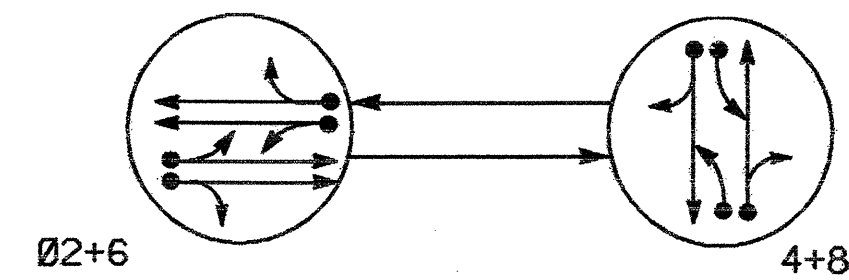


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

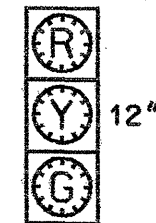
- ← DETECTED MOVEMENT
- ← UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ←--- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

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

SIGNAL FACE I.D.

⊙ Denotes L.E.D.



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

2070L LOOP & DETECTOR INSTALLATION

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

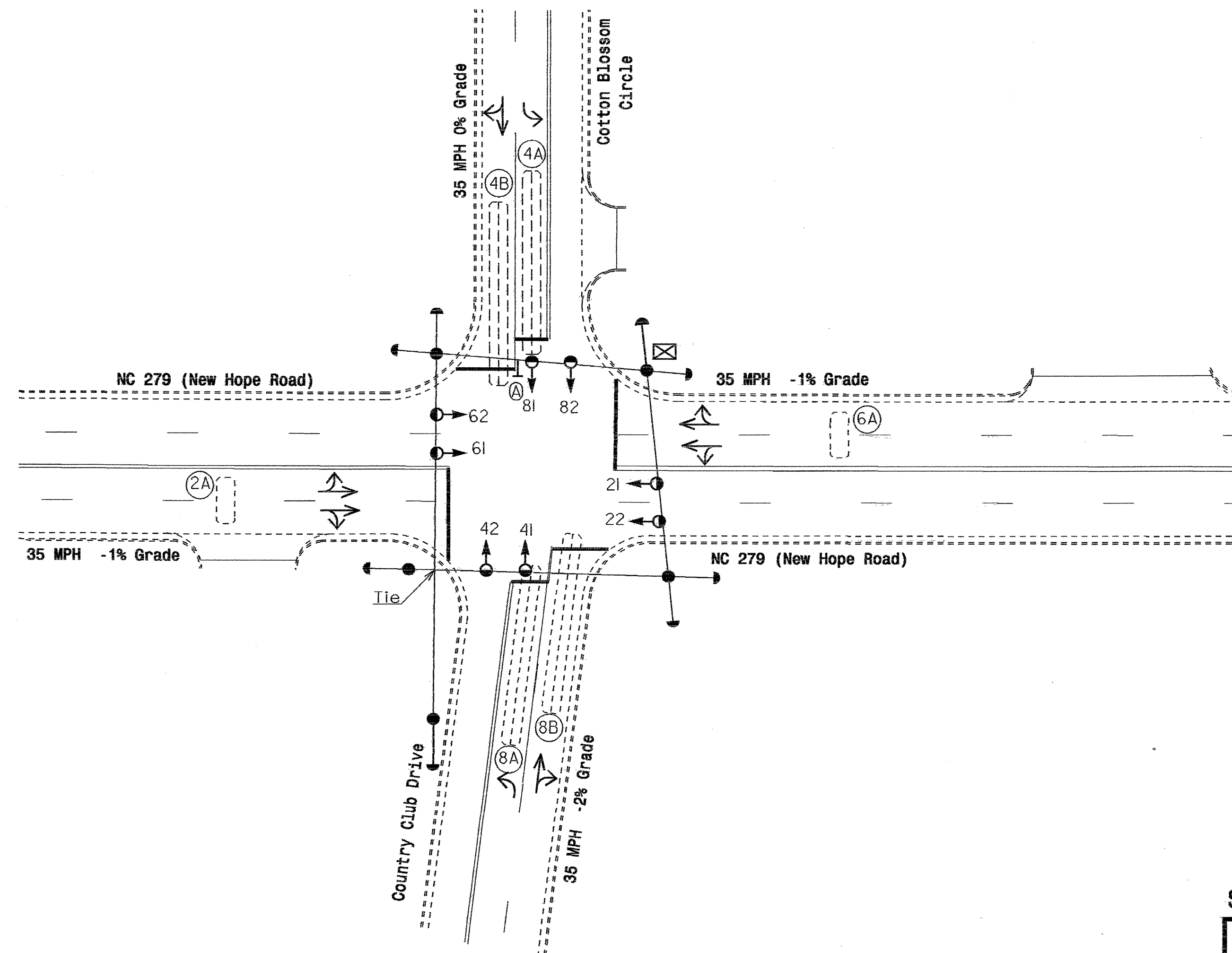
NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2002 and "Standard Specifications for Roads and Structures" dated January 2002.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- City system data:
Controller Asset 1354.

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	1.3	1.3	1.3	1.3
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	⊥ Sign
⊥ Pedestrian Signal Head With Push Button & Sign	⊥ Pedestrian Signal Head With Push Button & Sign
○ 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
□ Pull Box	□ Pull Box
--- 2-in Underground Conduit	--- 2-in Underground Conduit
--- Right of Way with Marker	--- Right of Way with Marker
→ Directional Arrow	→ Directional Arrow
→ Pavement Marking Arrow	→ Pavement Marking Arrow
N/A "LEFT TURN YIELD ON GREEN" With Orange Flags Sign (R10-12)	⊙

Signal Upgrade

<p>Prepared in the Office of: Traffic Engineering and Safety Services SPECIAL SERVICES DIVISION STATE OF NORTH CAROLINA 122 N. McDowell St., Raleigh, NC 27603</p>	<p>NC 279 (New Hope Road) at Country Club Drive/ Cotton Blossom Circle</p>		<p>SEAL NORTH CAROLINA PROFESSIONAL ENGINEER WARD E. MULLINAX 10 JANUARY 05</p>
	<p>Division 12 Gaston County Gastonia</p> <p>PLAN DATE: December 2004 REVIEWED BY:</p> <p>PREPARED BY: C. Pierce REVIEWED BY: D. Y. Ishak</p> <p>REVISIONS INIT. DATE</p>	<p>SIGNATURE DATE</p>	

SCALE: 1"=30'

12-1354