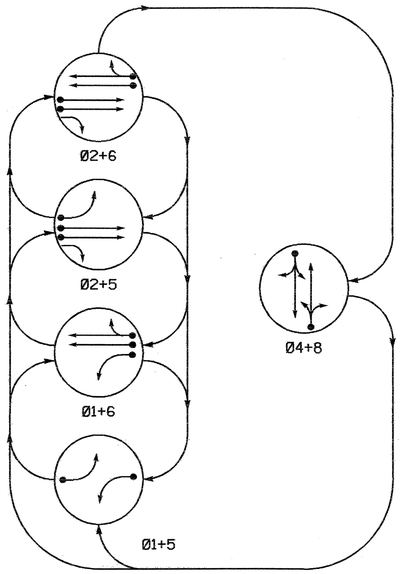
PROJECT REFERENCE NO.	SHEET NO.
U-4736	Sig 2 of 2

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

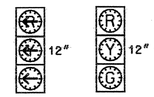
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø4+8	FLASH
11	←	←	~~R~~	~~R~~	~~R~~	~~R~~
21, 22	R	R	G	G	R	Y
41, 42, 43	R	R	R	R	G	R
51	←	~~R~~	←	~~R~~	~~R~~	~~R~~
61, 62	R	G	R	G	R	Y
81, 82, 83	R	R	R	R	G	R

SIGNAL FACE I.D.

Denotes L.E.D.



11
51

21, 22
41, 42, 43
61, 62
81, 82, 83

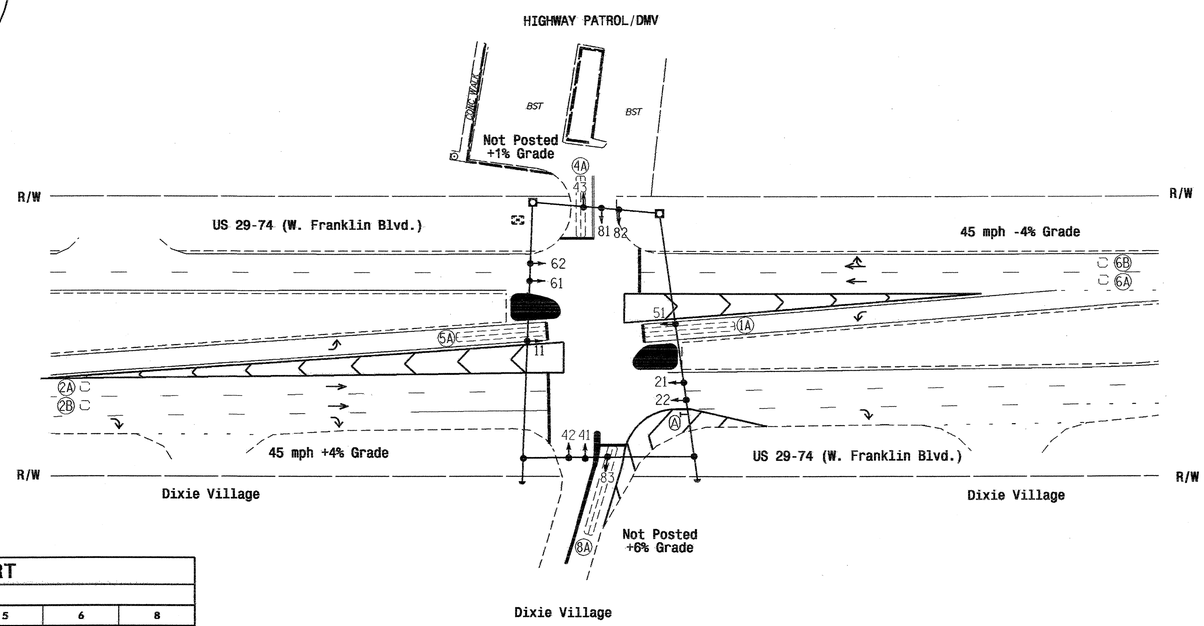
2070L LOOP & DETECTOR INSTALLATION

INDUCTIVE LOOPS					DETECTOR PROGRAMMING						
LOOP	SIZE (FT)	TURNS	DISTANCE FROM STOPBAR (FT)	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	SYSTEM LOOP	STRETCH TIME	DELAY TIME	NEW CARD
1A	EXIST	EXIST	EXIST	-	1	Y	Y	-	-	-	-	-
2A	EXIST	EXIST	EXIST	-	2	Y	Y	-	-	-	-	-
2B	EXIST	EXIST	EXIST	-	2	Y	Y	-	-	-	-	-
4A	EXIST	EXIST	EXIST	-	4	Y	Y	-	-	-	3	-
5A	EXIST	EXIST	EXIST	-	5	Y	Y	-	-	-	-	-
6A	EXIST	EXIST	EXIST	-	6	Y	Y	-	-	-	-	-
6B	EXIST	EXIST	EXIST	-	6	Y	Y	-	-	-	-	-
8A	EXIST	EXIST	EXIST	-	8	Y	Y	-	-	-	3	-

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. 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. Closed loop system data: Controller Asset #1495.
8. **A signal upgrade was done in 2003 under a different project. This plan is only to show that this intersection is part of the Gastonia City Signal System and some minor changes in the Timing Chart.**



2070L TIMING CHART

FEATURE	PHASE 1	2	4	5	6	8
Min Green 1 *	7.0	12	7.0	7.0	12	7.0
Extension 1 *	1.0	6.0	2.0	2.0	6.0	2.0
Max Green 1 *	15	100	30	15	100	30
Yellow Clearance	4.0	4.7	4.0	4.0	4.7	4.0
Red Clearance	2.3	1.4	3.4	1.8	1.4	3.4
Walk 1 *	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-
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	-	-	ON	-	-	ON
Simultaneous Gap	ON	ON	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	
	Right Arrow "ONLY" Sign (R3-5R)	

Signal Upgrade

Prepared in the Offices of:
Traffic Engineering and Safety Systems Branch
Signals and Geometrics Section
122 N. McDowell St., Raleigh, NC 27603

US 29-74 (W. Franklin Blvd.)
at Entrances to
Highway Patrol/DMV and
Dixie Village

Division 12 Gaston County Gastonia

PLAN DATE: February 2005 REVIEWED BY: D. Y. Ishak
PREPARED BY: K. Maldonado REVIEWED BY:

SCALE 0 50 1"=50'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
RICHARD E. MULLMAX
14 MARCH 05
SIGNATURE DATE
SIG. INVENTORY NO. 12-1495

12-MAY-2005 09:18
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Gastonia