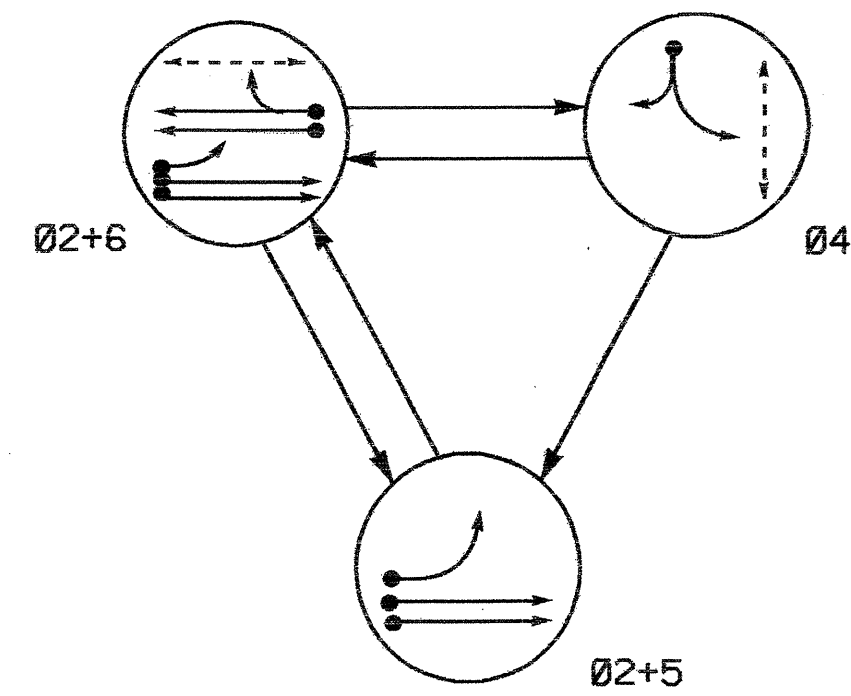


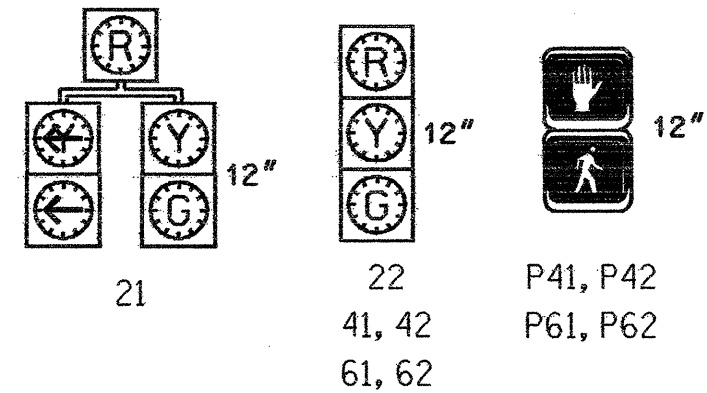
PHASING DIAGRAM



SIGNAL FACE	PHASE			
	Ø 2+5	Ø 2+6	Ø 4	FLASH
21	G	R	Y	
22	G	R	Y	
41, 42	R	R	G	R
61, 62	R	G	R	Y
P41, P42	DW	DW	W	DRK
P61, P62	DW	W	DW	DRK

SIGNAL FACE I.D.

Denotes L.E.D.



