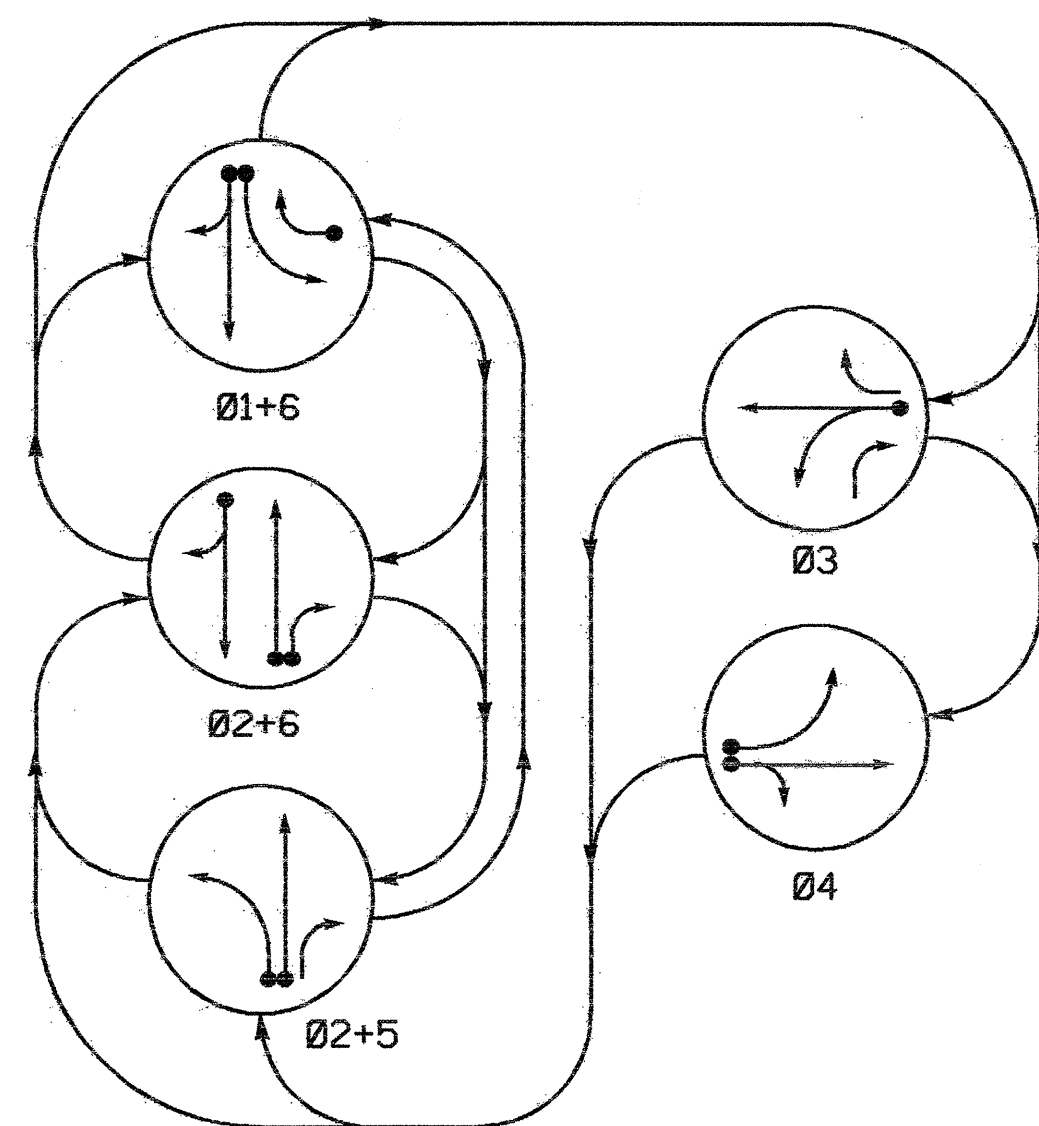


**PHASING DIAGRAM**



**PHASING DIAGRAM DETECTION LEGEND**

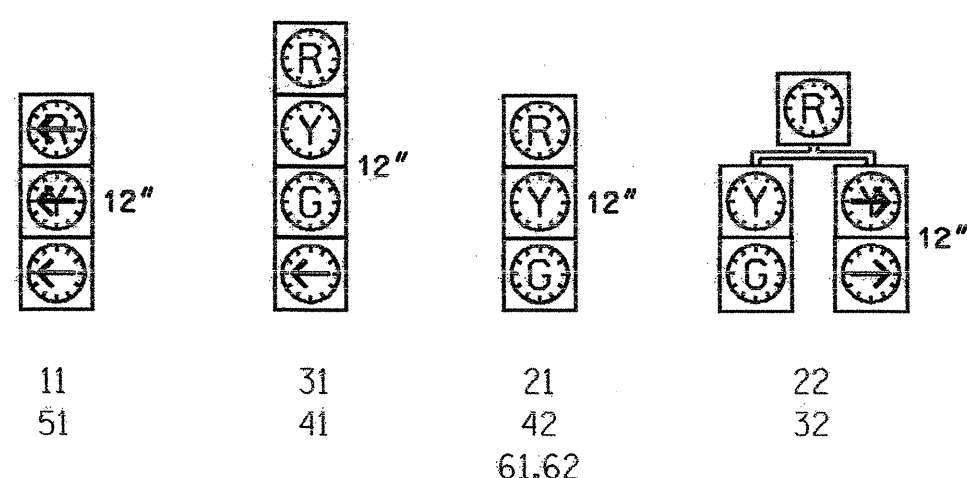
- ←●→ DETECTED MOVEMENT
- ←○→ UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ←- - -> PEDESTRIAN MOVEMENT

**TABLE OF OPERATION**

SIGNAL FACE	PHASE					
	01+6	02+6	02+5	03	04	F
11	←	←	←	←	←	←
21	R	G	G	R	R	Y
22	R	G	G	R	R	Y
31	R	R	R	G	R	R
32	R	R	R	G	R	R
41	R	R	R	R	G	R
42	R	R	R	R	G	R
51	←	←	←	←	←	←
61,62	G	G	R	R	R	Y

**SIGNAL FACE I.D.**

○ Denotes L.E.D.



