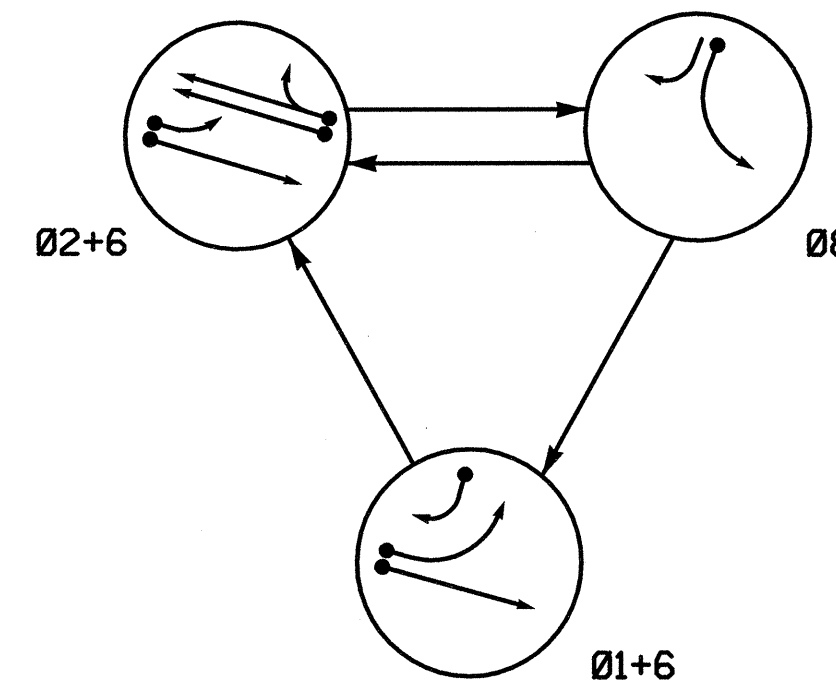


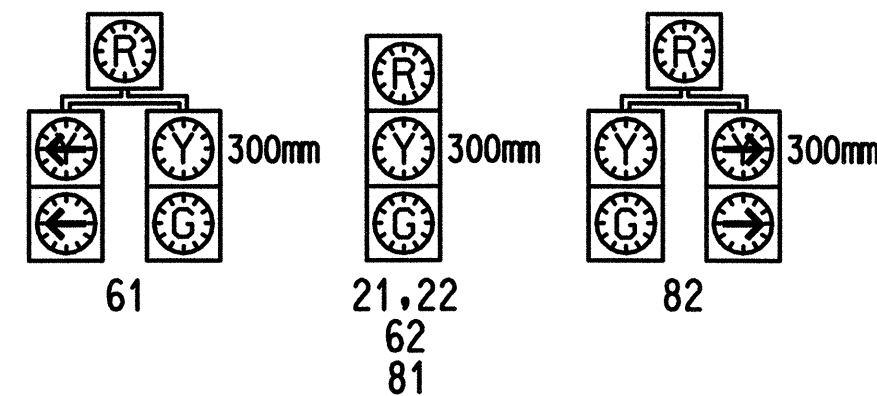
PHASING DIAGRAM



SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 8	FLASH
21,22	R	G	R	Y
61	G	G	R	Y
62	G	G	R	Y
81	R	R	G	R
82	R	R	G	R

SIGNAL FACE I.D.

Denotes L.E.D.



