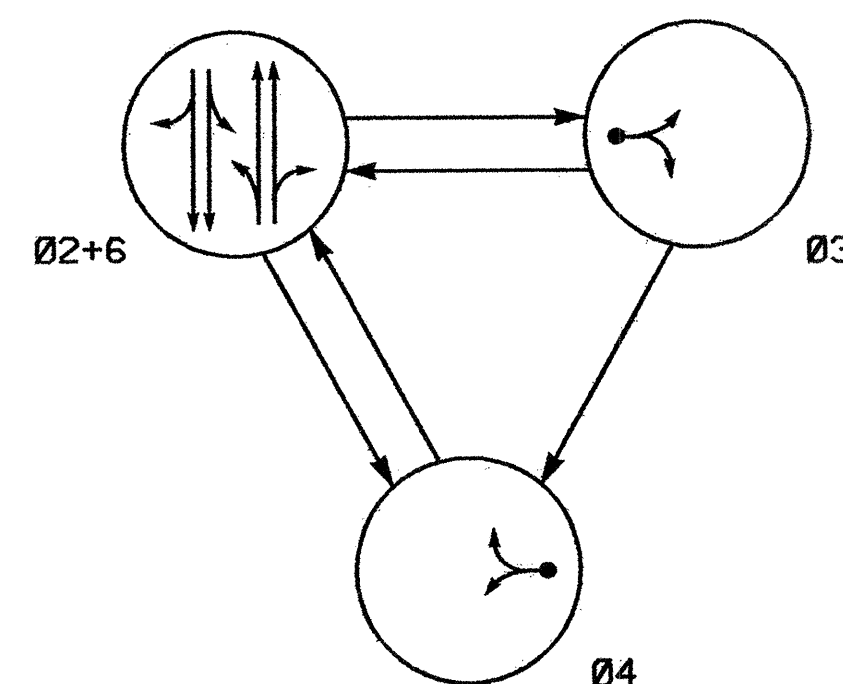


PHASING DIAGRAM



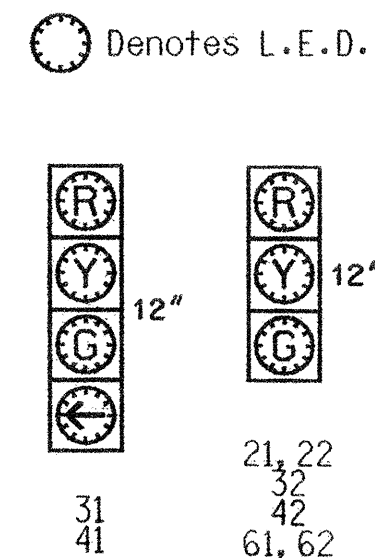
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE			
	Ø 2+6	Ø 3	Ø 4	F L D H S
21, 22	G	R	R	Y
31	R	G	R	R
32	R	G	R	R
41	R	R	G	R
42	R	R	G	R
61, 62	G	R	R	Y

SIGNAL FACE I.D.



