

PHASING DIAGRAM

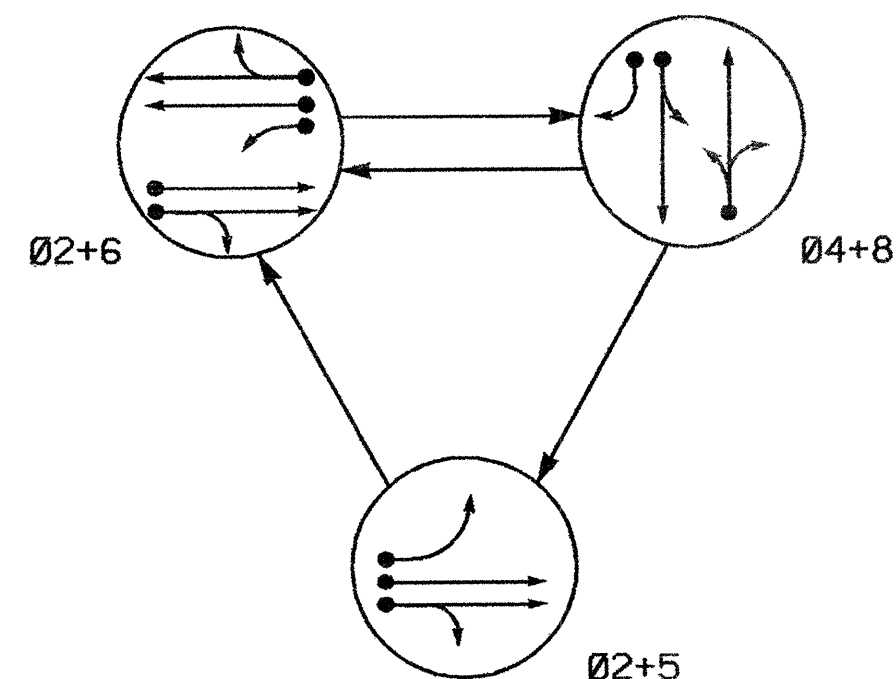
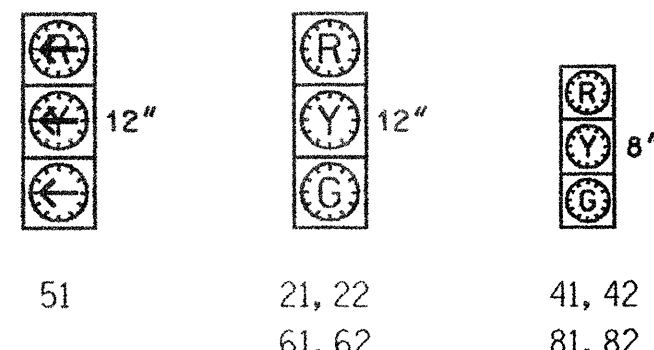


TABLE OF OPERATION

SIGNAL FACE	PHASE			
	Ø 2+5	Ø 2+6	Ø 4+8	FLASH
21, 22	G	G	R	Y
41, 42	R	R	G	R
51	-	R	R	R
61, 62	R	G	R	Y
81, 82	R	R	G	R

SIGNAL FACE I.D.

Denotes L.E.D.