PHASING DIAGRAM DETECTION LEGEND

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

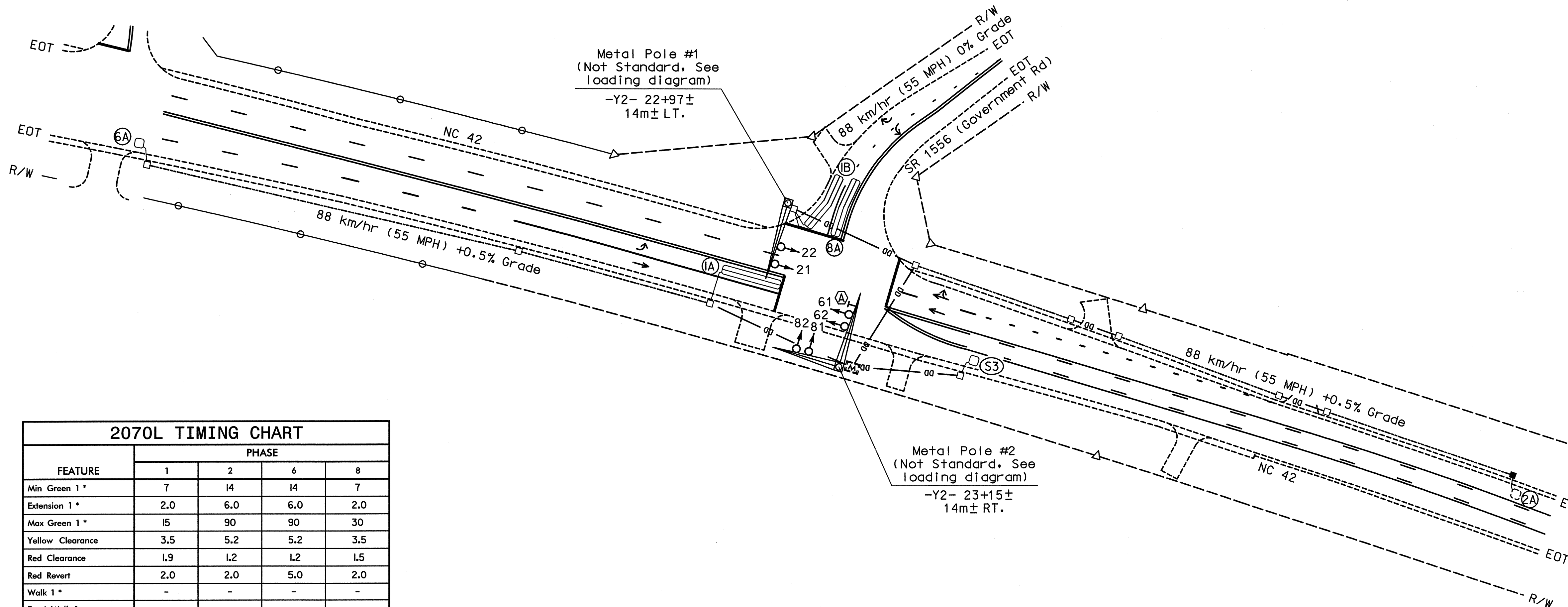
2070L LOOP & DETECTOR INSTALLATION												
LOOP	SIZE (M)	DISTANCE FROM STOPBAR (M)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY				
IA	1.8x12	0	2-4-2	Y	1	Y	Y	-	15	-	-	-
IB	1.8x12	0	2-4-2	Y	1	Y	Y	-	15	-	-	-
2A	1.8x1.8	130	6	N	2	Y	Y	-	-	-	-	-
6A	1.8x1.8	130	6	Y	6	Y	Y	-	-	-	-	-
8A	1.8x12	0	2-4-2	Y	8	Y	Y	-	3	-	-	-
S3	1.8x1.8	+40	3	Y	-	-	-	-	-	-	Y	Y

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.
- Enable back-up protection for phase 6 to allow the controller to clear from phase 2+6 to phase 1 by progressing through an all red display.
- Set all detector units to presence mode.
- Closed loop system data:
Master Asset #10409
Controller Asset #1318

PLAN QUANTITIES

Pay Item	Meters
Signal Cable	140
Messenger Cable	0
Loop Lead-in Cable	415



2070L TIMING CHART

FEATURE	PHASE			
	1	2	6	8
Min Green 1*	7	14	14	7
Extension 1*	2.0	6.0	6.0	2.0
Max Green 1*	15	90	90	30
Yellow Clearance	3.5	5.2	5.2	3.5
Red Clearance	1.9	1.2	1.2	1.5
Red Revert	2.0	2.0	5.0	2.0
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*	-	30	30	-
Minimum Gap	-	3.4	3.4	-
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.

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 | □ |
| 50mm Underground Conduit | 50mm |
| N/A Right of Way with Marker | ⊥ |
| ➔ Directional Arrow | ➔ |
| N/A Fence | ⊥ |
| N/A Guardrail | ⊥ |
| ⊥ Directional Drill | N/A |
| ⊥ Metal Pole with Mast Arm | ⊥ |
| ⊥ Master Controller & Cabinet | ⊥ |
| ⊥ Left Arrow "ONLY" Sign (R3-5L) | N/A |

Final Signal Design



HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609

	NC 42 At SR 1556 (Government Rd)		
	Division 04 Johnston County S of Clayton PLAN DATE: November 2004 REVIEWED BY: S.T. Franklin PREPARED BY: T.R. Terrell REVIEWED BY: C.A. Johnson	SCALE 5 0 10 1:500	