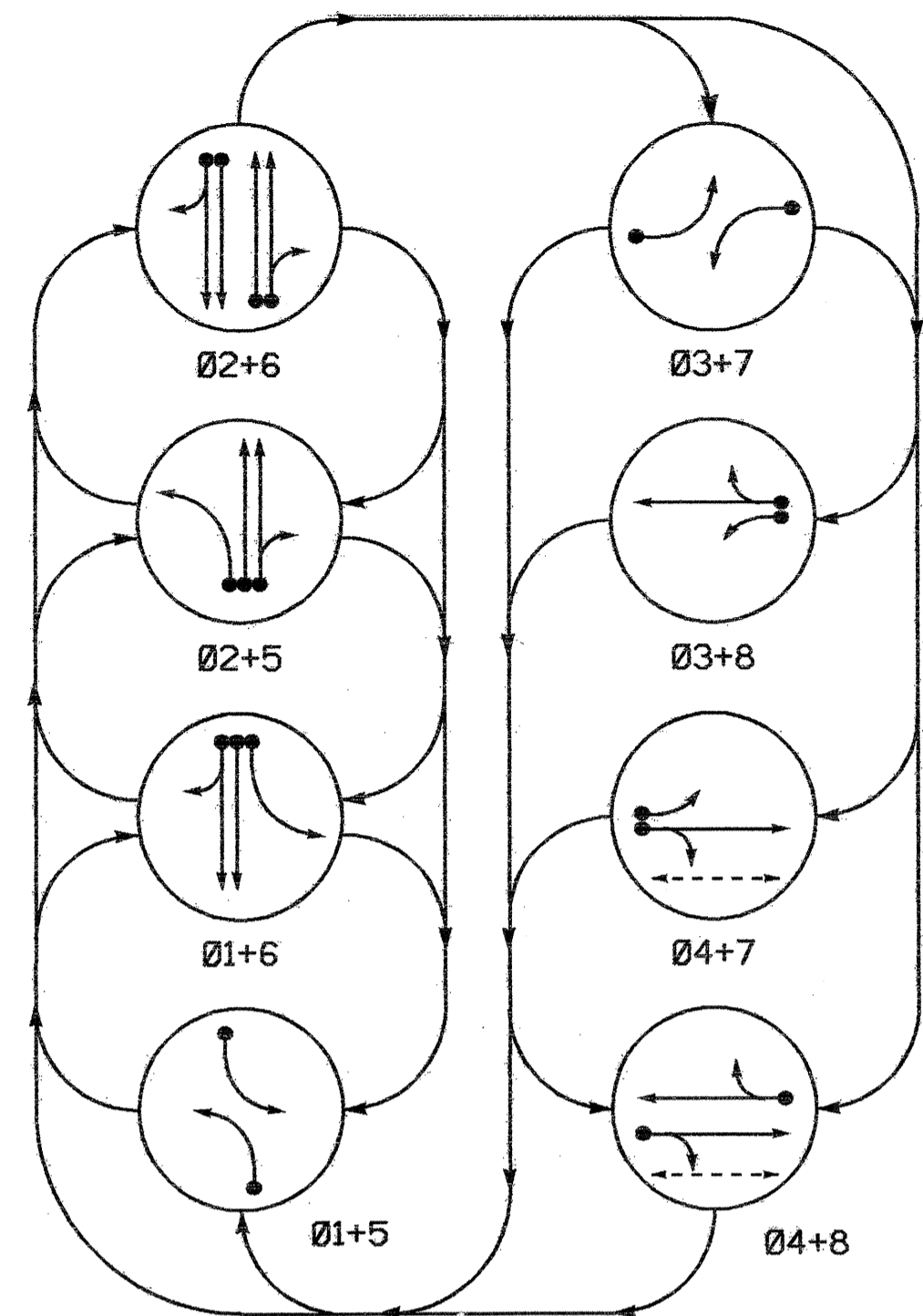


PHASING DIAGRAM

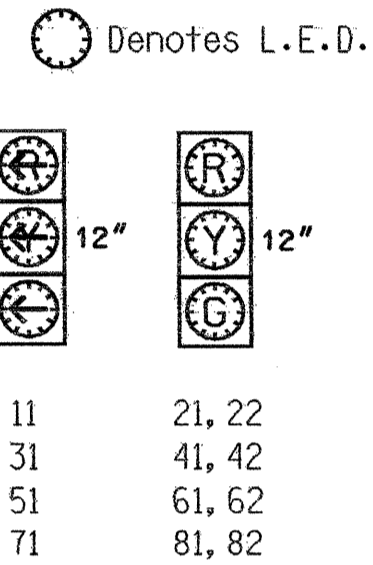


PHASING DIAGRAM DETECTION LEGEND

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

| SIGNAL FACE | PHASE | | | | | | | |
|-------------|-------|------|------|------|------|------|------|------|
| | Ø1+5 | Ø1+6 | Ø2+5 | Ø2+6 | Ø3+7 | Ø3+8 | Ø4+7 | Ø4+8 |
| 11 | ← | ← | ← | ← | ← | ← | ← | ← |
| 21, 22 | R | R | G | G | R | R | R | Y |
| 31 | ← | ← | ← | ← | ← | ← | ← | ← |
| 41, 42 | R | R | R | R | R | R | G | G |
| 51 | ← | ← | ← | ← | ← | ← | ← | ← |
| 61, 62 | R | G | R | G | R | R | R | Y |
| 71 | ← | ← | ← | ← | ← | ← | ← | ← |
| 81, 82 | R | R | R | R | R | G | R | G |

SIGNAL FACE I.D.