PHASING DIAGRAM DETECTION LEGEND

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

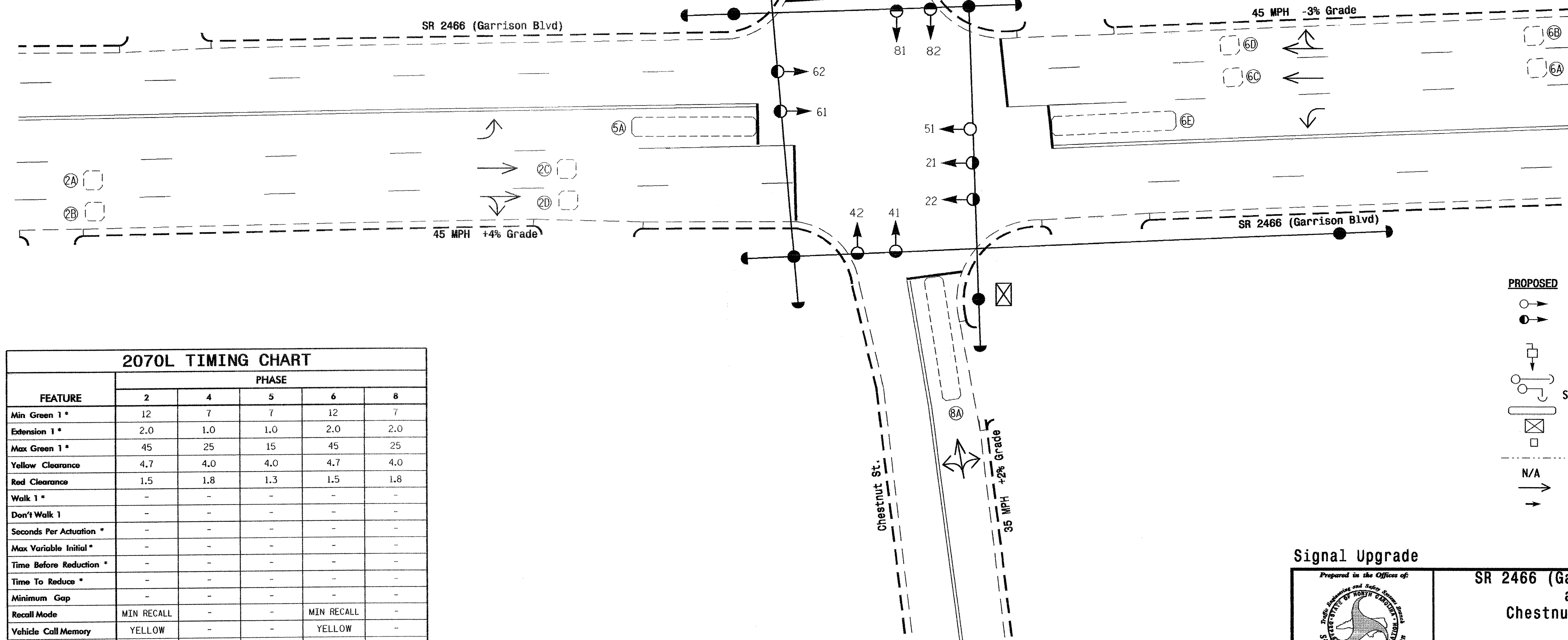
2070L LOOP & DETECTOR INSTALLATION

LOOP	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 CARD
2A, 2B	EXISTING	EXISTING	EXISTING	-	2	Y	Y	-	1.8	-	Y
2C, 2D	EXISTING	EXISTING	EXISTING	-	2	Y	Y	-	-	-	Y
4A	EXISTING	EXISTING	EXISTING	-	4	Y	Y	-	-	-	Y
4B	EXISTING	EXISTING	EXISTING	-	4	Y	Y	-	-	10	Y
5A	EXISTING	EXISTING	EXISTING	-	5	Y	Y	-	-	3	Y
6A, 6B	EXISTING	EXISTING	EXISTING	-	6	Y	Y	-	1.8	-	Y
6C, 6D	EXISTING	EXISTING	EXISTING	-	6	Y	Y	-	-	-	Y
6E	EXISTING	EXISTING	EXISTING	-	6	Y	Y	-	-	-	Y
8A	EXISTING	EXISTING	EXISTING	-	8	Y	Y	-	-	5	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).
- Set all detector units to presence mode.
- 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 #0096.



FEATURE	2070L TIMING CHART				
	2	4	5	6	8
Min Green 1 *	12	7	7	12	7
Extension 1 *	2.0	1.0	1.0	2.0	2.0
Max Green 1 *	45	25	15	45	25
Yellow Clearance	4.7	4.0	4.0	4.7	4.0
Red Clearance	1.5	1.8	1.3	1.5	1.8
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 | ● → N/A |
| ● → Modified Signal Head | ■ → N/A |
| □ → Pedestrian Signal Head With Push Button & Sign | □ → N/A |
| ○ → Signal Pole with Guy | ● → N/A |
| ○ → Signal Pole with Sidewalk Guy | ● → N/A |
| □ → Inductive Loop Detector | □ → N/A |
| □ → Controller & Cabinet | □ → N/A |
| □ → Junction Box | □ → N/A |
| --- 2-in Underground Conduit | --- 2-in Underground Conduit |
| N/A → Right of Way | N/A → Right of Way |
| → Directional Arrow | → Directional Arrow |
| → Pavement Marking Arrow | → Pavement Marking Arrow |

Signal Upgrade

Prepared in the Office of:

 122 N. McDowell St., Raleigh, NC 27603

SR 2466 (Garrison Blvd) at Chestnut Street

Division 12 Gaston County, Gastonia

PLAN DATE: January 2005 PREPARED BY: TS BROWN REVIEWED BY: [Signature]

REVISIONS: [Table with columns for REVISIONS, INIT., DATE]

SCALE: 1"=20'

SEAL: [Signature and Stamp]

SIGNATURE: [Signature] DATE: [Date]

SIG. INVENTORY NO. 12-0096

16-MAY-2005 11:13 v:\p001\ser-un\14\morg\groups\1p_brc\ser\ser-136\sig\1_p\lans\12-0096\sig_99_20050207.dgn