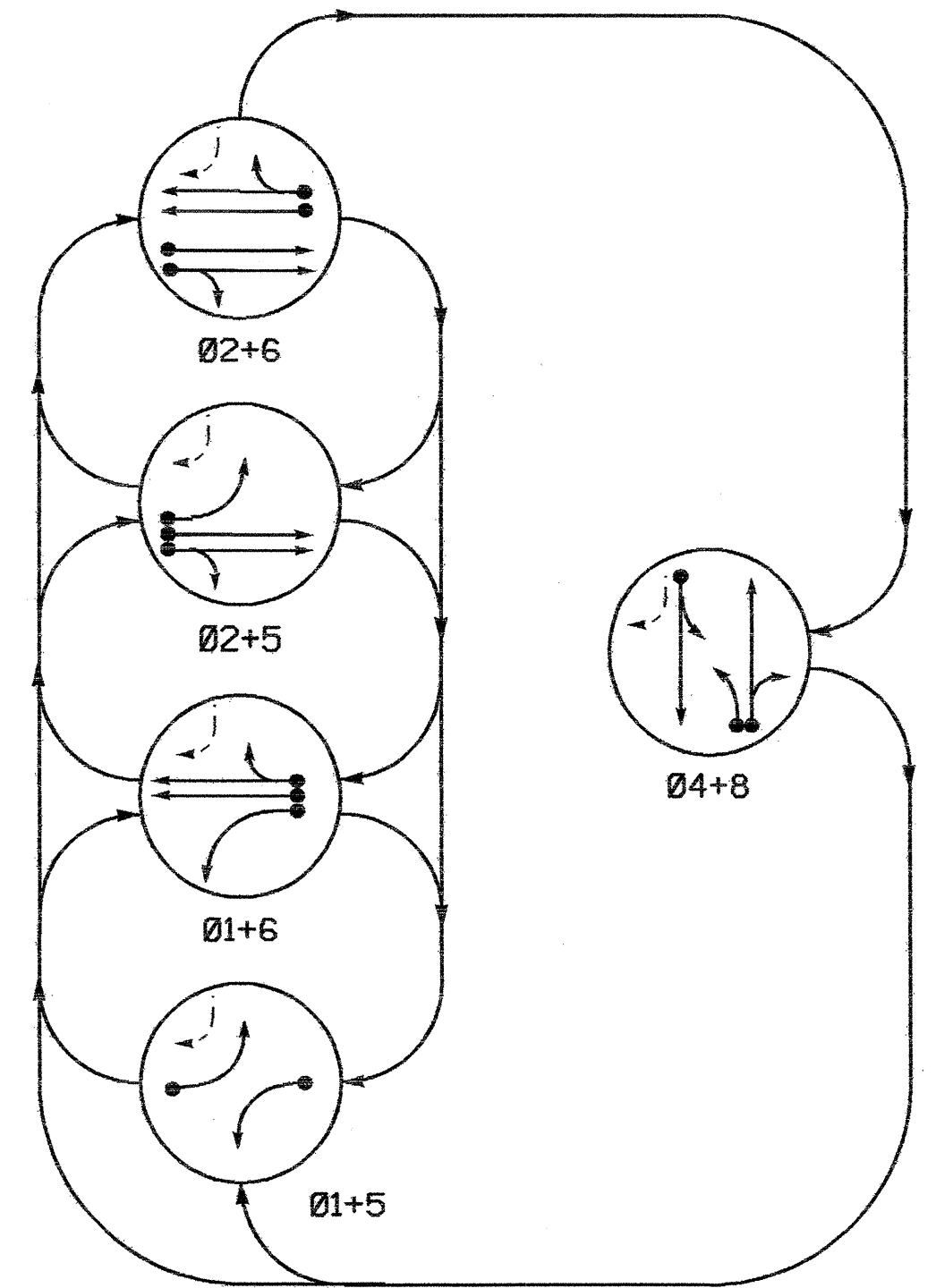


PHASING DIAGRAM



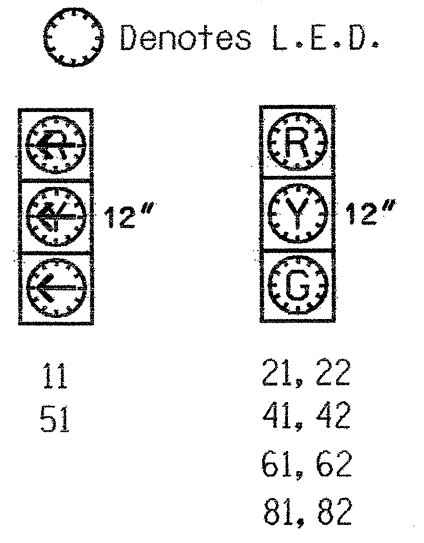
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE					
	Ø 1+5	Ø 1+6	Ø 2+5	Ø 2+6	Ø 4+8	FLIGHT
11	—	—	—	—	—	—
21, 22	R	R	G	G	R	Y
41, 42	R	R	R	R	G	R
51	—	—	—	—	—	—
61, 62	R	G	R	G	R	Y
81, 82	R	R	R	R	G	R

SIGNAL FACE I.D.