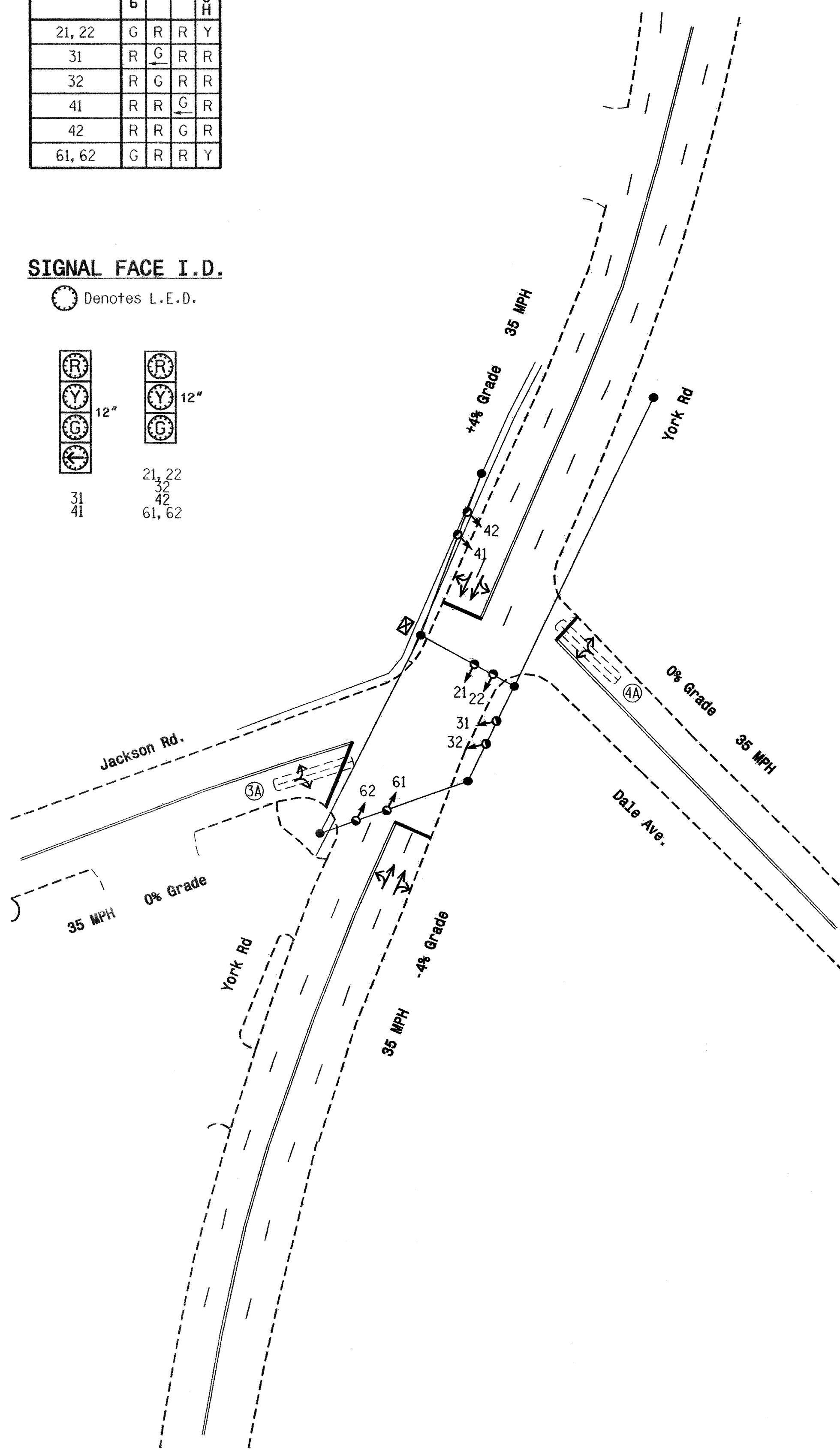
2070L LOOP & DETECTOR INSTALLATION

LOOP	INDUCTIVE LOOPS			DETECTOR PROGRAMMING							
	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
3A	EXISTING	EXISTING	EXISTING	-	3	Y	Y	-	5	-	Y
4A	EXISTING	EXISTING	EXISTING	-	4	Y	Y	-	5	-	Y

3 Phase Semi-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.
- 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 #: 0067.



2070L TIMING CHART

FEATURE	PHASE			
	2	3	4	6
Min Green 1 *	10	7	7	10
Extension 1 *	0.0	1.0	1.0	0.0
Max Green 1 *	45	25	25	45
Yellow Clearance	4.0	4.0	4.0	4.0
Red Clearance	3.4	3.2	3.0	3.4
Walk 1 *	-	4 **	-	-
Don't Walk 1	-	11 **	-	-
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Recall Mode	MAX RECALL	-	-	MAX RECALL
Vehicle Call Memory	-	-	-	-
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.

** These values are due to existing pedestrian push buttons.

LEGEND

- | PROPOSED | | EXISTING |
|----------|--|----------|
| ○ | Traffic Signal Head | ● |
| ○→ | Modified Signal Head | N/A |
| T | Sign | T |
| ○→ | 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 | → |

Signal Upgrade

122 N. McDowell St., Raleigh, NC 27603

York Rd. at Jackson Rd./Dale Ave.

Division 12 Gaston County Gastonia

PLAN DATE: February 2005 REVIEWED BY: D.Y. Ishak

PREPARED BY: L. Blount REVIEWED BY:

SEAL

17 FEBRUARY 05

SCALE: 1" = 40'

REVISIONS	INIT.	DATE

SIGNATURE: _____ DATE: _____

SIG. INVENTORY NO. 12-0087

12-MAY-2005 14:18 v:\peopl\ee-un\hew\kgr\pub\sig\proj\act\sig-u-4736\sig.dgn