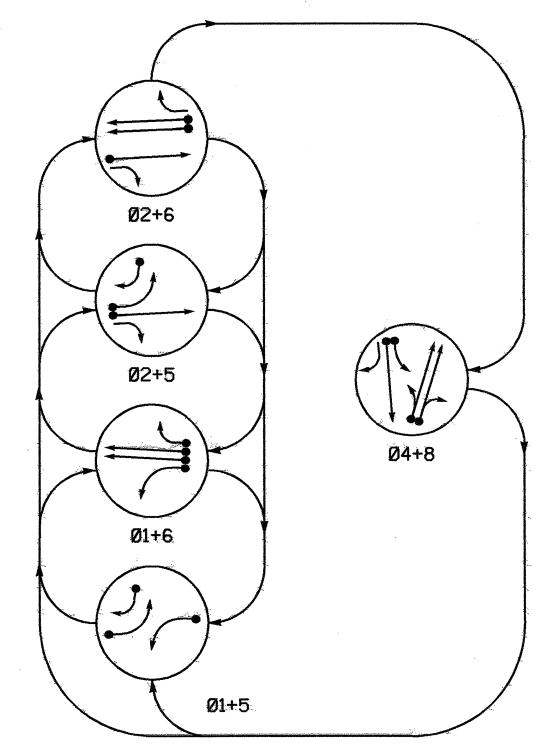
## PHASING DIAGRAM



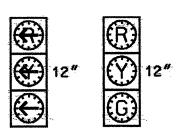
#### PHASING DIAGRAM DETECTION LEGEND

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

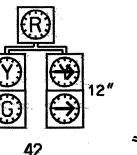
TABLE OF OPERATION							
PHASE							
SIGNAL FACE	Ø1+5	Ø1+6	Ø <b>2</b> 1+15	Ø21+6	<b>Ø4+8</b>	ルーはのエ	
11	-	de la face	#	4	#	A	
21,22	R	R	G	G	R	Y	
41	R	R	R	R	G	R	
42	<b>B</b> /	R	R/	R	G	R	
51	<b></b> -	#		#	4	#	
61,62	R	G	R	G	R	Y	
81,82	R	R	R	R	G	R	

## SIGNAL FACE I.D.

O Denotes L.E.D.



21,22



· · · · · · · · · · · · · · · · · · ·	20	70L TIN	MING C	HART					
	PHASE								
FEATURE	1	2	4	5	6	8			
Min Green 1 *	7	10	7	7	10	7			
Extension 1 *	1.0	3.0	1.0	1.0	3.0	1.0			
Max Green 1 *	20	45	25	20	45	25			
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0			
Red Clearance	3.0	1.8	2.8	3.6	1.8	2.8			
Walk 1 *	40000	-	1005	_					
Don't Walk 1	***	-	***		_				
Seconds Per Actuation *	-		4000	_	-	-			
Max Variable Initial*	**		-	-	-	<del></del>			
Time Before Reduction *	***	-		-	-	•••			
Time To Reduce *	<del>chic</del>	-	400	-	-	-			
Minimum Gap		***	**			***			
Recall Mode	<b>350</b>	MIN RECALL	***************************************	•	MIN RECALL	-			
Vehicle Call Memory		YELLOW		-	YELLOW	-			
Dual Entry		-	ON	-	<del>-</del>	ON			
Simultaneous Gap	ON	ON	ON	ON	ON	ON			

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
1A	Existing	Existing	Existing		1	Y	Y			-	1	Y
2A	Existing	Existing	Existing		2	Y	Y	-	-	-	1	Y
4A,4B	Existing	Existing	Existing		4	Y	Y		-		1	Y
5A	Existing	Existing	Existing		5	Y	Y	-		-	-	Y
5B	Existing	Existing	Existing	(	5	Y	Y	_	-	15	-	Y
6A	Existing	Existing	Existing		6	Y	Y	-			-	Υ
8A,8B	Existing	Existing	Existing		8	Υ	Y	-	-	-	****	Y

# 5-Phase Fully Actuated (Gastonia City System)

### **NOTES**

- 1. Refer to "Roadway Standard Drawings NCDOT" dated January 2002 and "Standard Specifications for Roads and Structures" dated January 2002.
- 2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- 3. Phase 1 or phase 5 may be lagged.
- 4. Set all detector units to presence mode.
- 5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- 6. Pavement markings are existing.
- 7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- 8. City system data:
  - Controller Asset #0969.
- \_\_\_\_\_\_9. Remove "Left Turn Signal" Signs.

# **LEGEND**

	***************************************	
<b>PROPOSED</b>		EXISTING
0->	Traffic Signal Head	• <del></del>
0->	Modified Signal Head	N/A
_ <del></del>	Sign	
ightharpoons	Pedestrian Signal Head With Push Button & Sign	
<del>( )</del>	Signal Pole with Guy	
0—1	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	C
$\boxtimes$	Controller & Cabinet	K×3
	Junction Box	1
	- 2-in Underground Conduit	es comment de constant de decentra d
N/A	Right of Way	
$\longrightarrow$	Directional Arrow	<b>→</b>
Marian Marian.	Pavement Marking Arrow	war.
<b>(A)</b>	Left Lane Must Turn Left Sign (R3-7L)	<b>(A)</b>
(B)	Left Arrow "ONLY" Sign (R3-5L)	) B
$\langle \overline{\mathbb{C}} \rangle$	Keep Right Sign (R4-7A)	<b>©</b>

Signal Upgrade

