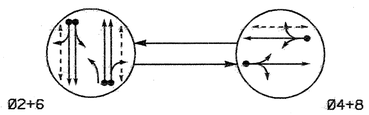
PROJECT REFERENCE NO.	SHEET NO.
U-4736	Sig41

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

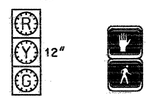
TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2+6	PHASE Ø4+8	FLASH
21, 22	G	R	Y
41, 42	R	G	R
61, 62	G	R	Y
81, 82	R	G	R
P21, P22	W	DW	DRK
P41, P42	DW	W	DRK
P61, P62	W	DW	DRK

W Walk
DW Don't Walk
DRK DARK

SIGNAL FACE I.D.

Denotes L.E.D.

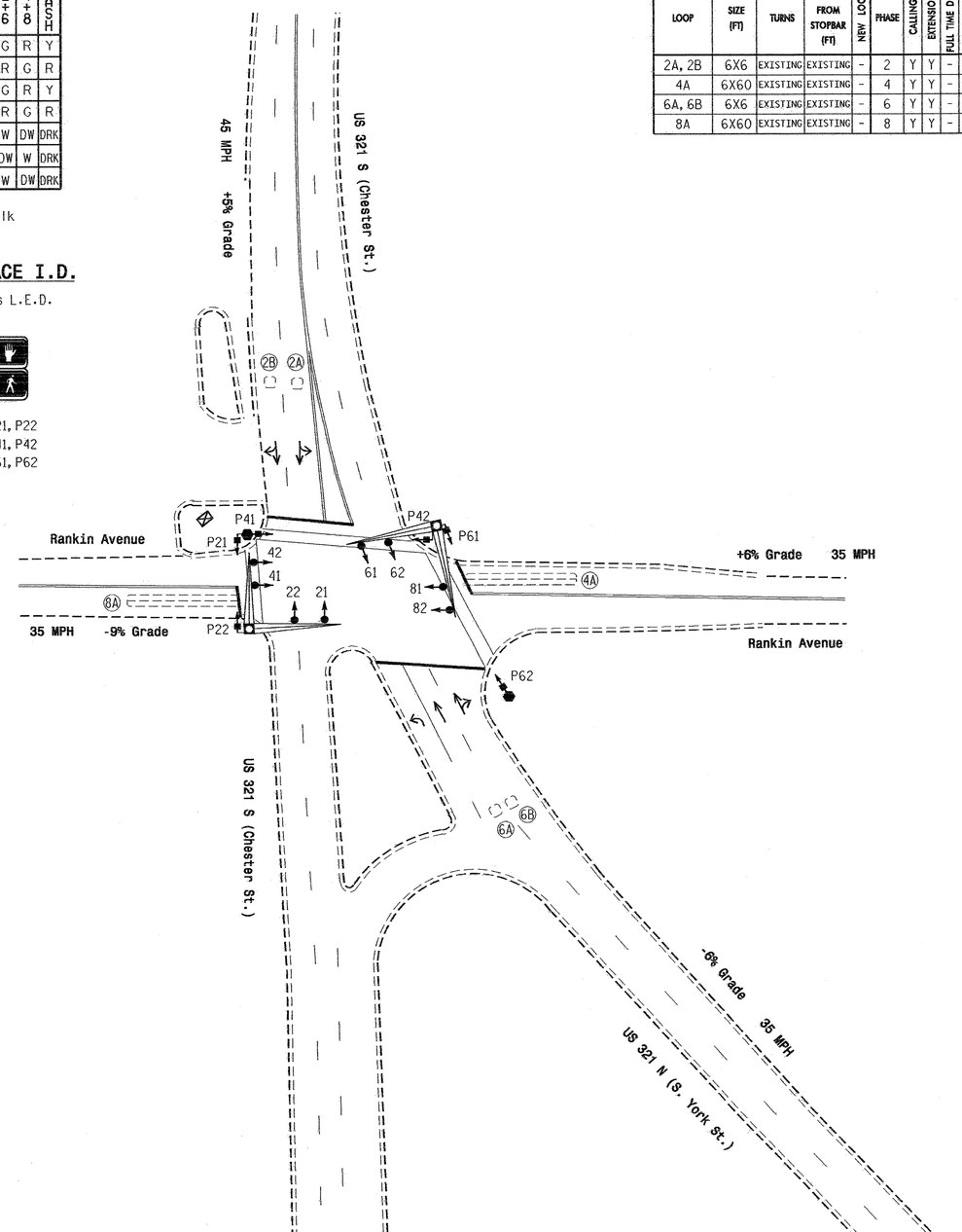


21, 22
41, 42
61, 62
81, 82

P21, P22
P41, P42
P61, P62

2070L LOOP & DETECTOR INSTALLATION

INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	TURNS	DISTANCE FROM STOPBAR (FT)	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	SYSTEM LOOP	STRETCH TIME	DELAY TIME	NEW CARD
2A, 2B	6X6	EXISTING	EXISTING	-	2	Y	Y	-	-	-	-	Y
4A	6X60	EXISTING	EXISTING	-	4	Y	Y	-	-	-	10	Y
6A, 6B	6X6	EXISTING	EXISTING	-	6	Y	Y	-	-	-	-	Y
8A	6X60	EXISTING	EXISTING	-	8	Y	Y	-	-	-	10	Y



2 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. Set all detector units to presence mode.
4. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
5. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
6. Pavement markings are existing.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
8. City system data:
   Controller Asset #: 0213.

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	
	Pedestrian Signal Pedestal	

2070L TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 6	PHASE 8
Min Green 1 *	12	7	12	7
Extension 1 *	2.0	2.0	2.0	1.0
Max Green 1 *	45	25	45	25
Yellow Clearance	4.7	4.0	4.7	4.0
Red Clearance	2.0	3.0	2.0	3.0
Walk 1 *	4	-	4	4
Don't Walk 1	6	-	12	18
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.

Signal Upgrade

Prepared in the Offices of:
Traffic Engineering and Traffic Control Branch
Signals and Geometrics Section
1122 N. McDowell St., Raleigh, NC 27603

US 321 S. (Chester St.)/ US 321 N. (S. York St.) AT Rankin Avenue

Division 12 Gaston County Gastonia

PLAN DATE: November 2004	REVIEWED BY: Z.M. Little		
PREPARED BY: L. Blount	REVIEWED BY: D.Y. Ishak		
REVISIONS		INIT.	DATE

SCALE 0 40 1" = 40'

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 22207 RICHARD E. MULLINAX
3 JANUARY 05

SIGNATURE DATE
SIG. INVENTORY NO. 12-0213

13-MAY-2005 07:41
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smallcomp