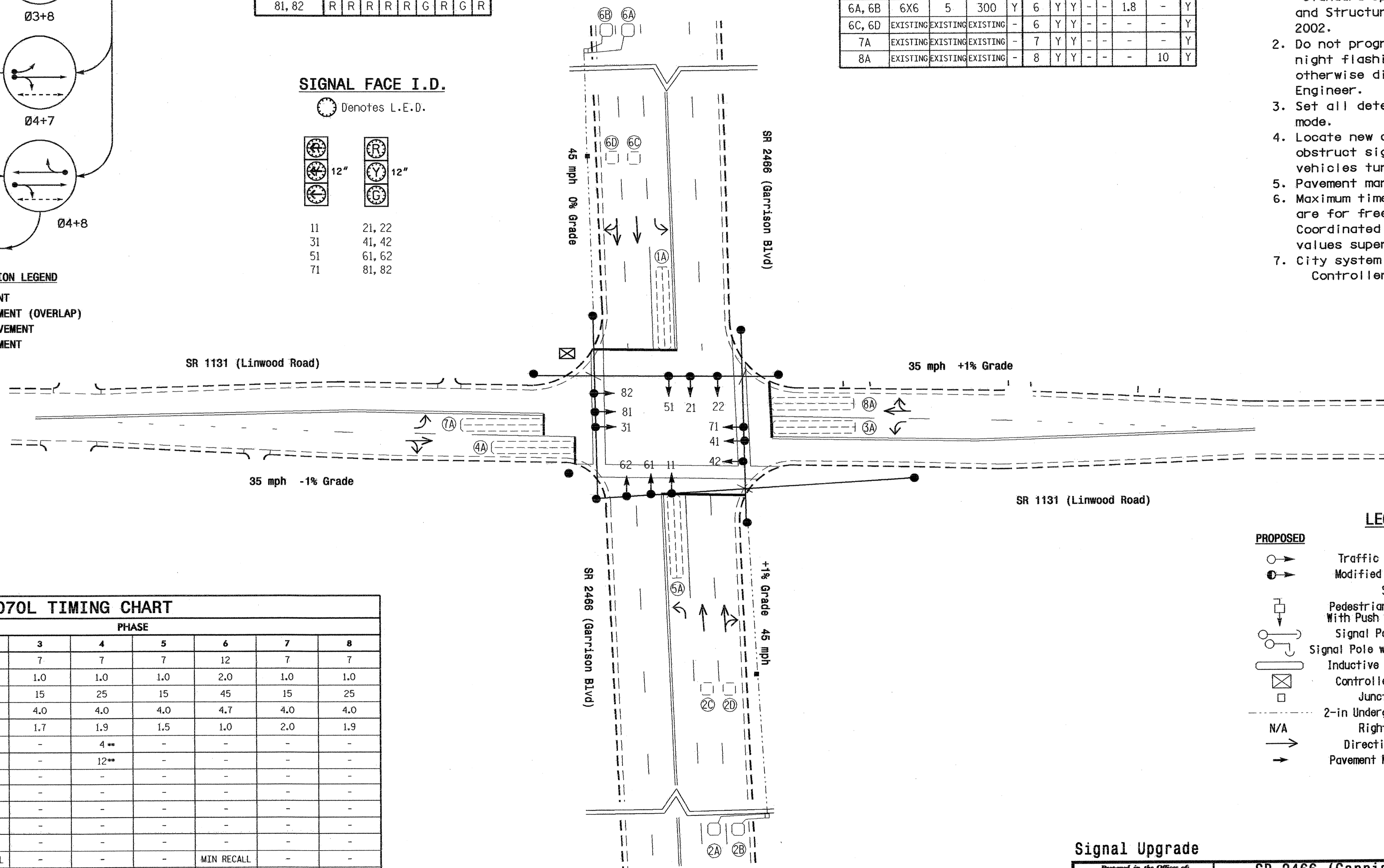
2070L LOOP & DETECTOR INSTALLATION

| LOOP | INDUCTIVE LOOPS | | | DETECTOR PROGRAMMING | | | | | | | |
|--------|-----------------|----------|----------------------------|----------------------|---------|-----------|-----------------|-------------|--------------|------------|----------|
| | SIZE (FT) | TURNS | DISTANCE FROM STOPBAR (FT) | PHASE | CALLING | EXTENSION | FULL TIME DELAY | SYSTEM LOOP | STRETCH TIME | DELAY TIME | NEW CARD |
| 1A | EXISTING | EXISTING | EXISTING | - | 1 | Y | Y | - | - | 3 | Y |
| 2A, 2B | 6X6 | 6 | 300 | Y | 2 | Y | Y | - | 1.8 | - | Y |
| 2C, 2D | EXISTING | EXISTING | EXISTING | - | 2 | Y | Y | - | - | - | Y |
| 3A | EXISTING | EXISTING | EXISTING | - | 3 | Y | Y | - | - | - | Y |
| 4A | EXISTING | EXISTING | EXISTING | - | 4 | Y | Y | - | - | 10 | Y |
| 5A | EXISTING | EXISTING | EXISTING | - | 5 | Y | Y | - | - | 3 | Y |
| 6A, 6B | 6X6 | 5 | 300 | Y | 6 | Y | Y | - | 1.8 | - | Y |
| 6C, 6D | EXISTING | EXISTING | EXISTING | - | 6 | Y | Y | - | - | - | Y |
| 7A | EXISTING | EXISTING | EXISTING | - | 7 | Y | Y | - | - | - | Y |
| 8A | EXISTING | EXISTING | EXISTING | - | 8 | Y | Y | - | - | 10 | Y |

8 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 # 0632.



| FEATURE | PHASE | | | | | | | |
|------------------------|-------|------------|-----|------|-----|------------|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Min Green 1* | 7 | 12 | 7 | 7 | 7 | 12 | 7 | 7 |
