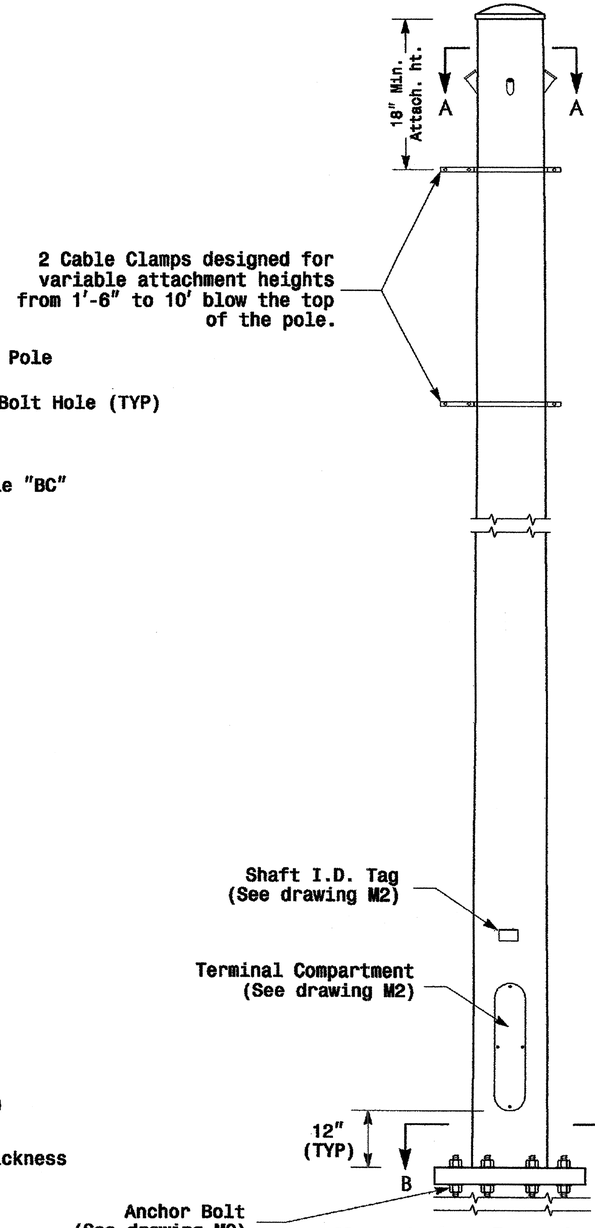
Cable Entrances at Top of Pole



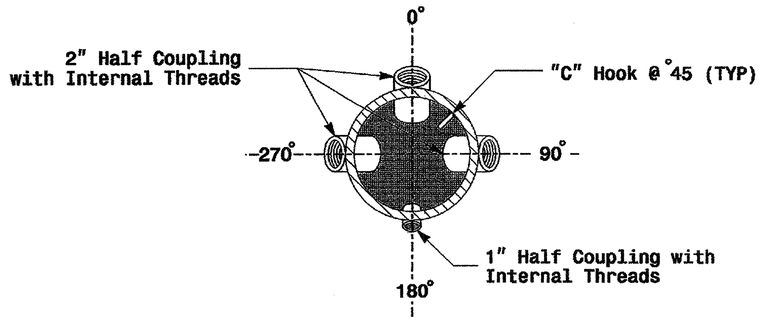
Section B-B

(See drawing M2)

Pole Base Plate

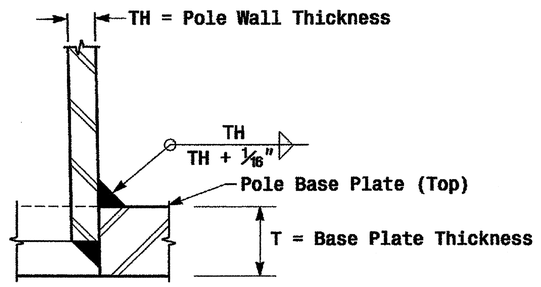


Monotube Strain Pole
(.14"/Foot Taper)