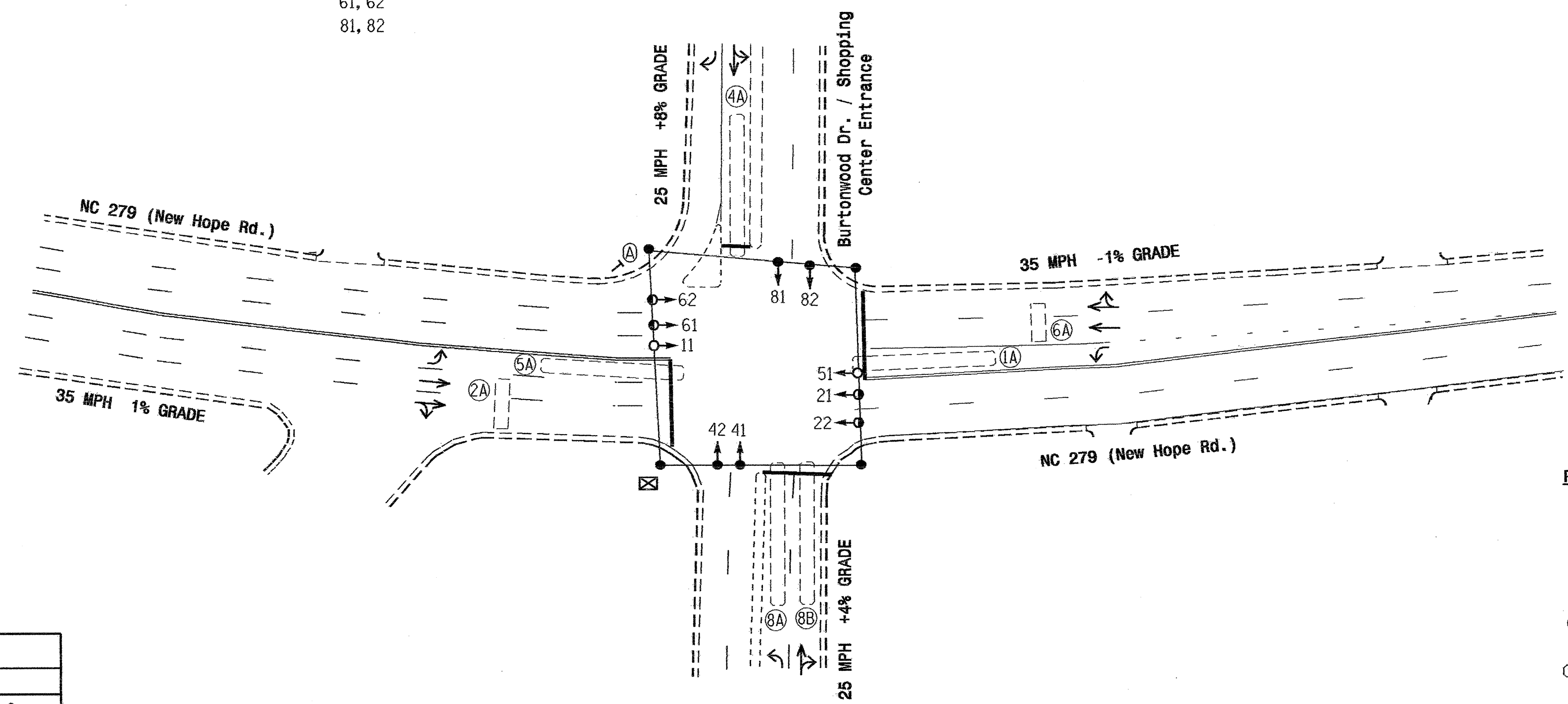
2070L LOOP & DETECTOR INSTALLATION

LOOP	INDUCTIVE LOOPS				DETECTOR PROGRAMMING							
	SIZE (FT)	TURNS	DISTANCE FROM STOPBAR (FT)	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	SYSTEM LOOP	STRETCH TIME	DELAY TIME	NEW CAB
1A	Existing	Existing	Existing	N	1	Y	Y	-	-	-	3	Y
2A	Existing	Existing	Existing	N	2	Y	Y	-	-	-	-	Y
4A	Existing	Existing	Existing	N	4	Y	Y	-	-	-	-	Y
5A	Existing	Existing	Existing	N	5	Y	Y	-	-	-	3	Y
6A	Existing	Existing	Existing	N	6	Y	Y	-	-	-	-	Y
8A	Existing	Existing	Existing	N	8	Y	Y	-	-	-	-	Y
8B	Existing	Existing	Existing	N	8	Y	Y	-	-	-	10	Y

5 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. Phase 1 or phase 5 may be lagged.
4. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
5. Pavement markings are existing.
6. Maximum times shown in timing chart Coordinated signal system timing values supersede these values.
7. City system data: Controller Asset# 0152.



LEGEND

- | | | | |
|--|--|--|------------------------------|
| | PROPOSED Traffic Signal Head | | EXISTING Traffic Signal Head |
| | PROPOSED Modified Signal Head | | EXISTING N/A |
| | PROPOSED Pedestrian Signal Head | | EXISTING N/A |
| | PROPOSED Signal Pole with Guy | | EXISTING |
| | PROPOSED Signal Pole with Sidewalk Guy | | EXISTING |
| | PROPOSED Inductive Loop Detector | | EXISTING |
