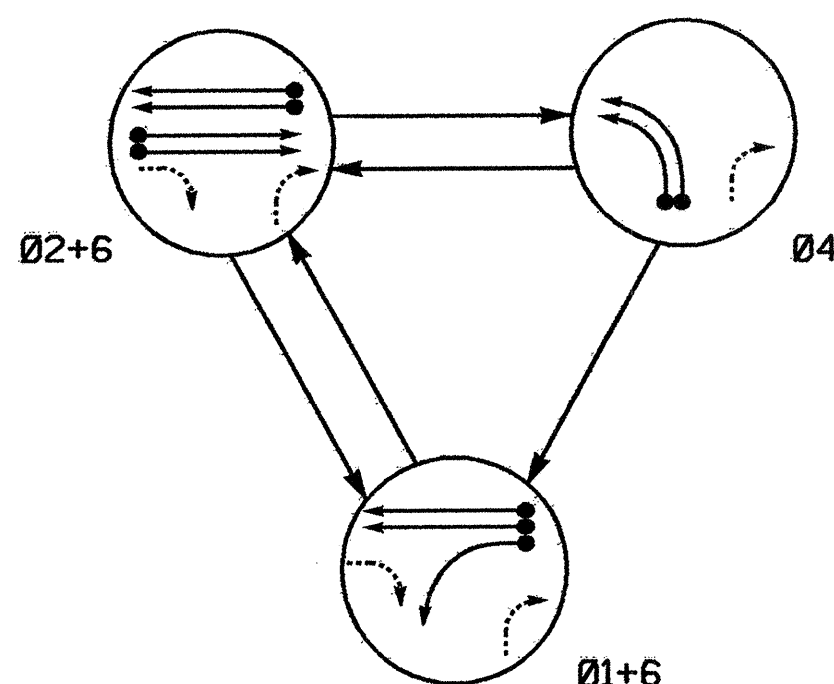


**PHASING DIAGRAM**



SIGNAL FACE	PHASE			
	Ø 1+6	Ø 2+6	Ø 4	FLASH
11	-	-	-	-
21, 22	R	G	R	Y
41, 42	-	-	-	-
61, 62	G	G	R	Y

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 CAB
1A	6X60	EXISTING	EXISTING	-	1	Y	Y	-	-	-	-	Y
2A	6X6	EXISTING	EXISTING	-	2	Y	Y	-	-	-	-	Y
2B	6X6	EXISTING	EXISTING	-	2	Y	Y	-	-	-	-	Y
4A	6X60	EXISTING	EXISTING	-	4	Y	Y	-	-	-	-	Y
4B	6X60	EXISTING	EXISTING	-	4	Y	Y	-	-	-	3	Y
6A	6X6	EXISTING	EXISTING	-	6	Y	Y	-	-	-	-	Y
6B	6X6	EXISTING	EXISTING	-	6	Y	Y	-	-	-	-	Y

