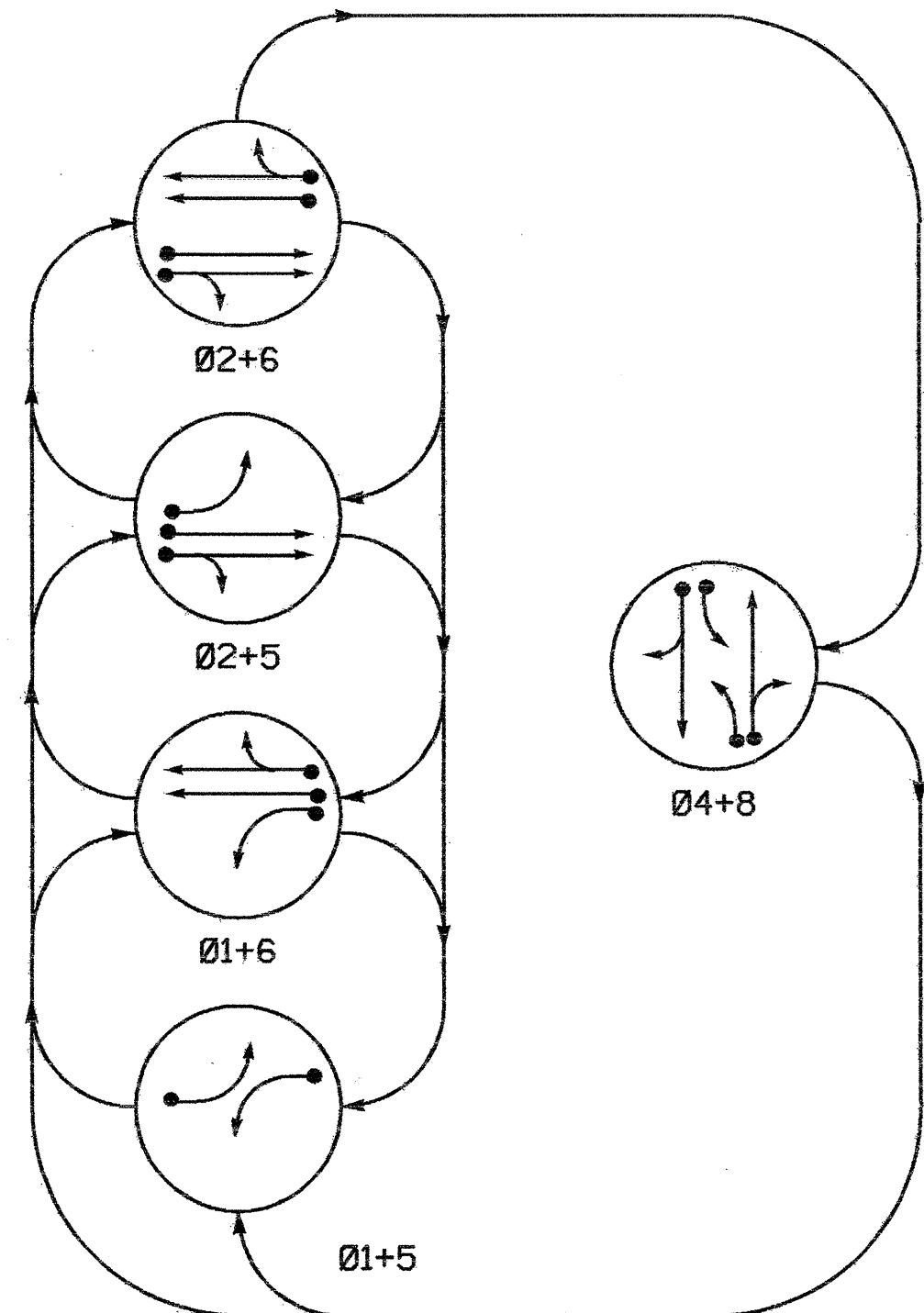


**PHASING DIAGRAM**

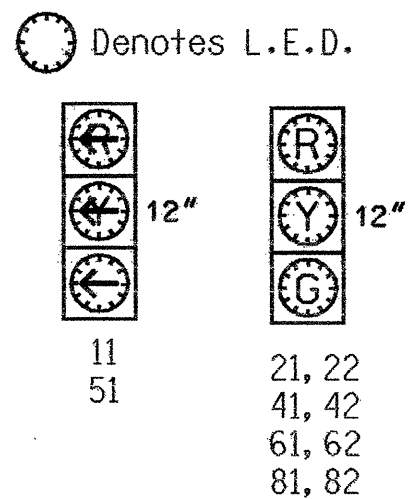


**PHASING DIAGRAM DETECTION LEGEND**

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

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

**SIGNAL FACE I.D.**



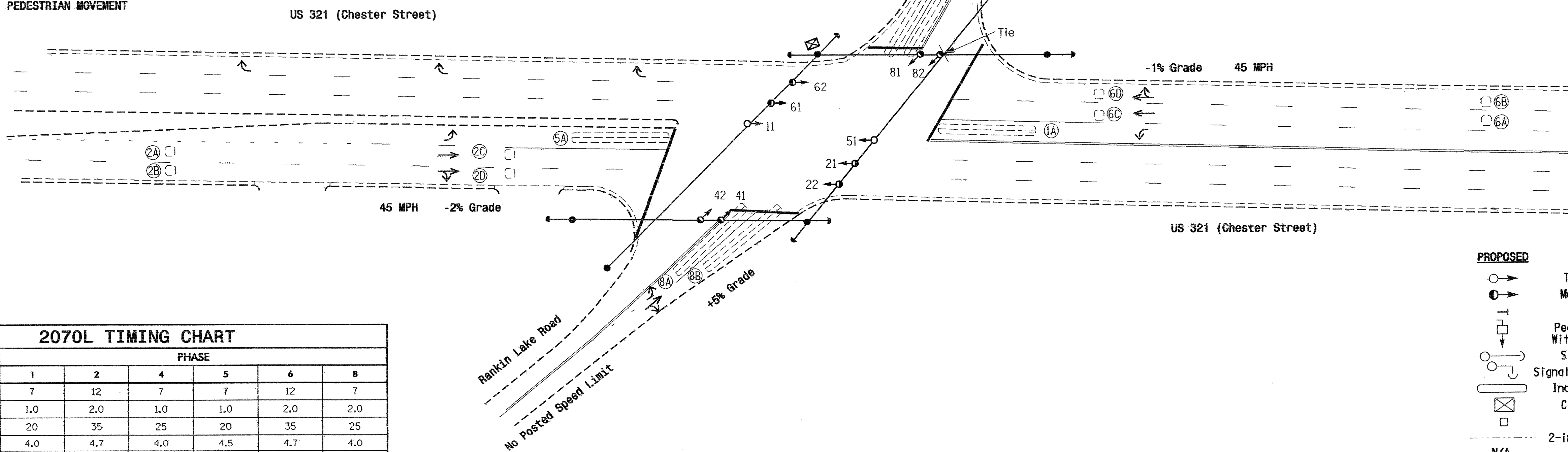
**2070L LOOP & DETECTOR INSTALLATION**

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
1A	6X60	EXISTING	EXISTING	-	1	Y	Y	-	-	-	3	Y
2A	6X6	EXISTING	EXISTING	-	2	Y	Y	-	-	1.8	-	Y
2B	6X6	EXISTING	EXISTING	-	2	Y	Y	-	-	1.8	-	Y
2C	6X6	EXISTING	EXISTING	-	2	Y	Y	-	-	-	-	Y
2D	6X6	EXISTING	EXISTING	-	2	Y	Y	-	-	-	-	Y
4A	6X60	EXISTING	EXISTING	-	4	Y	Y	-	-	-	3	Y
4B	6X60	EXISTING	EXISTING	-	4	Y	Y	-	-	-	10	Y
5A	6X60	EXISTING	EXISTING	-	5	Y	Y	-	-	-	-	Y
6A	6X6	EXISTING	EXISTING	-	6	Y	Y	-	-	1.8	-	Y
6B	6X6	EXISTING	EXISTING	-	6	Y	Y	-	-	1.8	-	Y
6C	6X6	EXISTING	EXISTING	-	6	Y	Y	-	-	-	-	Y
6D	6X6	EXISTING	EXISTING	-	6	Y	Y	-	-	-	-	Y
8A	6X60	EXISTING	EXISTING	-	8	Y	Y	-	-	-	3	Y
8B	6X60	EXISTING	EXISTING	-	8	Y	Y	-	-	-	10	Y

**5 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.
- Phase 1 or phase 5 may be lagged.