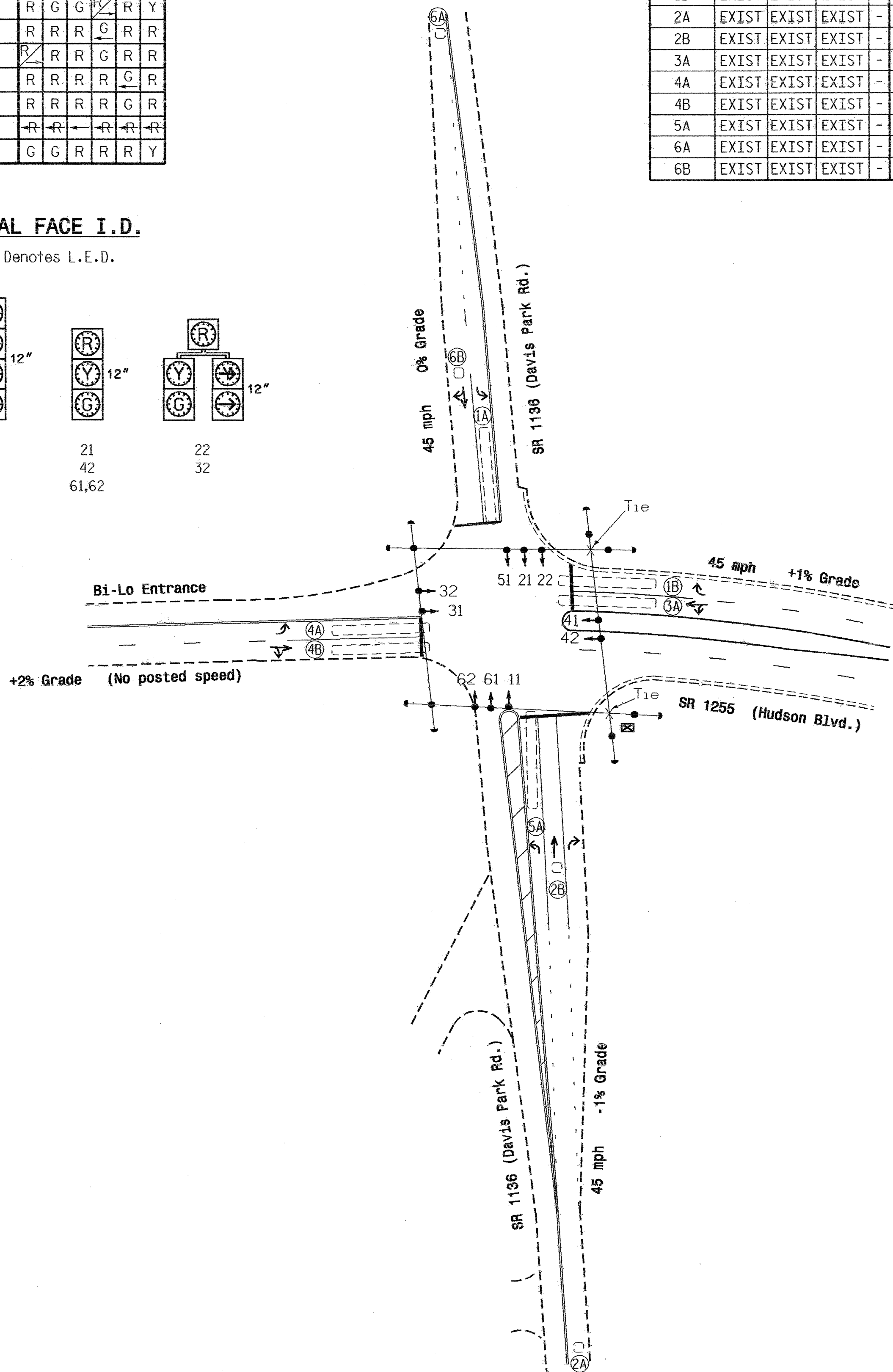
**2070L LOOP & DETECTOR INSTALLATION**

LOOP	SIZE (FT)	TURNS	DISTANCE FROM STOPBAR (FT)	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	SYSTEM LOOP	STRETCH TIME	DELAY TIME	NEW CAB
1A	EXIST	EXIST	EXIST	-	1	Y	Y	-	-	-	3	Y
1B	EXIST	EXIST	EXIST	-	1	Y	Y	-	-	-	15	Y
2A	EXIST	EXIST	EXIST	-	2	Y	Y	-	-	1.8	-	Y
2B	EXIST	EXIST	EXIST	-	2	Y	Y	-	-	-	-	Y
3A	EXIST	EXIST	EXIST	-	3	Y	Y	-	-	-	-	Y
4A	EXIST	EXIST	EXIST	-	4	Y	Y	-	-	-	-	Y
4B	EXIST	EXIST	EXIST	-	4	Y	Y	-	-	-	10	Y
5A	EXIST	EXIST	EXIST	-	5	Y	Y	-	-	-	-	Y
6A	EXIST	EXIST	EXIST	-	6	Y	Y	-	-	1.8	-	Y
6B	EXIST	EXIST	EXIST	-	6	Y	Y	-	-	-	-	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.
- The order of phase 3 and phase 4 may be reversed.
- 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 #0190.



**2070L TIMING CHART**

FEATURE	PHASE					
	1	2	3	4	5	6
Min Green 1 *	7	12	7	7	7	12
Extension 1 *	1.0	2.0	1.0	1.0	1.0	2.0
Max Green 1 *	20	45	25	25	20	45
Yellow Clearance	4.0	4.7	4.0	4.0	4.0	4.7