Section A-A

Radial Orientation for Factory Installed Accessories at Top of Pole



Section C-C

Socket Connection Weld Detail

Fabrication Details – Strain Poles

Prepared in the Office of: NCDOT Traffic Engineering and Safety Systems Branch, Signals and Geometrics Section, 1722 N. McDowell St., Raleigh, NC 27603	Typical Fabrication Details For Strain Poles		SEAL: NORTH CAROLINA PROFESSIONAL SEAL 028094 ENGINEER DEBESH C. SARKAR
	PLAN DATE: May 2005	REVIEWED BY: C.F. Andrews	
	PREPARED BY: P.L. Alexander	REVIEWED BY: A.M. Esposito	
SCALE 0 NA NONE	REVISIONS	INIT.	DATE
			D. Sarkar 9.2.2005 SIGNATURE DATE
			SIG. INVENTORY NO.

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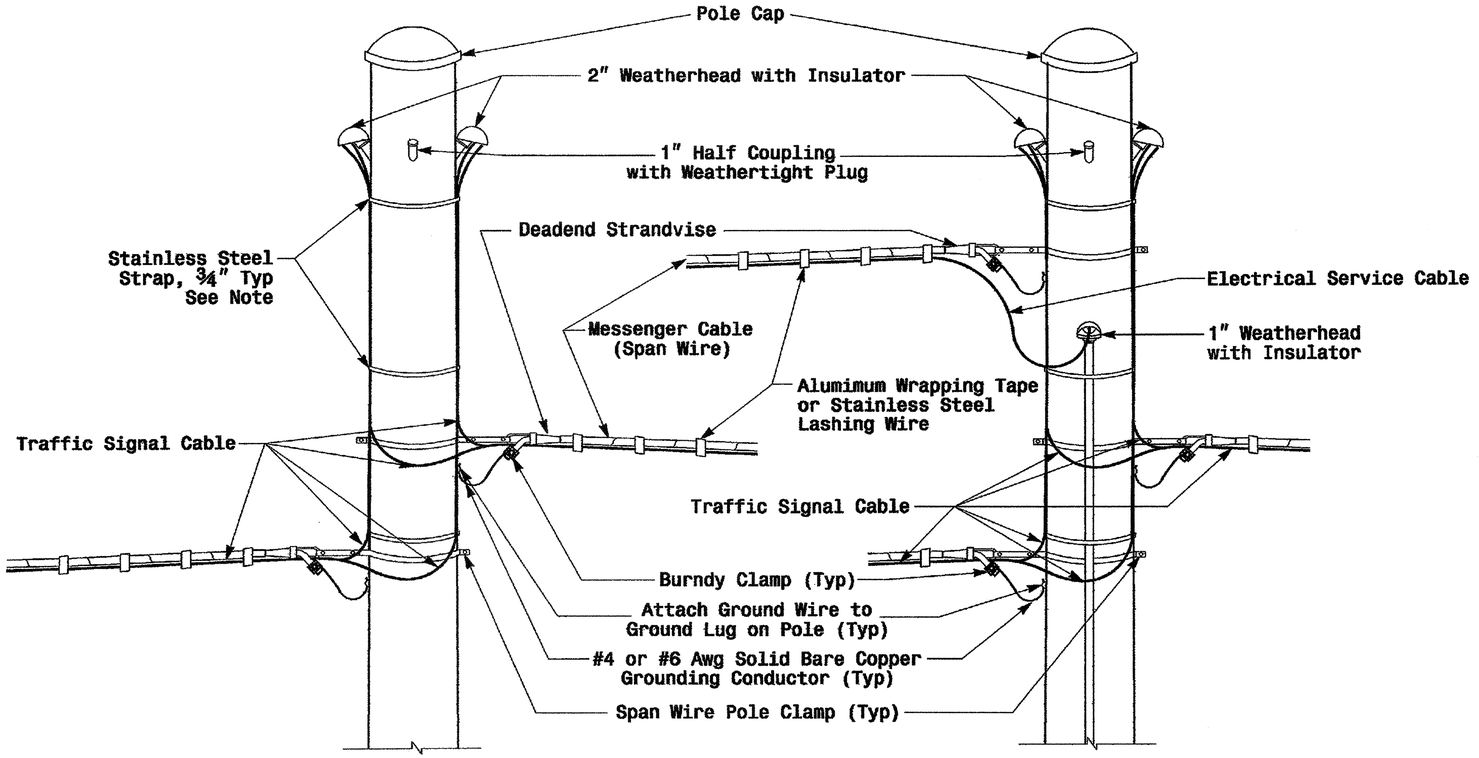
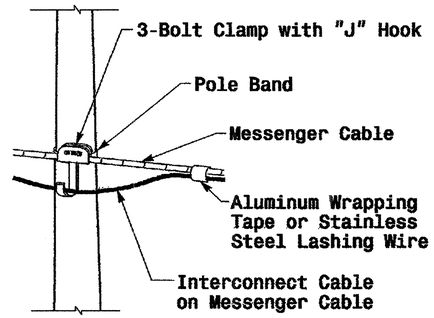
pollexander