PHASING DIAGRAM DETECTION LEGEND

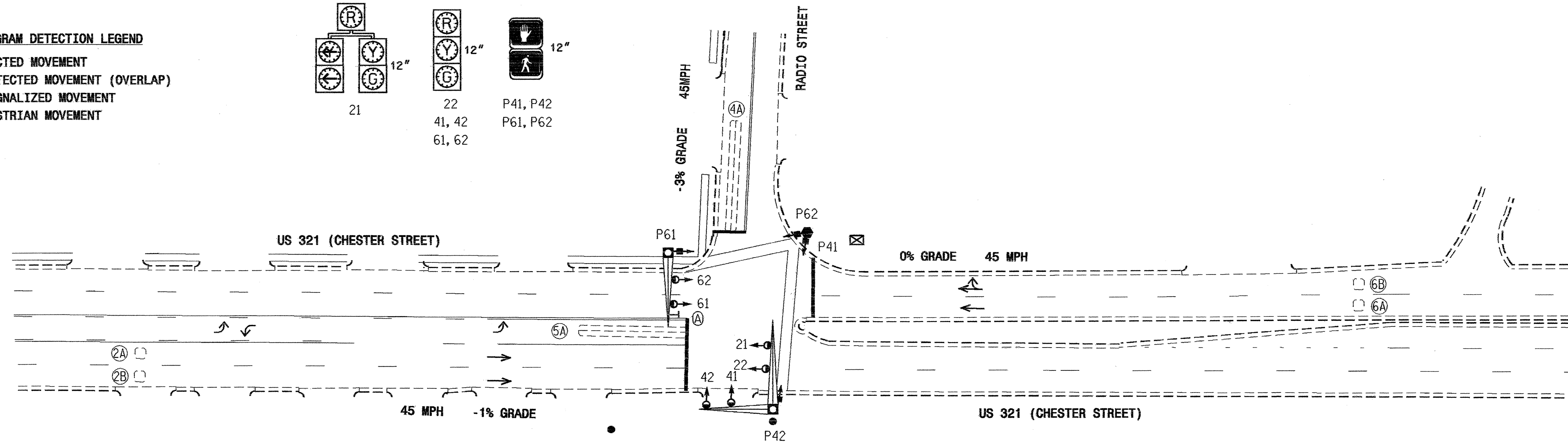
- ← ● → DETECTED MOVEMENT
- ← ○ → UNDETECTED MOVEMENT (OVERLAP)
- ← - - - → UNSIGNALIZED MOVEMENT
- ← - - - P → PEDESTRIAN MOVEMENT

2070L LOOP & DETECTOR INSTALLATION												
LOOP	INDUCTIVE LOOPS				DETECTOR PROGRAMMING							
	SIZE (FT)	TURNS	DISTANCE FROM STOPBAR (FT)	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	SYSTEM LOOP	STRETCH TIME	DELAY TIME	NEW CARD
2A	EXISTING	EXISTING	EXISTING	Y	2	Y	Y	-	-	-	-	Y
2B	EXISTING	EXISTING	EXISTING	Y	2	Y	Y	-	-	-	-	Y
4A	EXISTING	EXISTING	EXISTING	Y	4	Y	Y	-	-	-	10	Y
5A	EXISTING	EXISTING	EXISTING	Y	2	Y	Y	-	-	-	3	Y
					5	Y	Y	-	-	-	15	Y
6A	EXISTING	EXISTING	EXISTING	Y	6	Y	Y	-	-	-	-	Y
6B	EXISTING	EXISTING	EXISTING	Y	6	Y	Y	-	-	-	-	Y

