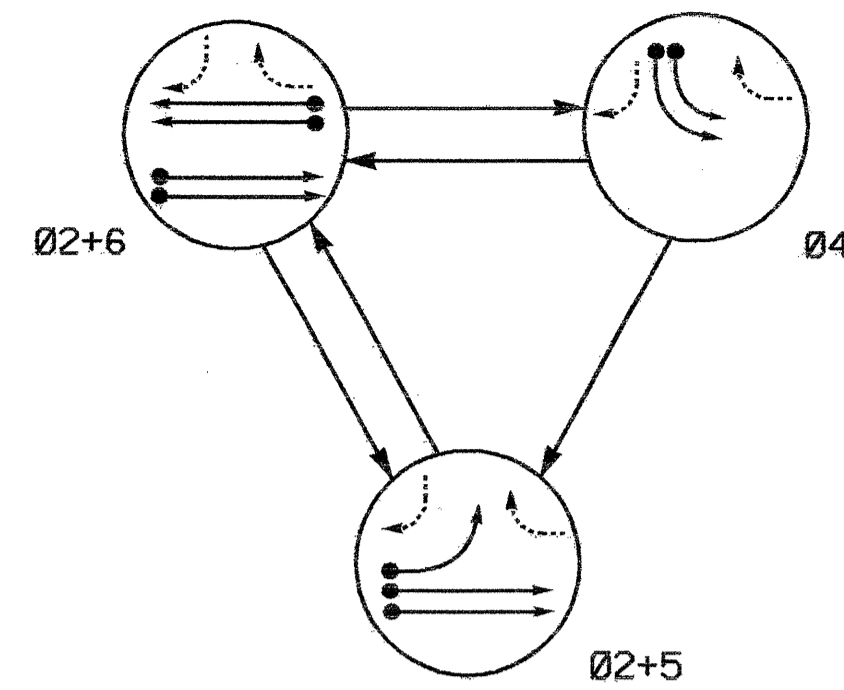


PHASING DIAGRAM



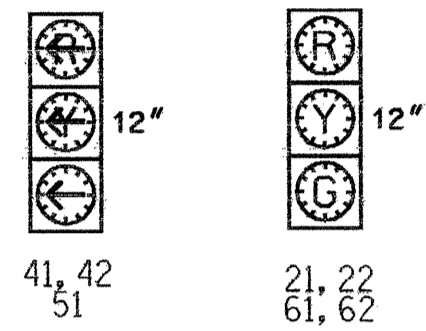
PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE			
	Ø 2+5	Ø 2+6	Ø 4	F LASH
21, 22	G	G	R	Y
41, 42	R	R	---	---
51	---	R	R	---
61, 62	R	G	R	Y

SIGNAL FACE I.D.

⊙ Denotes L.E.D.