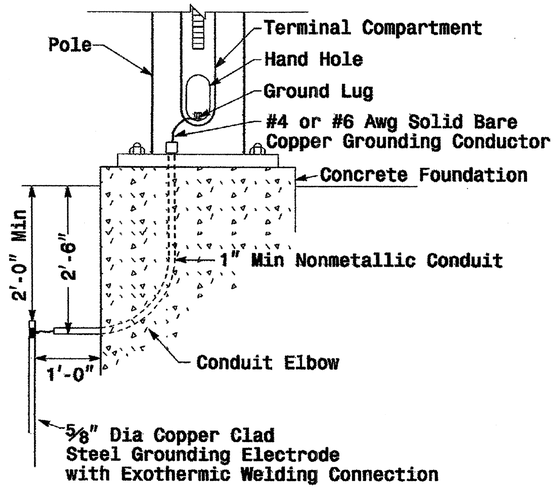


Note: Strap all signal cables to the side of the pole with ¾" stainless steel straps when the distance between the spanwire attachment clamp and the weatherheads exceeds 36"

Strain Pole Attachments



Attachment of Cable to Intermediate Metal Pole



Metal Pole Grounding Detail

Construction Details – Strain Poles

Prepared in the Offices of
Traffic Engineering and Safety Systems Branch
Signals and Geometric Section
NC DEPARTMENT OF TRANSPORTATION
1122 N. McDowell St., Raleigh, NC 27603

SCALE: 0 NA — NONE

Construction Details
Strain Poles

PLAN DATE:	May 2005	REVIEWED BY:	P.L. ALEXANDER
PREPARED BY:	C.F. ANDREWS	REVIEWED BY:	D.C. SARKAR

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 016286 ENGINEER WILTON I. DEAN
SIGNATURE — DATE 9-1-05
SIG. INVENTORY NO.

