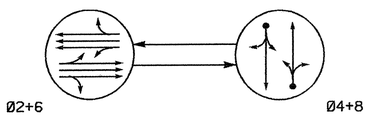
PROJECT REFERENCE NO.	SHEET NO.
U-4736	SIG. 18

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2+6	PHASE Ø4+8	PHASE FLASH
21, 22	G	R	Y
41, 42	R	G	R
61, 62	G	R	Y
81, 82	R	G	R

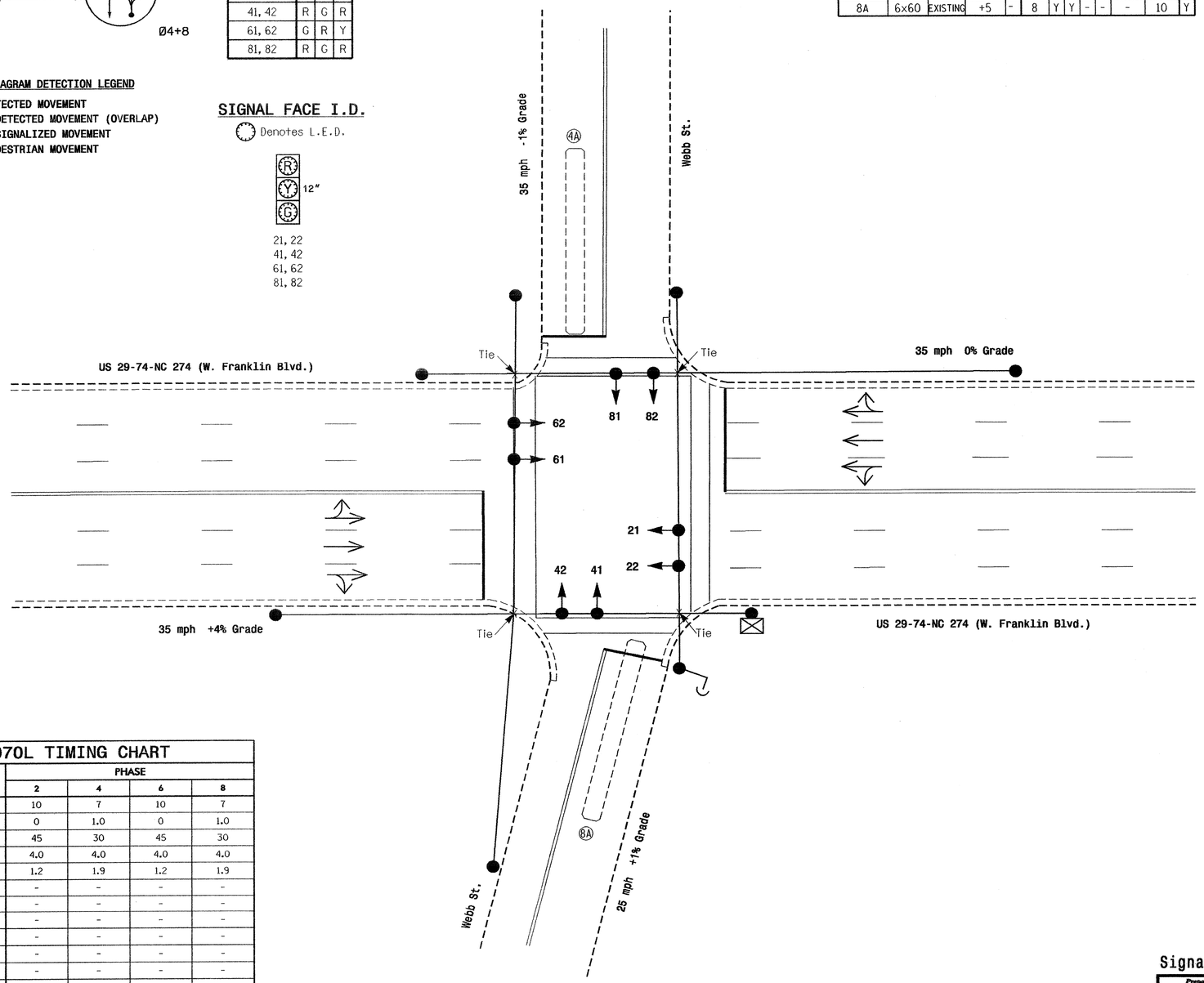
SIGNAL FACE I.D.

Denotes L.E.D.

21, 22
41, 42
61, 62
81, 82

2070L LOOP & DETECTOR INSTALLATION

INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	TURNS	DISTANCE FROM STOPBAR (FT)	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	SYSTEM LOOP	STRETCH TIME	DELAY TIME	NEW CARD
4A	6x60	EXISTING	0	-	4	Y	Y	-	-	-	10	Y
8A	6x60	EXISTING	+5	-	8	Y	Y	-	-	-	10	Y



2 Phase Semi-Actuated (Gastonia City Signal System)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2002 and "Standard Specifications for Roads and Structures" dated January 2002.
2. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red
3. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
4. Pavement markings are existing unless otherwise noted.
5. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values shall supersede these values.
6. Set all detector units to presence mode.
7. City system data: Controller Asset #0031.

LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	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	
	Directional Arrow	
	Pavement Marking Arrow	

2070L TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 6	PHASE 8
Min Green 1 *	10	7	10	7
Extension 1 *	0	1.0	0	1.0
Max Green 1 *	45	30	45	30
Yellow Clearance	4.0	4.0	4.0	4.0
Red Clearance	1.2	1.9	1.2	1.9
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	-	ON	-	ON
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.

Signal Upgrade

Prepared in the Offices of:
Traffic Engineering and Safety Systems Branch
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
Signals and Geometrics Section
122 N. McDowell St., Raleigh, NC 27603

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

Division 12 Gaston County Gastonia

PLAN DATE:	April 2004	REVIEWED BY:	
PREPARED BY:	P.J. Porter	REVIEWED BY:	

REVISIONS	INIT.	DATE

SCALE 0 20 1"=20'

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 22047 ENGINEER RICHARD E. MULLINAX
30 JANUARY 05

SIGNATURE DATE

SIG. INVENTORY NO. 12-0031

12-MAY-2005 11:45
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