3 Phase Fully Actuated (Gastonia City System)

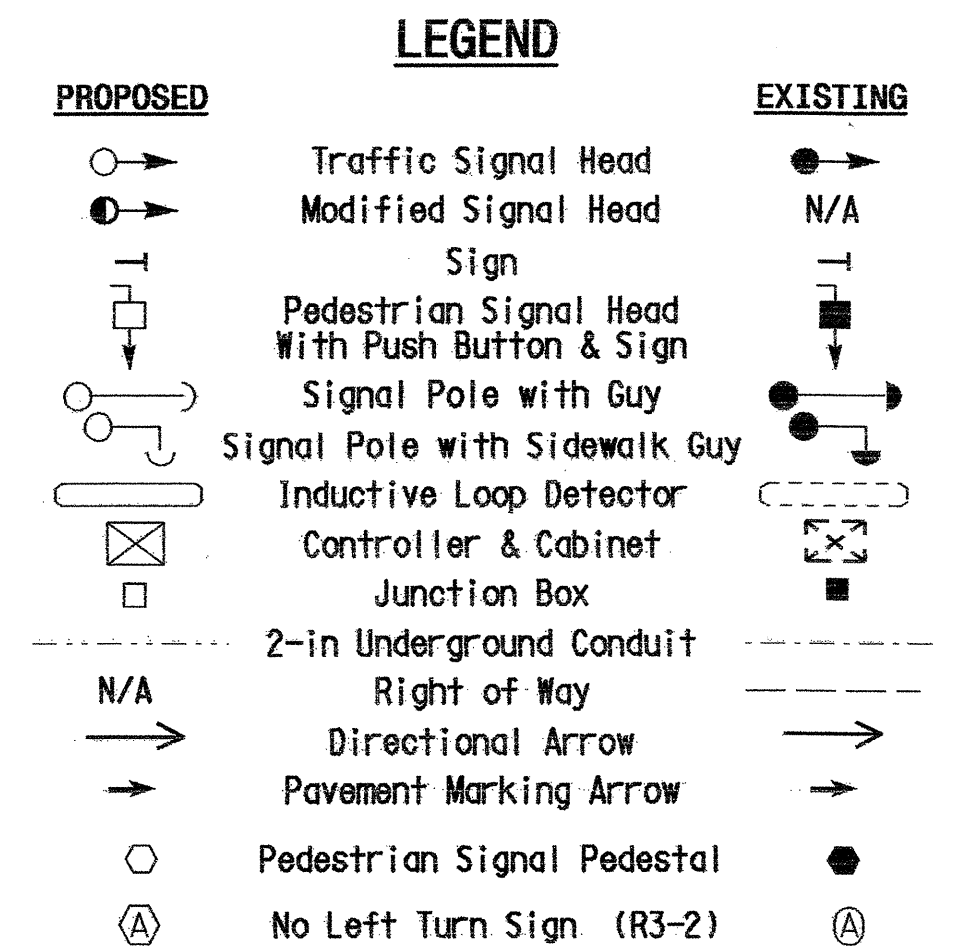
NOTES

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. 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 #1623.

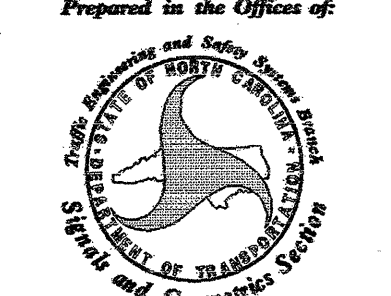


2070L TIMING CHART				
FEATURE	PHASE			
	2	4	5	6
Min Green 1 *	12	7	7	12
Extension 1 *	6.0	1.0	1.0	6.0
Max Green 1 *	110	30	20	110
Yellow Clearance	4.7	4.0	4.0	4.7
Red Clearance	1.2	2.3	1.5	1.2
Walk 1 *	-	4	-	4
Don't Walk 1	-	19	-	10
Seconds Per Actuation *	1.5	-	-	1.5
Max Variable Initial *	34	-	-	34
Time Before Reduction *	15	-	-	15
Time To Reduce *	30	-	-	30
Minimum Gap	3.0	-	-	3.0
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.



Signal Upgrade

Prepared in the Office of:

US 321 (Chester Street) at Radio Street
 Division 12 Gaston County Gastonia
 PLAN DATE: October 2004 REVIEWED BY: Z.M. Little
 PREPARED BY: L. Blount REVIEWED BY: D.Y. Ishak
 SCALE: 1"=40'
 3 February 2005
 SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 22027
 E. MULLEN
 12-1623

12-MAY-2005 08:54 w:\peopl\es-un\m\work\groups\1p\project\8u-4736\sig\gnal\plans\2-1623\sig_dsn_20050103.dgn