**3 Phase Fully Actuated Gastonia City System**

**NOTES**

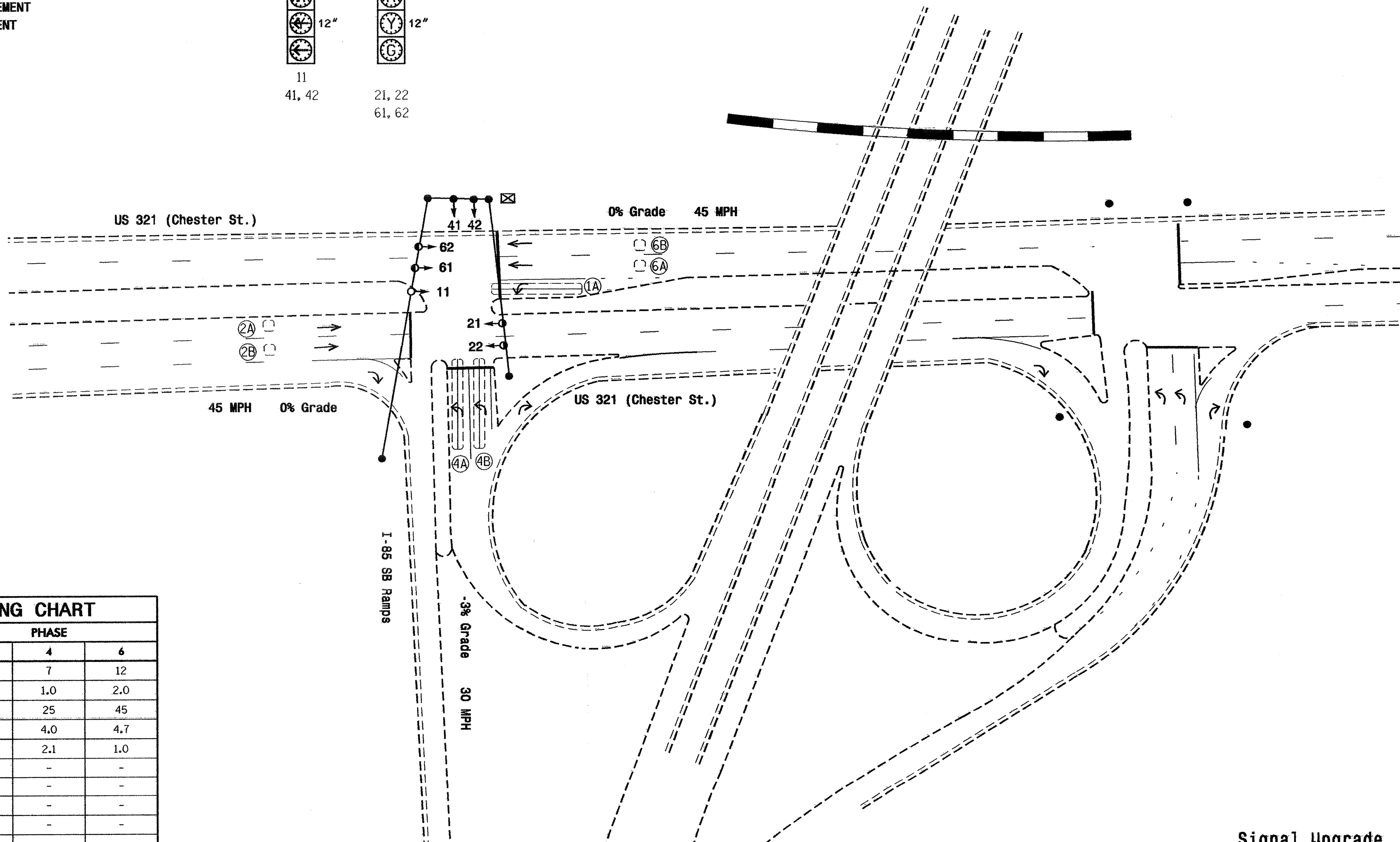
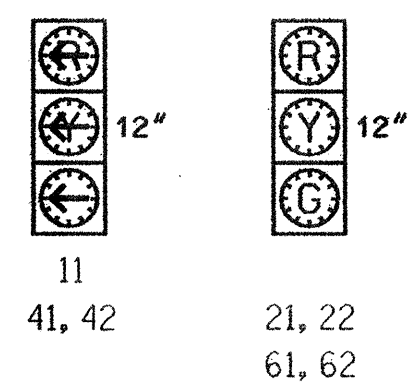
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2002 and "Standard Specifications for Roads and Structures" dated January 2002.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 may be lagged.
4. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. Pavement markings are existing.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
8. City system data: Master Controller Asset #: 0023.

**PHASING DIAGRAM DETECTION LEGEND**

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

**SIGNAL FACE I.D.**

○ Denotes L.E.D.



2070L TIMING CHART				
FEATURE	PHASE			
	1	2	4	6
Min Green 1 *	7	12	7	12
Extension 1 *	1.0	2.0	1.0	2.0
Max Green 1 *	20	45	25	45
Yellow Clearance	4.0	4.7	4.0	4.7
Red Clearance	1.7	1.0	2.1	1.0
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	-	-	-	-
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.

PROPOSED	EXISTING
○→ Traffic Signal Head	●→ N/A
●→ Modified Signal Head 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	→

**Signal Upgrade**

	<b>US 321 (Chester St.) at I-85 SB Ramps</b>		
	Division 12 Gaston County Gastonia PLAN DATE: November 2004 REVIEWED BY: Z.A. Little	PREPARED BY: L. Blount REVIEWED BY: D.Y. Ishak	
122 N. McDowell St., Raleigh, NC 27603	SCALE 0 40 1" = 40'	REVISIONS INIT. DATE	SIG. INVENTORY NO. 12-0023