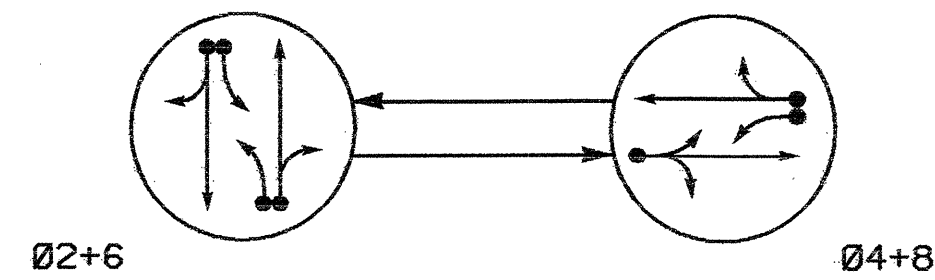


PHASING DIAGRAM

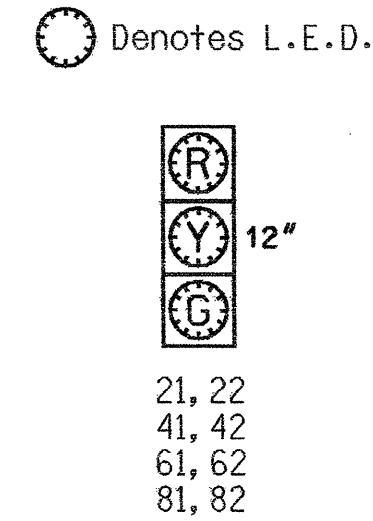


PHASING DIAGRAM DETECTION LEGEND
 ● ← DETECTED MOVEMENT
 ○ ← UNDETECTED MOVEMENT (OVERLAP)
 - - ← UNSIGNALIZED MOVEMENT
 - - - - ← PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02+6	04+8	EDGEFIELD
21, 22	G	R	Y
41, 42	R	G	R
61, 62	G	R	Y
81, 82	R	G	R

SIGNAL FACE I.D.