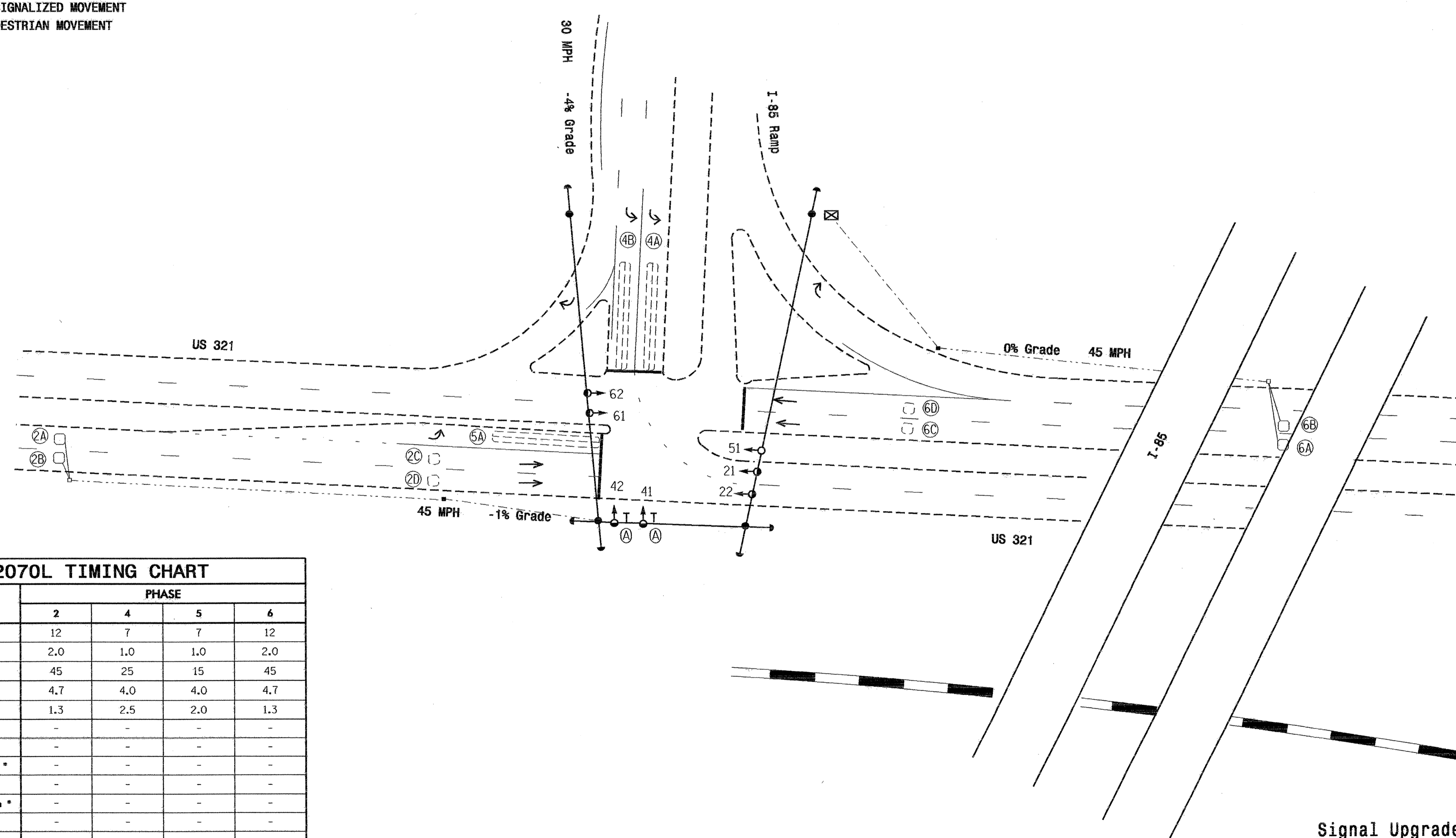


2070L LOOP & DETECTOR INSTALLATION												
LOOP	SIZE (FT)	TURNS	DISTANCE FROM STOPBAR (FT)	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	SYSTEM LOOP	STRETCH TIME	DELAY TIME	NEW CARD
2A	6X6	6	300	Y	2	Y	Y	-	-	1.8	-	Y
2B	6X6	6	300	Y	2	Y	Y	-	-	1.8	-	Y
2C	6X6	EXISTING	EXISTING	-	2	Y	Y	-	-	-	-	Y
2D	6X6	EXISTING	EXISTING	-	2	Y	Y	-	-	-	-	Y
4A	6X60	EXISTING	EXISTING	-	4	Y	Y	-	-	-	-	Y
4B	6X60	EXISTING	EXISTING	-	4	Y	Y	-	-	-	-	Y
5A	6X60	EXISTING	EXISTING	-	5	Y	Y	-	-	-	-	Y
6A	6X6	4	300	Y	6	Y	Y	-	-	1.8	-	Y
6B	6X6	4	300	Y	6	Y	Y	-	-	1.8	-	Y
6C	6X6	EXISTING	EXISTING	-	6	Y	Y	-	-	-	-	Y
6D	6X6	EXISTING	EXISTING	-	6	Y	Y	-	-	-	-	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.
- 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 #: 0162.



FEATURE	PHASE			
	2	4	5	6
Min Green 1*	12	7	7	12
Extension 1*	2.0	1.0	1.0	2.0
Max Green 1*	45	25	15	45
Yellow Clearance	4.7	4.0	4.0	4.7
Red Clearance	1.3	2.5	2.0	1.3
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

* 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
○ →	● →
● →	N/A
⊥	⊥
⊥	⊥
○ →	● →
○ →	● →
⊗	⊗
□	□
⊥	⊥
N/A	⊥
→	→
→	→
⊙	⊙

Signal Upgrade

Prepared in the Office of:
US 321 (Chester St.) at I-85 Ramp
 Division 12 Gaston County Gastonia
 PLAN DATE: November 2004 REVIEWED BY: Z.M. Little
 PREPARED BY: L. Blount REVIEWED BY: D.Y. Ishak
 SCALE: 1"=40'
 REVISIONS: INIT. DATE
 SIGNATURE: DATE
 SEAL: NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 ENGINEER: D.Y. Ishak
 SIGNED: [Signature]
 DATE: [Date]
 SIG. INVENTORY NO. 12-0162

19-May-2005 09:20
 W:\p0401\sig-unit\work\groups\H.D. Proj\acts\sig-unit\20162.sig.dgn_20041206.dgn
 by: [Signature]