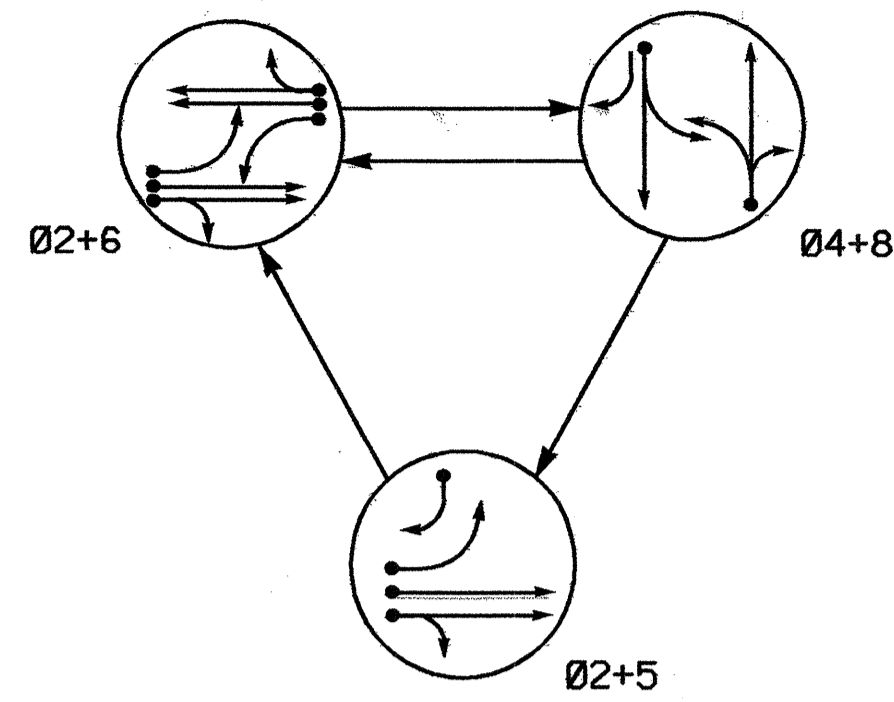


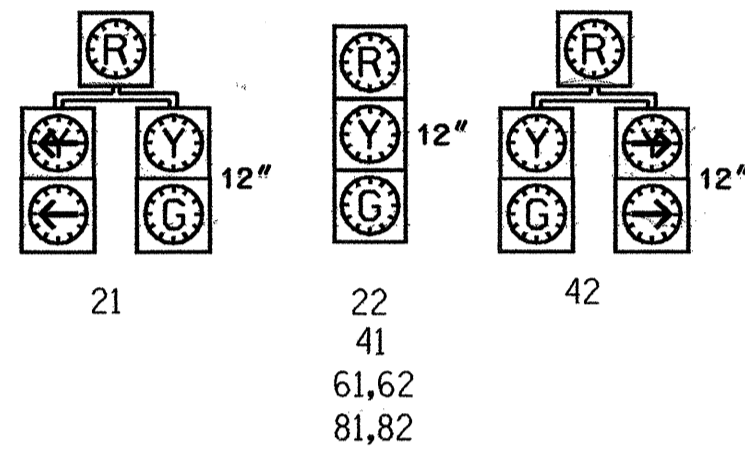
PHASING DIAGRAM



SIGNAL FACE	PHASE			
	Ø 2 + 5	Ø 2 + 6	Ø 4 + 8	F L LOOP HEAD
21	G	R	Y	
22	G	R	Y	
41	R	G	R	
42	R	G	R	
61,62	R	G	Y	
81,82	R	G	R	

SIGNAL FACE I.D.

⊙ Denotes L.E.D.