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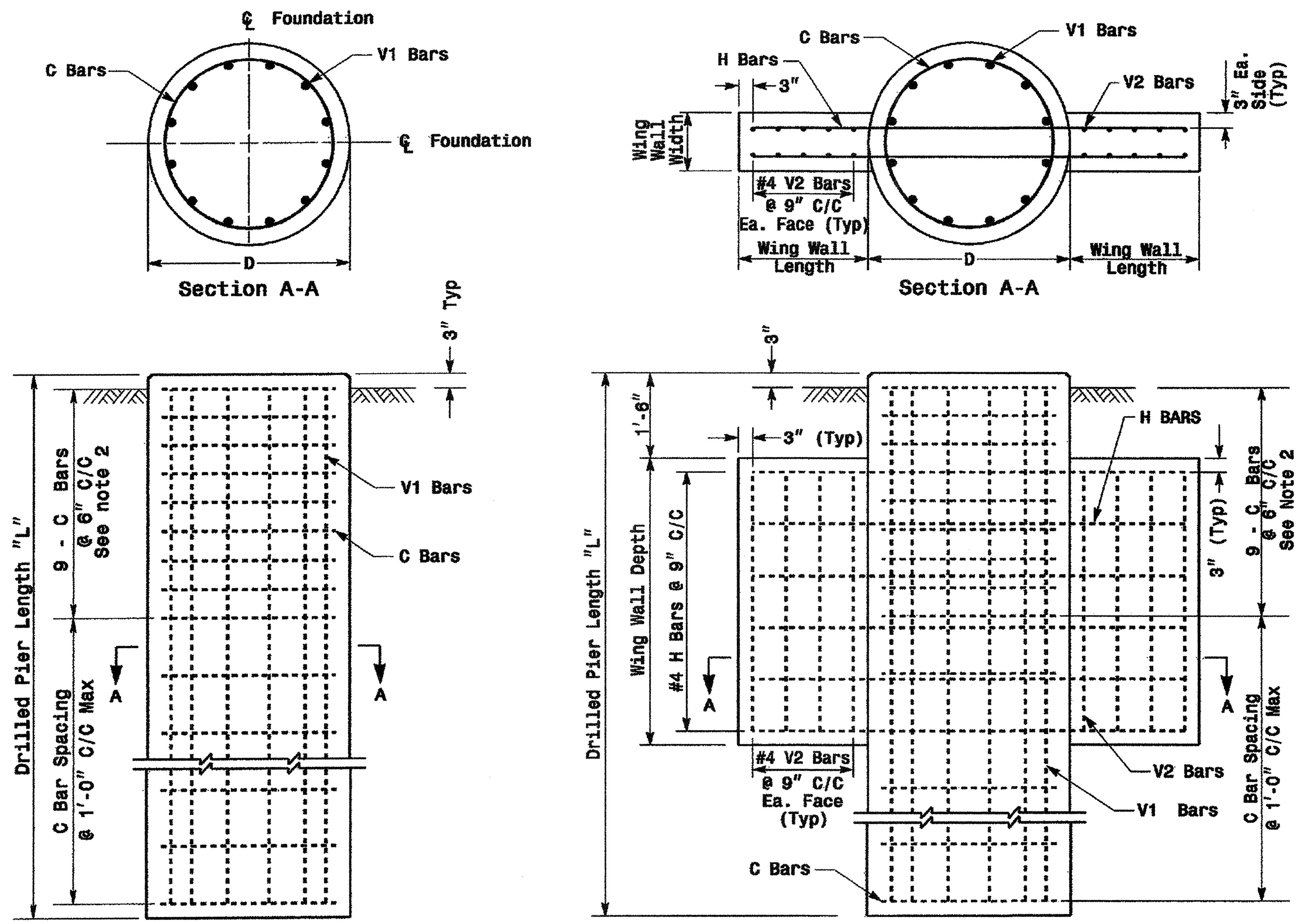
poleander

PROJECT REFERENCE NO.	SHEET NO.
U-3456	Sig.14 M 7

Construction Details – Foundations

Reinforcing Steel Bars



REINFORCING STEEL TABLE FOR STANDARD DRILL PIER SHAFT (42" & 48" DIAMETER)						
Shaft Dia (in.)	Conc. Volume (cu. yds.)	Bar Name	No.	Size	Type	Length
42"	.356 x L	V1	9	#8	STR.	**
		C	*	#4	CIR.	10'-9"
48"	.465 x L	V1	12	#8	STR.	**
		C	*	#4	CIR.	12'-6"

