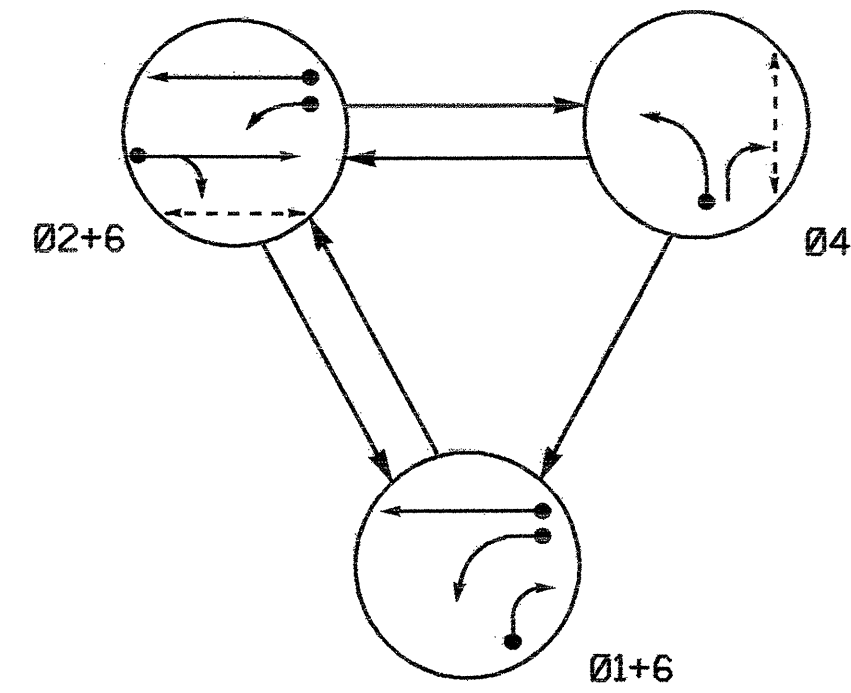


PHASING DIAGRAM



SIGNAL FACE	PHASE			
	Ø 1+6	Ø 2+6	Ø 4	F LASH
21, 22	R	G	R	Y
41	R	R	G	R
42	R	R	G	R
61	G	G	R	Y
62	G	G	R	Y
P21, P22	DW	W	DW	DW
P41, P42	DW	DW	W	DW

2070L LOOP & DETECTOR INSTALLATION												
LOOP	INDUCTIVE LOOPS				DETECTOR PROGRAMMING							
	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	-	-	15	-	Y
1B	EXISTING	EXISTING	EXISTING	-	6	Y	Y	-	-	3	-	Y
2A	EXISTING	EXISTING	EXISTING	-	1	Y	Y	-	-	15	-	Y
4A	EXISTING	EXISTING	EXISTING	-	2	Y	Y	-	-	-	-	Y
6A	EXISTING	EXISTING	EXISTING	-	4	Y	Y	-	-	3	-	Y
					6	Y	Y	-	-	-	-	Y

