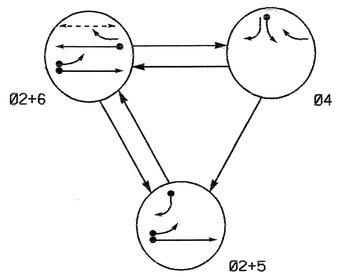
PROJECT REFERENCE NO.	SHEET NO.
U-4736	Sig262

3 Phase
Fully Actuated
(Gastonia City System)

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

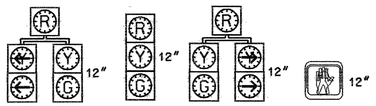
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

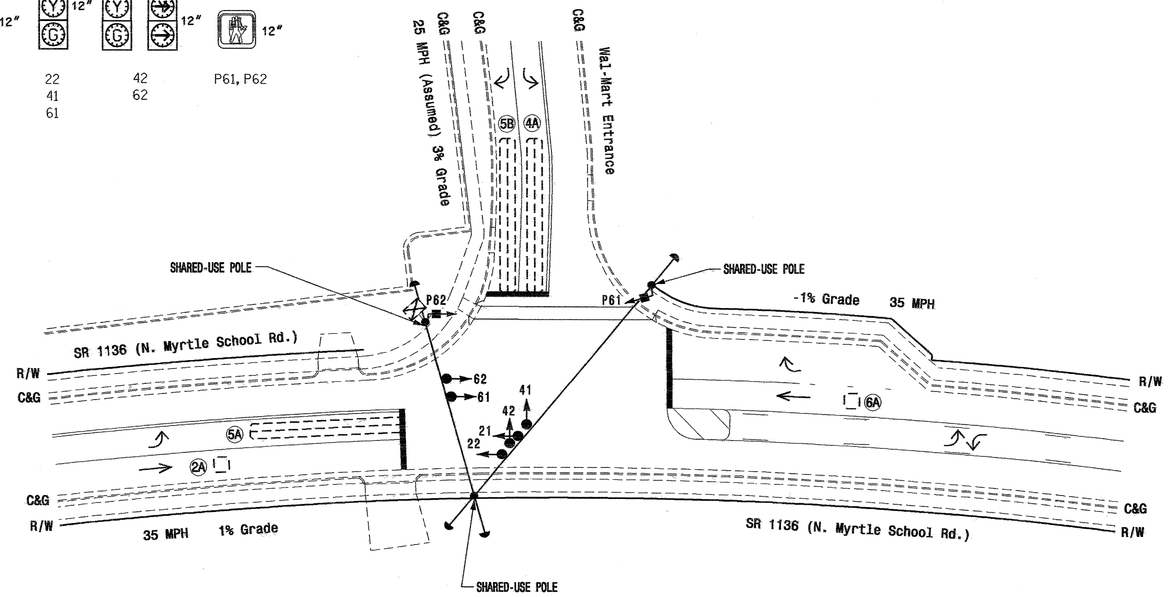
TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2+5	PHASE Ø2+6	PHASE Ø4	FLASH
21	G→	G	R	Y
22	G	G	R	Y
41	R	R	G	R
42	R→	R	G	R
61	R	G	R	Y
62	R	G	R→	Y
P61, P62	DW	W	DW	DRK

SIGNAL FACE I.D.

Denotes L.E.D.





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. Omit "WALK" and flashing "Don't Walk" with no pedestrian calls.
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 # 1706.
9. A signal upgrade was done in 2003 under a different project. This plan is revised to be part of the city system.

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	→

2070L TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 5	PHASE 6
Min Green 1 *	10	7	7	10
Extension 1 *	3.0	2.0	1.0	3.0
Max Green 1 *	60	30	20	60
Yellow Clearance	4.0	4.0	4.0	4.0
Red Clearance	2.0	1.8	2.0	2.0
Walk 1 *	-	-	-	4
Don't Walk 1	-	-	-	14
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	-	-	-	-
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.

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	EXISTING	EXISTING	EXISTING	-		2	Y	Y	-	-	-	-	-
4A	EXISTING	EXISTING	EXISTING	-		4	Y	Y	-	-	3	-	-
5A	EXISTING	EXISTING	EXISTING	-		2	Y	Y	-	-	-	-	-
						5	Y	Y	-	-	15	-	-
5B	EXISTING	EXISTING	EXISTING	-		5	Y	Y	-	-	15	-	-
6A	EXISTING	EXISTING	EXISTING	-		6	Y	Y	-	-	-	-	-

Signal Upgrade

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

SR 1136 (N. Myrtle School Road)
at
Wal-Mart Entrance

Division 12 Gaston County Gastonia

PLAN DATE:	February 2005	REVIEWED BY:	D.Y. Ishak
PREPARED BY:	L. Blount	REVIEWED BY:	

REVISIONS	INIT.	DATE

SCALE 0 30 1" = 30'

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER RICHARD E. MULLINAX 20078
SIGNATURE
21 FEBRUARY 05
DATE

SIG. INVENTORY NO. 12-1706

12-MAY-2005 11:35
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