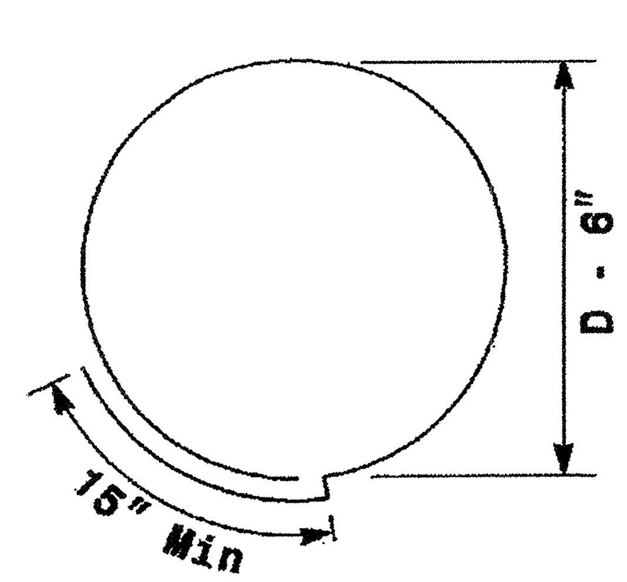
* See Note No. 1
** See Note No. 3

REINFORCING STEEL TABLE FOR STANDARD 42" and 48" DRILL PIER SHAFT WITH TYPE 1 AND TYPE 2 WING WALLS						
Wing Wall Type	Drill Pier Shaft Dia. (in.)	Reinforcing Steel				
		Bar Name	No.	Size	Type	Length
TYPE 1	42"	V1	9	#8	STR.	**
		V2	12	#4	STR.	2'-6"
		H	8	#4	STR.	6'-0"
		C	*	#4	CIR.	10'-9"
TYPE 2	42"	V1	9	#8	STR.	**
		V2	16	#4	STR.	4'-6"
		H	12	#4	STR.	9'-0"
		C	*	#4	CIR.	10'-9"
TYPE 2	48"	V1	12	#8	STR.	**
		V2	16	#4	STR.	4'-6"
		H	12	#4	STR.	9'-6"
		C	*	#4	CIR.	12'-6"

* See Note No. 1
** See Note No. 3

WING WALL DETAILS				
Wing Wall Type	Wing Wall Length (Ft.)	Wing Wall Width (Ft.)	Wing Wall Depth (Ft.)	Concrete Volume (Cu. Yds.)
TYPE 1	1'-6"	1'-0"	3'-0"	.4
TYPE 2	3'-0"	1'-0"	5'-0"	1.2