3 Phase Fully Actuated Gastonia City System

NOTES

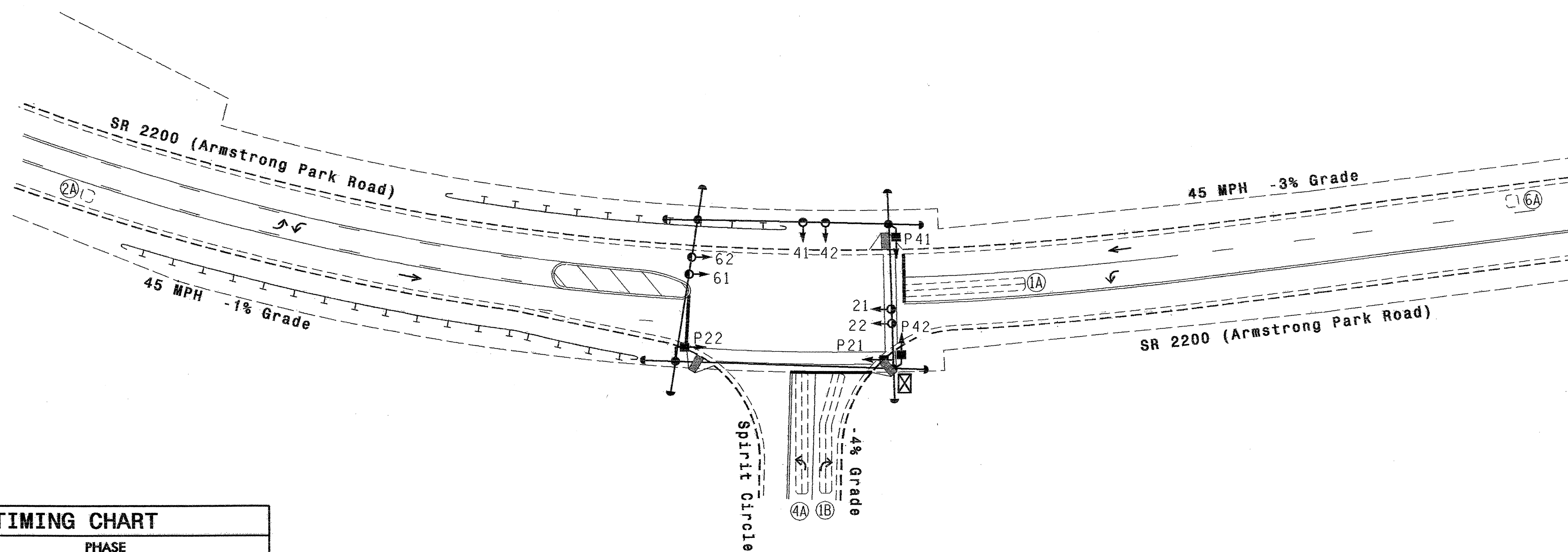
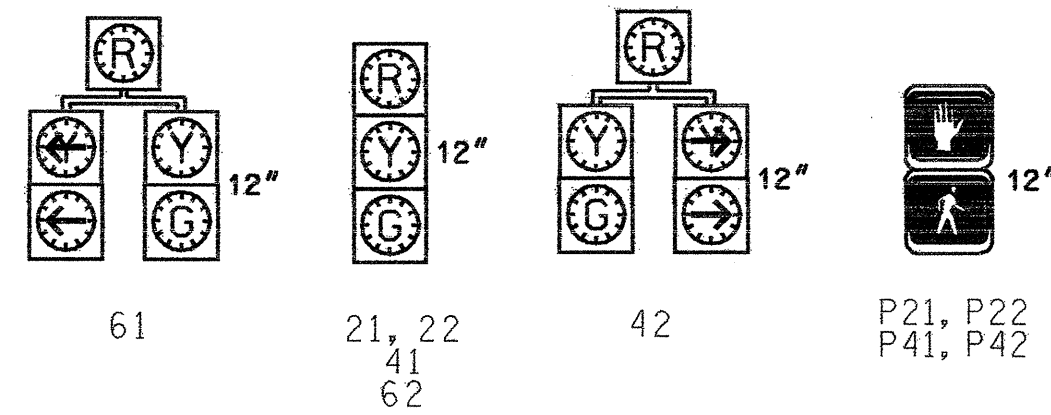
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2002 and "Standard Specifications for Roads and Structures" dated January 2002.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Set all detector units to presence mode.
4. Locate new cabinet 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 #1603.

PHASING DIAGRAM DETECTION LEGEND

- ● → DETECTED MOVEMENT
- — → UNDETECTED MOVEMENT (OVERLAP)
- - - - → UNSIGNALIZED MOVEMENT
- - - - → PEDESTRIAN MOVEMENT

SIGNAL FACE I.D.

○ Denotes L.E.D.



2070L TIMING CHART

FEATURE	PHASE			
	1	2	4	6
Min Green 1 *	7	12	7	12
Extension 1 *	1.0	6.0	1.0	6.0
Max Green 1 *	20	60	25	60
Yellow Clearance	4.0	4.7	4.0	4.7
Red Clearance	1.7	1.7	1.6	1.7
Walk 1 *	-	4	4	-
Don't Walk 1	-	17	8	-
Seconds Per Actuation *	-	1.5	-	1.5
Max Variable Initial *	-	34	-	34
Time Before Reduction *	-	15	-	15
Time To Reduce *	-	30	-	30
Minimum Gap	-	2.5	-	2.5
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 | ○ → |
| ○ → 2-in Underground Conduit | ○ → |
| N/A → Right of Way | ○ → |
| → → Directional Arrow | → → |
| → → Pavement Marking Arrow | → → |

Signal Upgrade

	SR 2200 (Armstrong Park Road) at Spirit Circle		
	Division 12 Gaston County Gastonia PLAN DATE: February 2005 PREPARED BY: TS Brown	REVIEWED BY: DY Ishak REVIEWED BY:	
SCALE: 1"=40' 	REVISIONS:		INIT. DATE:

12-MAY-2005 09:27
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