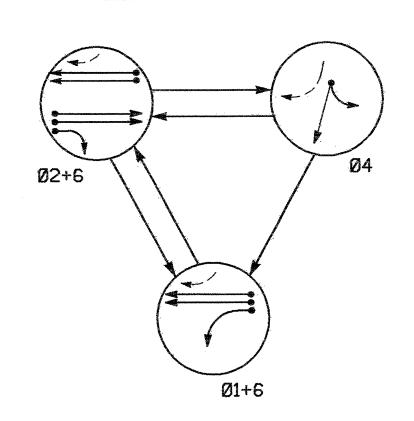
## PHASING DIAGRAM



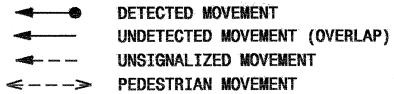
odne in a series	TABLE OF OPERATION								
Primary Paragon		PHASE							
	SIGNAL FACE	Ø1+6	ØN+6	Ø 4	F_JGST				
and the second	e e e e e e e e e e e e e e e e e e e		<b>-</b> R	<del>-R</del>	<del>-</del> R				
	21, 22	R	G	R	Y.				
	41, 42	R	R	G	R				
columbia de la columb	61, 62	G	G	R	Υ				

SIGNAL FACE I.D.

Denotes L.E.D.

2070L LOOP & DETECTOR INSTALLATION												
<u>I</u>	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
IA.	EXISTING	EXISTING	EXISTING	-	.	Υ	Υ		-	-	1,000,000	Υ
2A, 2B	6X6	5	300	Υ	2	Υ	Y			1.8		Υ
2C	EXISTING	EXISTING	EXISTING	-	2	Υ	Υ	_				Υ
4A	EXISTING	EXISTING	EXISTING	_	4	Υ	Υ	-	-			Υ
6A, 6B	6X6	6	350	Υ	6	Υ	Υ	_	_	2.7		Υ
6C	EXISTING"	EXISTING	EXISTING	-	6	Υ	Υ	-	-			Υ

## PHASING DIAGRAM DETECTION LEGEN



ND		
/FRI	ΔP\	

21, 22 41, 42 61, 62 NC 279 (NEW HOPE ROAD) 

20	70L TI	MING C	HART				
	PHASE						
FEATURE	10	02	04	06			
Min Green 1 *	7	12	7	12			
Extension 1 *	1.0	2.0	1.0	2.0			
Max Green 1 *	20	45	30	45			
Yellow Clearance	4.0	4.7	4.0	4.7			
Red Clearance	1.8	1.1	1.7	1.1			
Walk 1 *	-		-	-			
Don't Walk 1			-	-			
Seconds Per Actuation *		-	_	-			
Max Variable Initial*	_	_					
Time Before Reduction *	-	-	•••	· _			
Time To Reduce *	-	-	₩	<b>~~</b>			
Minimum Gap		-					
Recall Mode	. •••	MIN RECALL		MIN RECALL			
Vehicle Call Memory	-24"	YELLOW	<u>.</u>	YELLOW			
Dual Entry	··	•	-	-			
Simultaneous Gap	ON	ON	ON	ON			

**NOTES** 

3 Phase

Fully Actuated (Gastonia City System)

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 in coordination.

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: Controller Asset 0195.

	LEGEND	
PROPOSED		EXISTING
0->	Traffic Signal Head	<b>*</b>
<b>O</b> ->	Modified Signal Head	N/A
	Sign	<b>[</b> .
<b></b>	Pedestrian Signal Head With Push Button & Sign	
<u> </u>	Signal Pole with Guy	<b>9</b>
	Signal Pole with Sidewalk Guy	
(	Inductive Loop Detector	()
$\boxtimes$	Controller & Cabinet	E×Z
	Junction Box	
	2-in Underground Conduit	, quince of district or Version by severe
N/A	Right of Way	ementin' simunana manana manana min
	Directional Arrow	>
	Pavement Marking Arrow	
N/A	YIELD SIGN (R1-2)	(A)
N/A F	RIGHT ARROW "ONLY" SIGN (R3-5R)	lacksquare
N/A	STOP SIGN (R1-1)	<b>©</b>

Signal Upgrade



I-85 Northbound Ramp at NC 279 (New Hope Rd.)

	Division	12 Gaston County		Gastonia			
	PLAN DATE:	December 2004	REVIEWED BY:				
27603	PREPARED BY:	C. Pierce	REVIEWED BY:	D. Y. I	shak		
		REVISIONS		INIT.	DATE		
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