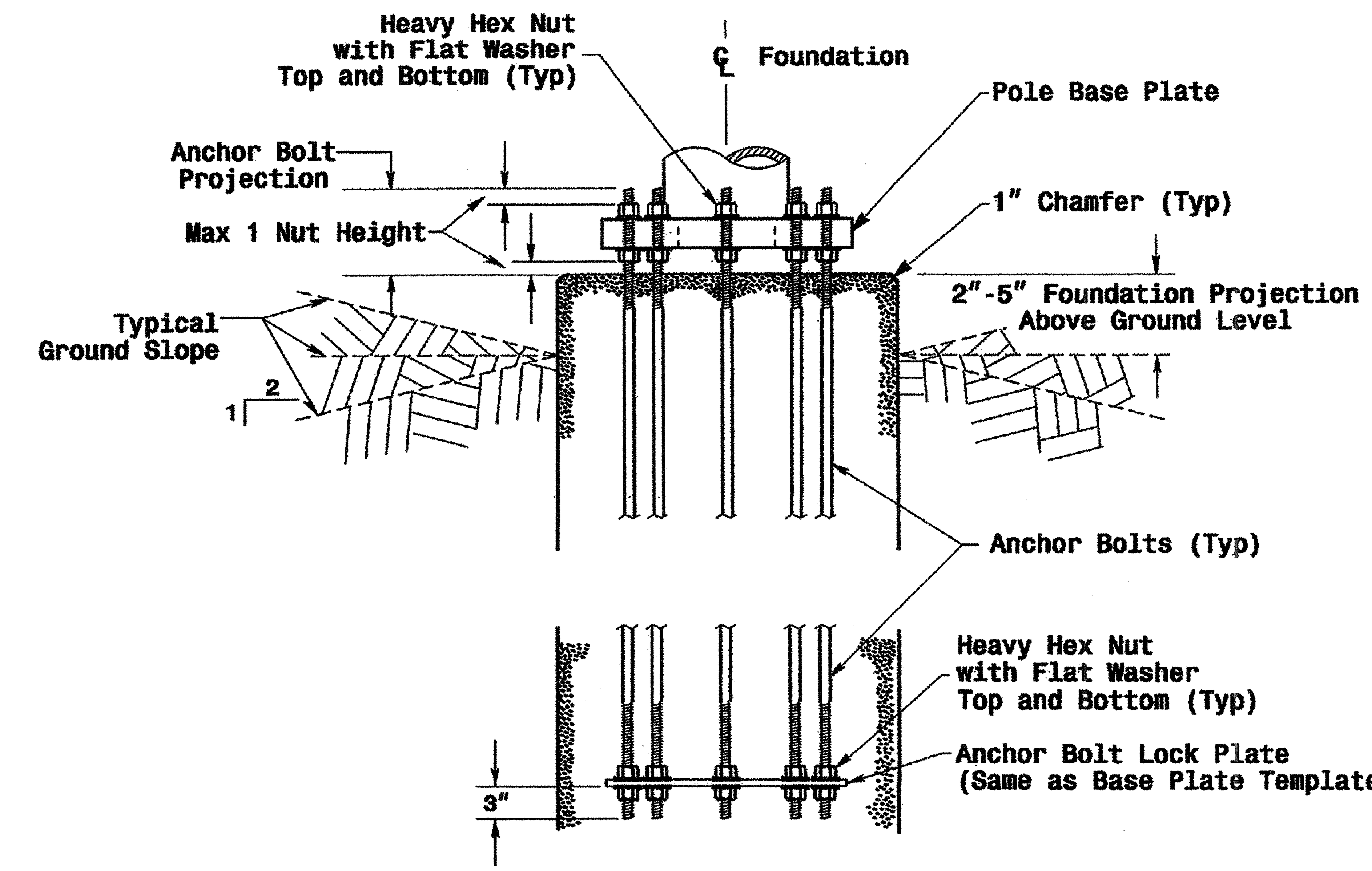
See Note No. 4



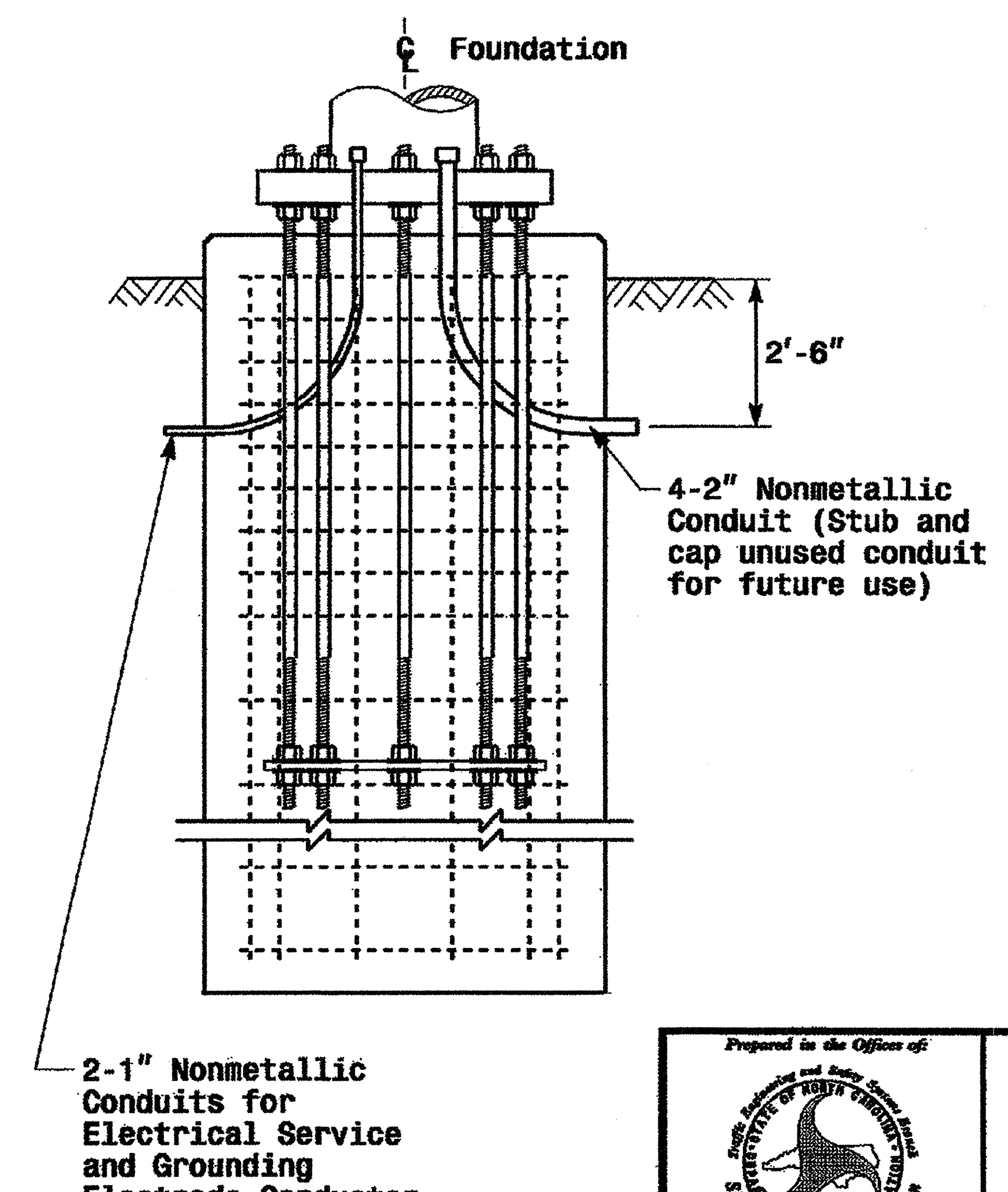
Typical "C" Bars

Typical Foundation Anchor Bolt Details

(Reinforcing Cage Not Shown for Clarity)



Typical Foundation Conduit Details



Notes

1. The number of C-bars is based on foundation depth. For standard foundations, see sheet M 8.
2. Circular tie reinforcing rings may be vertically adjusted by +/- 3" at a depth between 2'-0" and 3'-0" to facilitate the installation of electrical conduit entering in the cage.
3. The length of V1-bars is based on foundation depth. For standard foundations, see sheet M 8.
4. The quantities for steel and concrete shown in the Wing Wall Details Chart reflect the amount of material for 1 pair of wing walls (2 wing walls per drilled pier shaft.)

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

Construction Details
Foundations

PLAN DATE:	May 2005	REVIEWED BY:	P.L. ALEXANDER
PREPARED BY:	C.F. ANDREWS	REVIEWED BY:	A.M. ESPOSITO

REVISIONS | INIT. | DATE

SCALE 0 NA
NONE

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 028094 DEBESH C. SARKAR

D. Sarkar 9.2.2005
SIGNATURE DATE

SIG. INVENTORY NO.