| | PROPOSED Controller & Cabinet | | EXISTING |
| | PROPOSED Junction Box | | EXISTING |
| | PROPOSED 2-in Underground Conduit | | EXISTING |
| | PROPOSED Right of Way | | EXISTING |
| | PROPOSED Directional Arrow | | EXISTING |
| | PROPOSED Pavement Marking Arrow | | EXISTING |
| | PROPOSED "YIELD" Sign (R1-2) | | EXISTING |

2070L TIMING CHART

FEATURE	PHASE						
	1	2	4	5	6	8	
Min Green 1*	7	10	7	7	10	7	
Extension 1*	1.0	3.0	2.0	1.0	3.0	2.0	
Max Green 1*	20	45	30	20	45	30	
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	
Red Clearance	1.7	1.8	2.5	1.8	1.7	2.5	
Walk 1*	-	-	-	-	-	-	
Don't Walk 1	-	-	-	-	-	-	
Seconds Per Actuation*	-	-	-	-	-	-	
Max Variable Initial*	-	-	-	-	-	-	
Time Before Reduction*	-	-	-	-	-	-	
Time To Reduction*	-	-	-	-	-	-	
Minimum Gap	-	-	-	-	-	-	
Recall Mode	-	MIN RECALL	-	-	MIN RECALL	-	
Vehicle Call Memory	-	YELLOW	-	-	YELLOW	-	
Dual Entry	-	-	ON	-	-	ON	
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.

Signal Upgrade

	NC 279 (New Hope Road) at Burtonwood Drive		
	Division 12 PLAN DATE: December 2004 PREPARED BY: C. Pierce	Gaston County REVIEWED BY: D. Ishak REVIEWED BY: D. Ishak	
SCALE 0 40 1" = 40'	REVISIONS INIT. DATE	SIGNATURE DATE	SEAL NORTH CAROLINA PROFESSIONAL ENGINEER DATE: 3 JANUARY 05 SIG. INVENTORY NO. 12-0152

12-MAY-2005 09:26
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 FHJ/gpe