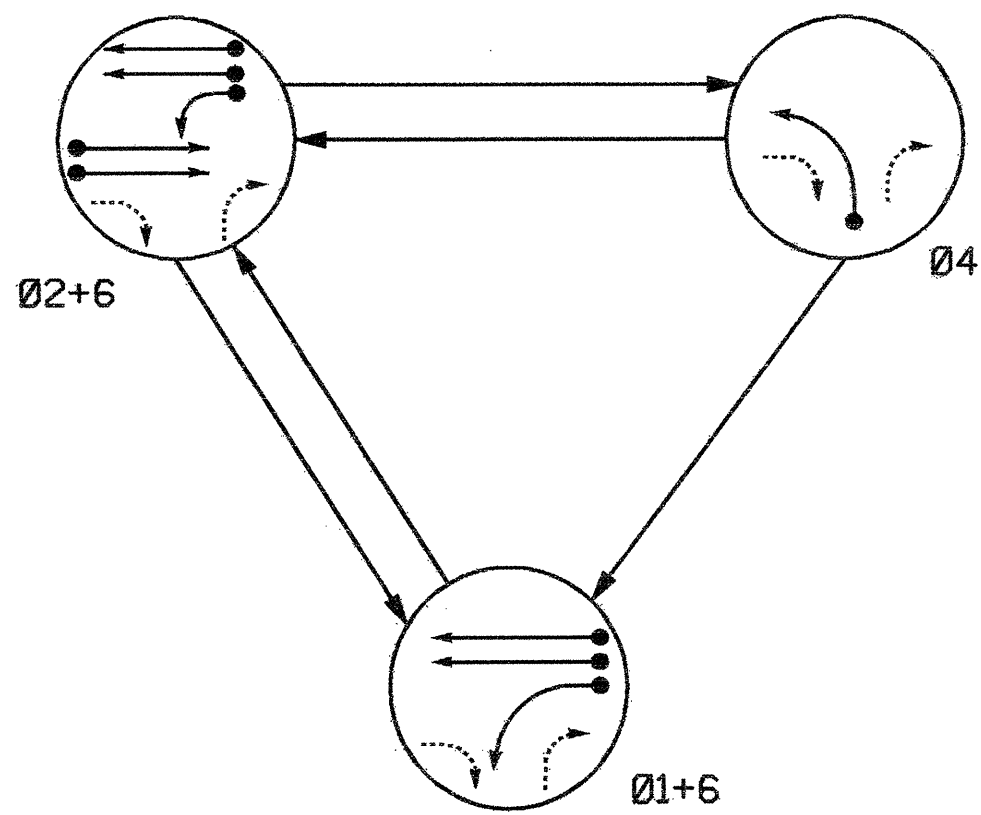


PHASING DIAGRAM



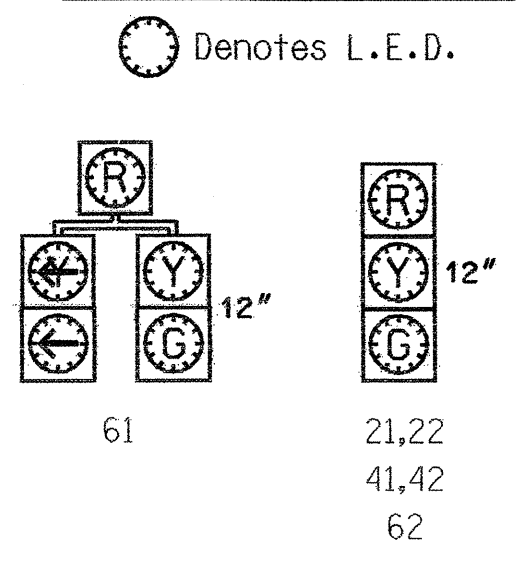
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 4	F-Loop
21,22	R	G	R	Y
41,42	R	R	G	R
61	G	G	R	Y
62	G	G	R	Y

SIGNAL FACE I.D.