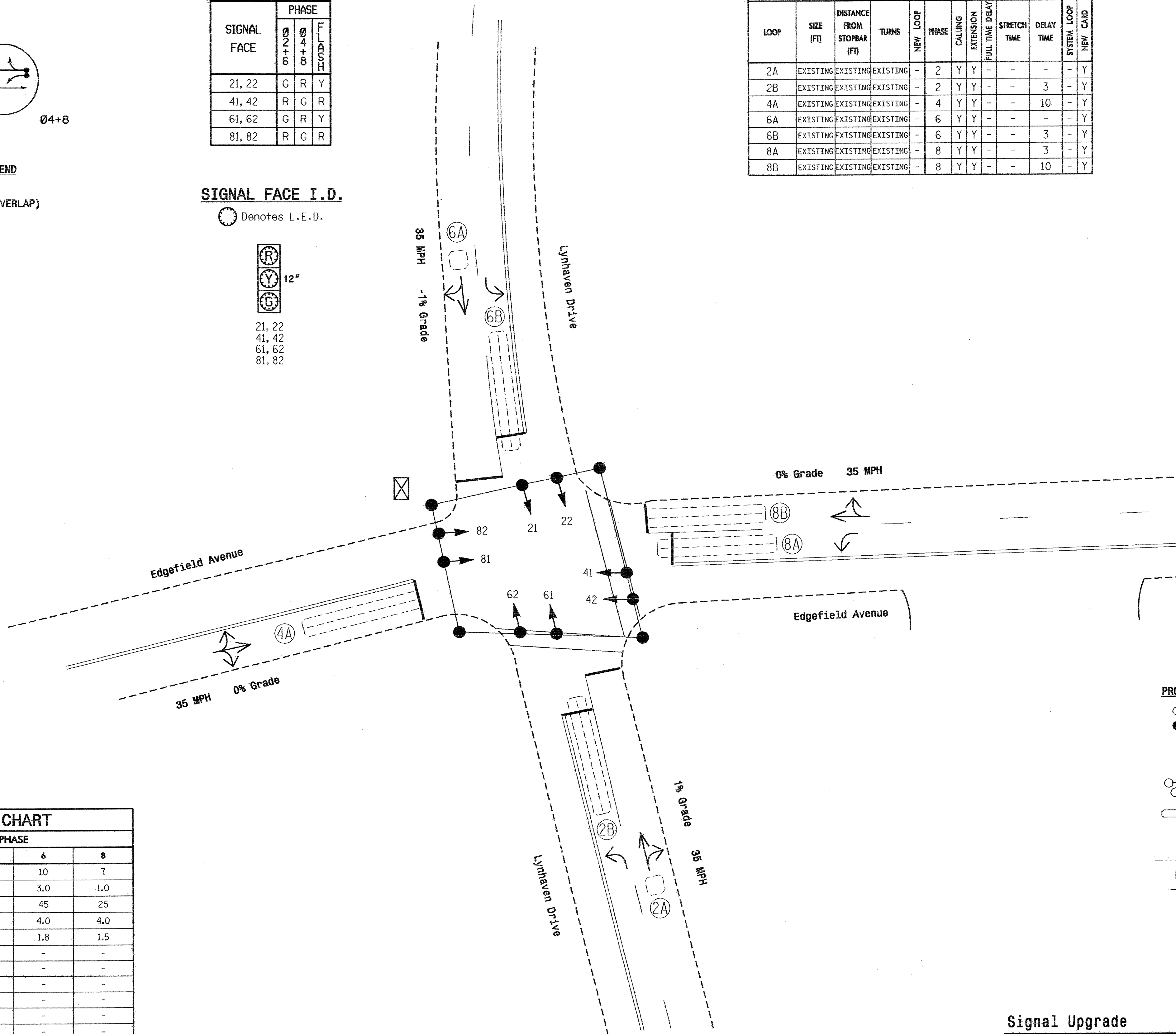
2070L LOOP & DETECTOR INSTALLATION

LOOP	INDUCTIVE LOOPS			DETECTOR PROGRAMMING							
	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD	
2A	EXISTING	EXISTING	EXISTING	-	2	Y	Y	-	-	-	Y
2B	EXISTING	EXISTING	EXISTING	-	2	Y	Y	-	-	3	Y
4A	EXISTING	EXISTING	EXISTING	-	4	Y	Y	-	-	10	Y
6A	EXISTING	EXISTING	EXISTING	-	6	Y	Y	-	-	-	Y
6B	EXISTING	EXISTING	EXISTING	-	6	Y	Y	-	-	3	Y
8A	EXISTING	EXISTING	EXISTING	-	8	Y	Y	-	-	3	Y
8B	EXISTING	EXISTING	EXISTING	-	8	Y	Y	-	-	10	Y

2 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. Set all detector units to presence mode.
4. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
5. Pavement markings are existing.
6. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
7. City system data: Controller Asset #: 5011.



2070L TIMING CHART

FEATURE	PHASE			
	2	4	6	8
Min Green 1 *	10	7	10	7
Extension 1 *	3.0	1.0	3.0	1.0
Max Green 1 *	45	25	45	25
Yellow Clearance	4.0	4.0	4.0	4.0
Red Clearance	1.8	1.5	1.8	1.5
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
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.

LEGEND

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
○ → 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
- - - - → Right of Way	- - - - → Right of Way
→ → Directional Arrow	→ → Directional Arrow
→ → Pavement Marking Arrow	→ → Pavement Marking Arrow

Signal Upgrade

Prepared in the Office of:

Lynhaven Drive at Edgefield Avenue
 Division 12 Gaston County Gastonia
 PLAN DATE: January 2005 REVIEWED BY: D.Y. Ishak
 PREPARED BY: L. Blount REVIEWED BY:
 SCALE: 1" = 20'
 REVISIONS: _____ INIT. DATE
 SIGNATURE: _____ DATE: 25 January 06
 SIG. INVENTORY NO. City-01