Red Clearance	1.8	1.6	1.6	2.0	1.8	1.6
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	-	-	-	-	-	-
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.

**LEGEND**

PROPOSED	EXISTING
○ → Traffic Signal Head	● → Traffic Signal Head
○ → Modified Signal Head	N/A
□ → Pedestrian Signal Head With Push Button & Sign	□ → Pedestrian Signal Head
□ → 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**

Prepared in the Office of the State Engineer  
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
 122 N. McDowell St., Raleigh, NC 27603

**SR 1136 (Davis Park Rd.) at SR 1255 (Hudson Blvd.) / Bi-Lo Entrance**  
 Division 12 Gaston County Gastonia

PLAN DATE: January 2005 REVIEWED BY: D. Y. Ishak  
 PREPARED BY: Z.M. Little REVIEWED BY: D. Y. Ishak

REVISIONS: \_\_\_\_\_ INIT: \_\_\_\_\_ DATE: \_\_\_\_\_

SCALE: 1"=50'

SIGNATURE: \_\_\_\_\_ DATE: 7 FEBRUARY 2005  
 SEAL: \_\_\_\_\_  
 SIG. INVENTORY NO. 12-0190

I:\MAY-2005-15149\w\mccoy\sig-unit\detector\outset\p\project\sig-unit\det-20050207.dgn  
 ZMLittle