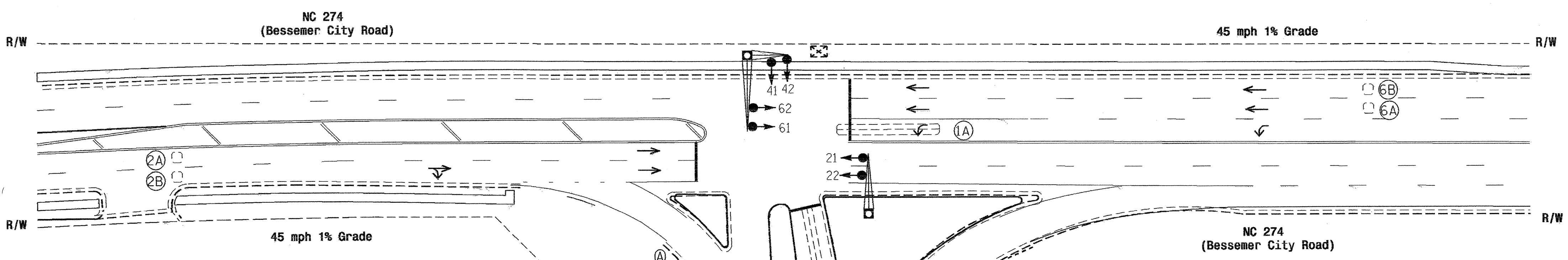
2070L LOOP & DETECTOR INSTALLATION

LOOP	INDUCTIVE LOOPS			DETECTOR PROGRAMMING							
	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	EXIST	EXIST	EXIST	-	1	Y	Y	-	15	-	-
2A	EXIST	EXIST	EXIST	-	2	Y	Y	-	-	-	-
2B	EXIST	EXIST	EXIST	-	2	Y	Y	-	-	-	-
4A	EXIST	EXIST	EXIST	-	4	Y	Y	-	-	-	-
6A	EXIST	EXIST	EXIST	-	6	Y	Y	-	-	-	-
6B	EXIST	EXIST	EXIST	-	6	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. Phase 1 may be lagged.
4. Set all detector units to presence mode.
5. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
6. City system data: Controller Asset #0931.
7. All work on this signal will be done and paid for under TIP Project U-2408. This plan is only to show that this intersection is part of the Gastonia City Signal System and some minor changes to the Timing Chart.



2070L TIMING CHART

FEATURE	PHASE			
	1	2	4	6
Min Green 1 *	7	12	7	12
Extension 1 *	2.0	2.0	2.0	2.0
Max Green 1 *	20	100	30	100
Yellow Clearance	4.0	4.7	4.0	4.7
Red Clearance	1.8	1.3	2.2	1.3
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	-	-	-	-
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 Traffic Signal Head		EXISTING Traffic Signal Head
	PROPOSED Modified Signal Head		EXISTING Modified Signal Head
	PROPOSED Pedestrian Signal Head With Push Button & Sign		EXISTING Pedestrian Signal Head
	PROPOSED Signal Pole with Guy		EXISTING Signal Pole with Guy
	PROPOSED Signal Pole with Sidewalk Guy		EXISTING Signal Pole with Sidewalk Guy
	PROPOSED Inductive Loop Detector		EXISTING Inductive Loop Detector
	PROPOSED Controller & Cabinet		EXISTING Controller & Cabinet
	PROPOSED Junction Box		EXISTING Junction Box
	PROPOSED 2-in Underground Conduit		EXISTING 2-in Underground Conduit
	PROPOSED Right of Way		EXISTING Right of Way
	PROPOSED Directional Arrow		EXISTING Directional Arrow
	PROPOSED Pavement Marking Arrow		EXISTING Pavement Marking Arrow
	PROPOSED "YIELD" Sign (R1-2)		EXISTING "YIELD" Sign (R1-2)

Signal Upgrade

122 N. McDowell St., Raleigh, NC 27603

NC 274 (Bessemer City Rd.) at I-85 Southbound Ramp

Division 12 Gaston County Gastonia

PLAN DATE: February 2005 REVIEWED BY: D.V. Ishak

PREPARED BY: K. Maldonado REVIEWED BY:

SEAL

14 MARCH 05

REVISIONS	INIT.	DATE

SCALE: 1"=40'

12-MAY-2005 11:25 w:\people\ee\unit\work\sig\upass\p\proj\act\sig-4738\sig\plan\12-0931_sig.dgn_20050314.dgn