PHASING DIAGRAM DETECTION LEGEND

- ⬅●➡ DETECTED MOVEMENT
- ⬅➡ UNDETECTED MOVEMENT (OVERLAP)
- ⬅- - -➡ UNSIGNALIZED MOVEMENT
- ⬅- - -➡ PEDESTRIAN MOVEMENT

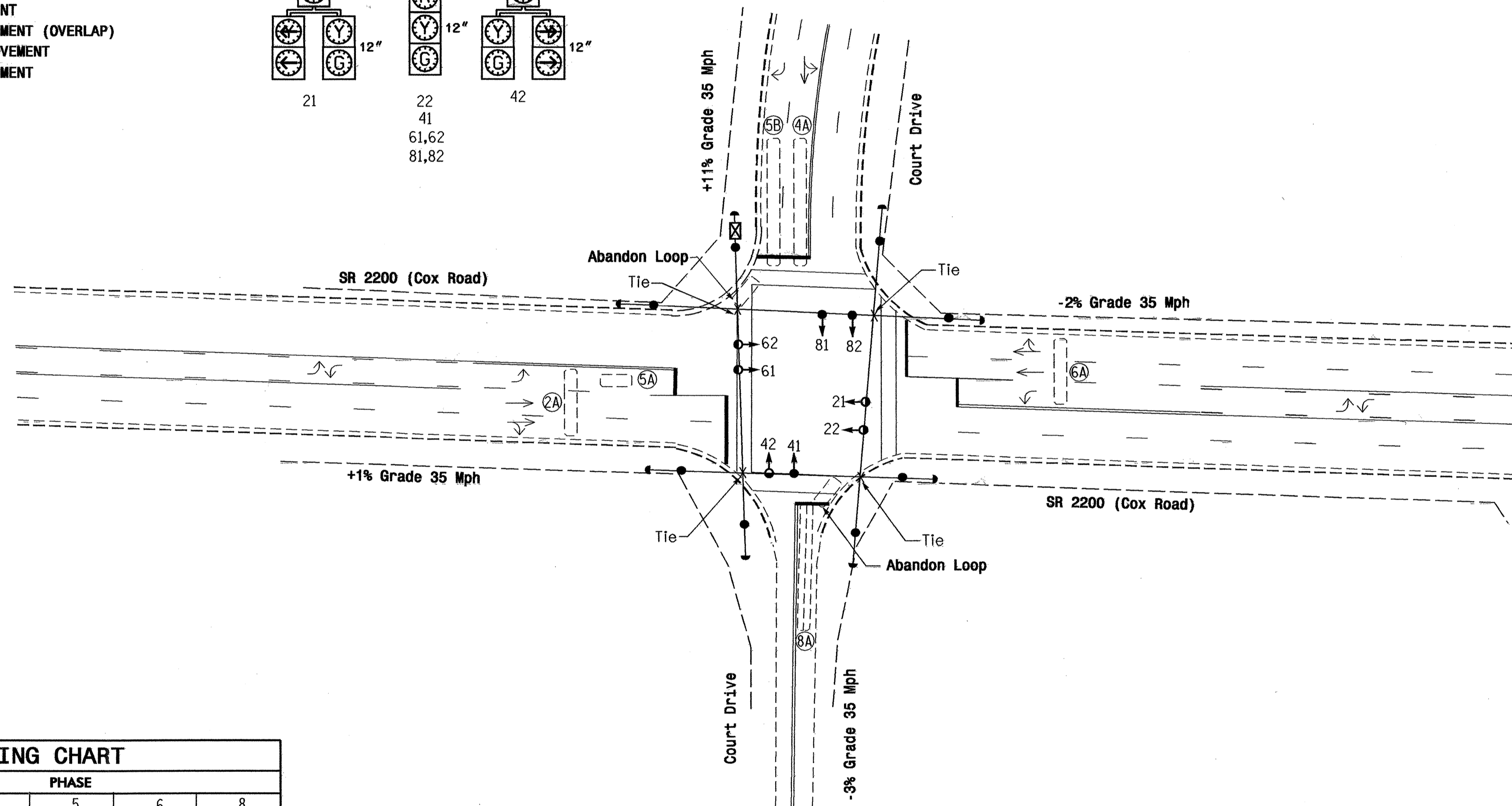
2070L LOOP & DETECTOR INSTALLATION

LOOP	SIZE (FT)	TURNS	DISTANCE FROM STOPBAR (FT)	NEW LOOP	DETECTOR PROGRAMMING						
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	NEW CARD
2A	6X32	Existing	Existing	-	2	Y	Y	-	-	-	Y
4A	6X60	Existing	Existing	-	4	Y	Y	-	-	3	Y
5A	6X15	Existing	Existing	-	2	Y	Y	-	-	-	Y
5B	6X60	Existing	Existing	-	5	Y	Y	-	-	10	Y
6A	6X32	Existing	Existing	-	6	Y	Y	-	-	15	Y
8A	6X60	Existing	Existing	-	8	Y	Y	-	-	10	Y

3 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.
- Omit phase 5 during phase 6 on.
- Program controller to clear from phase 2+6 to phase 2+5 by progressing through phase 4+8 (see Electrical Details).
- Abandon existing loops 3 and 7.
- Set all detector units to presence mode.
- In the event of loop replacement, refer to the current Signals and Geometrics Design Manual and submit a Plan of Record to the Signals and Geometrics Section.
- 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 #270.



FEATURE	2070L TIMING CHART				
	PHASE 2	PHASE 4	PHASE 5	PHASE 6	PHASE 8
Min Green 1 *	10	7	7	10	7
Extension 1 *	3.0	2.0	1.0	3.0	1.0
Max Green 1 *	45	20	15	45	20
Yellow Clearance	4.0	4.0	4.0	4.0	4.0
Red Clearance	2.2	2.2	2.2	2.2	2.2
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

* 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 | ➡ |

SIGNAL UPGRADE

122 N. McDowell St., Raleigh, NC 27603

SR 2200 (Cox Road) at Court Drive

Division 12 Gaston County Gastonia

PLAN DATE: November 2004 REVIEWED BY: C. Pierce

PREPARED BY: C. Pierce REVIEWED BY: D. Y. Ishak

REVISIONS: INIT. DATE

SEAL

SIGNATURE DATE

SIG. INVENTORY NO. 12-0270

SCALE: 1" = 40'

12-MAY-2005 10:50 w:\pep\es-unif\wep\groups\stip\proj\act\shu-4736\sig\plan\12-0270\2070L.sig.dgn_20041206.dgn