

PHASING DIAGRAM

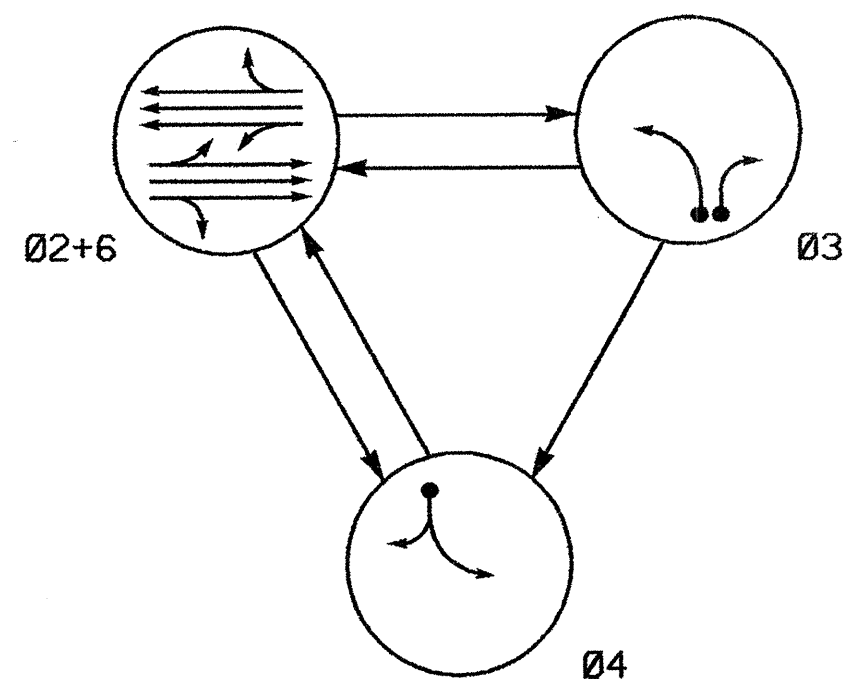
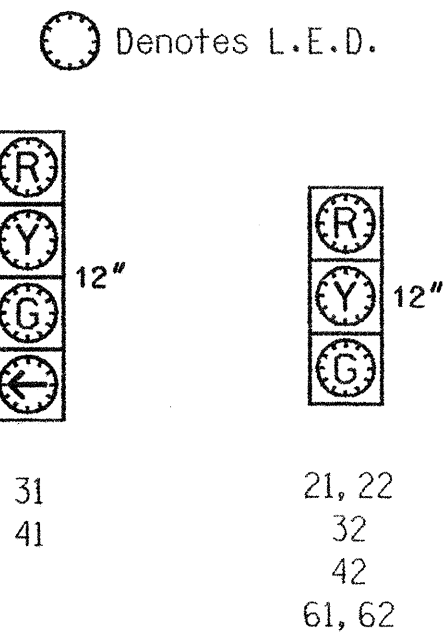


TABLE OF OPERATION

SIGNAL FACE	PHASE			
	Ø 2+6	Ø 3	Ø 4	F L S H
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.



PHASING DIAGRAM DETECTION LEGEND

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

2070L LOOP & DETECTOR INSTALLATION

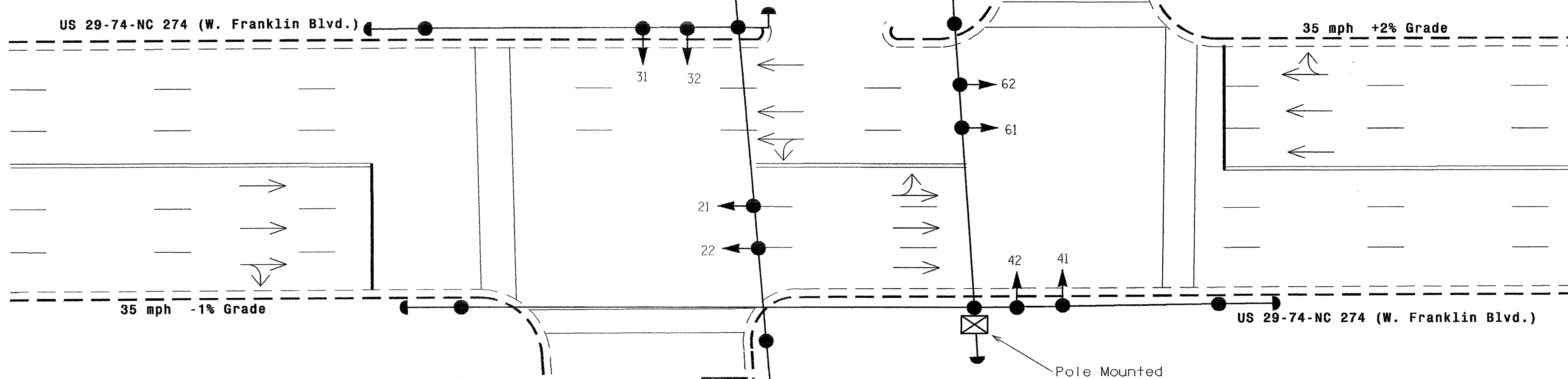
LOOP	INDUCTIVE LOOPS			DETECTOR PROGRAMMING								
	SIZE (FT)	TURNS	DISTANCE FROM STOPBAR (FT)	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	SYSTEM LOOP	STRETCH TIME	DELAY TIME	NEW CARD
3A	EXISTING	EXISTING	EXISTING	-	3	Y	Y	-	-	-	3	Y
3B	EXISTING	EXISTING	EXISTING	-	3	Y	Y	-	-	-	15	Y
4A	EXISTING	EXISTING	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 #0036.

US 29-74-NC 274 (W. Franklin Blvd.)



2070L TIMING CHART

FEATURE	PHASE			
	2	3	4	6
Min Green 1*	10	7	7	10
Extension 1*	0.0	1.0	2.0	0.0
Max Green 1*	60	25	25	60
Yellow Clearance	5.0	4.0	4.0	5.0
Red Clearance	3.5	2.1	1.4	3.5
Walk 1*	-	-	-	-
Don't Walk 1	-	-	-	-
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.

LEGEND

- | | |
|--|-----------------|
| PROPOSED | EXISTING |
| ○ → Traffic Signal Head | ● → N/A |
| ● → Modified Signal Head | N/A |
| ○ — Sign | ■ — |
| ○ — 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 | N/A — |
| → — Directional Arrow | → — |
| → — Pavement Marking Arrow | → — |

Signal Upgrade

Prepared in the Offices of:

 State of North Carolina
 Department of Transportation
 Raleigh, NC

US 29-74-NC 274 (W. Franklin Boulevard) at Trenton Street

Division 12 Gaston County Gastonia
 PLAN DATE: January 2005 REVIEWED BY:
 PREPARED BY: PJP/TSB REVIEWED BY:
 REVISIONS INIT. DATE

SCALE 1"=20'
 0 20
 SIGNATURE DATE
 SEAL
 STATE OF NORTH CAROLINA
 JAN 20 2005
 JOHN E. MULLEN, PE
 8 FEBRUARY 05
 SIG. INVENTORY NO. 12-0036

12-MAY-2005 14:03
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