| Extension 1* | 1.0 | 2.0 | 1.0 | 1.0 | 1.0 | 2.0 | 1.0 | 1.0 |
| Max Green 1* | 15 | 45 | 15 | 25 | 15 | 45 | 15 | 25 |
| Yellow Clearance | 4.0 | 4.7 | 4.0 | 4.0 | 4.0 | 4.7 | 4.0 | 4.0 |
| Red Clearance | 1.7 | 1.0 | 1.7 | 1.9 | 1.5 | 1.0 | 2.0 | 1.9 |
| Walk 1* | - | - | - | 4** | - | - | - | - |
| Don't Walk 1 | - | - | - | 12** | - | - | - | - |
| 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 | - | - | - | - | - | - | - | - |
| Simultaneous Gap | ON | ON | 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.
 ** These values are due to existing pedestrian push button.

| PROPOSED | EXISTING |
|--|--|
| ○ → Traffic Signal Head | ● → Traffic Signal Head |
| ○ → Modified Signal Head | N/A |
| □ → 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 |
| □ → Junction Box | □ → Junction Box |
| □ → 2-in Underground Conduit | □ → 2-in Underground Conduit |
| N/A → Right of Way | --- → Right of Way |
| → → Directional Arrow | → → Directional Arrow |
| → → Pavement Marking Arrow | → → Pavement Marking Arrow |

Signal Upgrade

SR 2466 (Garrison Blvd) at SR 1131 (Linwood Rd)

Division 12 Gaston County Gastonia

PLAN DATE: January 2005 REVIEWED BY: D Y Ishak

PREPARED BY: L. Blount REVIEWED BY:

SEAL

122 N. McDowell St., Raleigh, NC 27603

SCALE: 1"=30'

SIGNATURE: _____ DATE: _____

SIG. INVENTORY NO. 12-0632