PROJECT REFERENCE NO.	SHEET NO.
U-3456	Sig.15 M 8

Standard Strain Poles

		STANDARD STRAIN POLES				STANDARD FOUNDATIONS 42" Diameter Drilled Pier Length (L) – Feet						
						Clay				Sand		
		Case No.	Pole Height (Ft.)	Base Plate BC (In.)	Moment at the Pole Base (ft-kp)	Medium N-Value 4-8	Stiff N-Value 9-15	Very Stiff N-Value 16-30	Hard N-Value >30	Loose N-Value 4-10	Medium N-Value 11-30	Dense N-Value >30
WIND ZONE 1	LIGHT	S26L3	26	25	280	20.5	14.0	11.5	9.5	18.0	16.0	14.0
		S30L3	30	25	310	21.0	14.5	11.5	9.5	18.5	16.5	14.5
		S35L3	35	25	350	22.5	15.0	12.0	10.0	19.5	17.5	15.5
	HEAVY	S30H3	30	29	450	25.5	16.5	13.0	11.0	21.0	18.5	16.5
		S35H3	35	29	540	26.0	17.0	13.5	11.5	22.0	19.5	17.0
WIND ZONE 2	LIGHT	S26L2	26	23	250	19.5	13.5	11.0	9.0	18.0	15.5	14.0
		S30L2	30	23	290	20.0	14.0	11.5	9.5	18.5	16.0	14.0
		S35L2	35	23	315	21.0	14.5	11.5	9.5	19.0	16.5	14.5
	HEAVY	S30H2	30	29	415	24.5	16.0	13.0	10.5	21.0	18.5	16.0
		S35H2	35	29	485	25.5	16.5	13.5	11.0	21.5	19.0	16.5
WIND ZONE 3	LIGHT	S26L2	26	23	250	18.5	13.0	10.5	9.0	17.5	15.0	13.5
		S30L2	30	23	290	19.5	13.5	11.0	9.0	18.0	15.5	14.0
		S35L2	35	23	315	20.0	14.0	11.5	9.5	18.5	16.0	14.5
	HEAVY	S30H2	30	29	415	23.0	15.5	12.5	10.0	20.5	17.5	16.0
		S35H2	35	29	485	24.0	16.0	13.0	10.5	21.0	18.0	16.5
WIND ZONE 4	LIGHT	S26L1	26	22	195	18.0	13.0	10.5	9.0	16.5	14.5	13.0
		S30L1	30	22	225	18.5	13.0	10.5	9.0	17.0	15.0	13.5
		S35L1	35	22	255	19.0	13.5	11.0	9.0	17.5	15.5	14.0
	HEAVY	S30H1	30	25	330	22.0	15.0	12.0	9.5	19.5	17.0	15.0
		S35H1	35	25	385	23.0	15.5	12.5	10.0	20.0	17.5	15.5
WIND ZONE 5	LIGHT	S26L2	26	23	250	19.0	13.5	10.5	9.0	17.5	15.5	13.5
		S30L2	30	23	290	20.0	14.0	11.0	9.5	18.0	16.0	14.0
		S35L2	35	23	315	21.0	14.5	11.5	10.0	19.0	16.5	14.5
	HEAVY	S30H2	30	29	415	23.5	15.5	12.5	10.5	21.0	18.0	16.0
		S35H2	35	29	485	25.0	16.5	13.0	11.0	21.5	18.5	16.5

Concrete Volume (cubic yards)=.356 X L

Fabrication Design Notes:

1. Values shown in "Moment at the Pole Base" column represents the minimum acceptable capacity allowable for design using a design CSR of 1.
2. Base plate thickness (T) is 2.0 inches.

Foundation Selection:

1. Perform a standard penetration test at each proposed foundation site to determine "N" value.
2. Select the appropriate wind zone from sheet M 1.
3. Select the soil type (Clay or Sand) that best describes the soil characteristics.
4. Get the appropriate pole case load number from the plans or from the Engineer.
5. Select the appropriate column in the chart based on soil type and "N" value. Select the appropriate row based on the pole load case. The foundation depth is the value where the column and the row intersect.

Prepared in the Office of: Traffic Engineering and Safety Systems Branch, Department of Transportation, Roads and Geometrics Section, 1722 N. McDowell St., Raleigh, NC 27603

Standard Strain Poles and Standard Foundations

PLAN DATE:	May 2005	REVIEWED BY:	C.F. Andrews
PREPARED BY:	P.L. Alexander	REVIEWED BY:	A.W. Esposito

REVISIONS	INIT.	DATE

SCALE: 0 NA — None

SEAL: NORTH CAROLINA PROFESSIONAL SEAL 028094 ENGINEER DEBESH C. SARKAR

D. Sarkar 9.2.2005 SIGNATURE DATE

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