- 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 #: 0921.



FEATURE	PHASE					
	1	2	4	5	6	8
Min Green 1*	7	12	7	7	12	7
Extension 1*	1.0	2.0	1.0	1.0	2.0	2.0
Max Green 1*	20	35	25	20	35	25
Yellow Clearance	4.0	4.7	4.0	4.5	4.7	4.0
Red Clearance	3.3	2.3	2.7	3.5	2.3	2.7
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	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.

PROPOSED		EXISTING	
○	Traffic Signal Head	●	N/A
○	Modified Signal Head	○	N/A
○	Sign	○	N/A
○	Pedestrian Signal Head With Push Button & Sign	○	N/A
○	Signal Pole with Guy	○	N/A
○	Signal Pole with Sidewalk Guy	○	N/A
○	Inductive Loop Detector	○	N/A
○	Controller & Cabinet	○	N/A
○	Junction Box	○	N/A
○	2-in Underground Conduit	○	N/A
○	Right of Way	○	N/A
○	Directional Arrow	○	N/A
○	Pavement Marking Arrow	○	N/A

**Signal Upgrade**

122 N. McDowell St., Raleigh, NC 27603

**US 321 (Chester Street) at Rankin Lake Road**

Division 12 Gaston County Gastonia

PLAN DATE: November 2004 REVIEWED BY: Z.W. Little

PREPARED BY: L. Blount REVIEWED BY: D.Y. Ishak

SCALE: 1" = 40'

2 December 04