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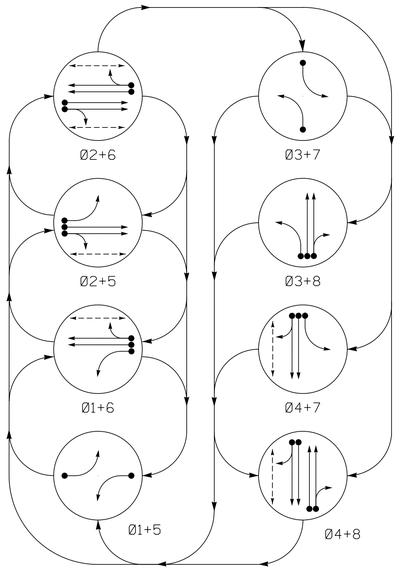
PROJECT REFERENCE NO.	SHEET NO.
C-5703	Sig.27.0

PHASING DIAGRAM

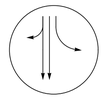


PHASING DIAGRAM DETECTION LEGEND

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

EV PREEMPT PHASES

(Medium Priority)



PRE 3
(Ø4+7)

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3+7	Ø3+8	Ø4+7	Ø4+8	PRE 3	FLASH
11	↚	↚	̸R	̸R	̸R	̸R	̸R	̸R	̸R	̸R
21,22	R	R	G	G	R	R	R	R	R	Y
31	̸R	̸R	̸R	̸R	↚	↚	̸R	̸R	̸R	̸R
41,42	R	R	R	R	R	R	G	G	G	R
51	↚	̸R	↚	̸R	̸R	̸R	̸R	̸R	̸R	̸R
61,62	R	G	R	G	R	R	R	R	R	Y
71	̸R	̸R	̸R	̸R	↚	̸R	↚	̸R	↚	̸R
81,82	R	R	R	R	R	G	R	G	R	R
P21,P22	DW	DW	W	W	DW	DW	DW	DW	DW	DRK
P41,P42	DW	DW	DW	DW	DW	DW	W	W	DW	DRK
P61,P62	DW	W	DW	W	DW	DW	DW	DW	DW	DRK

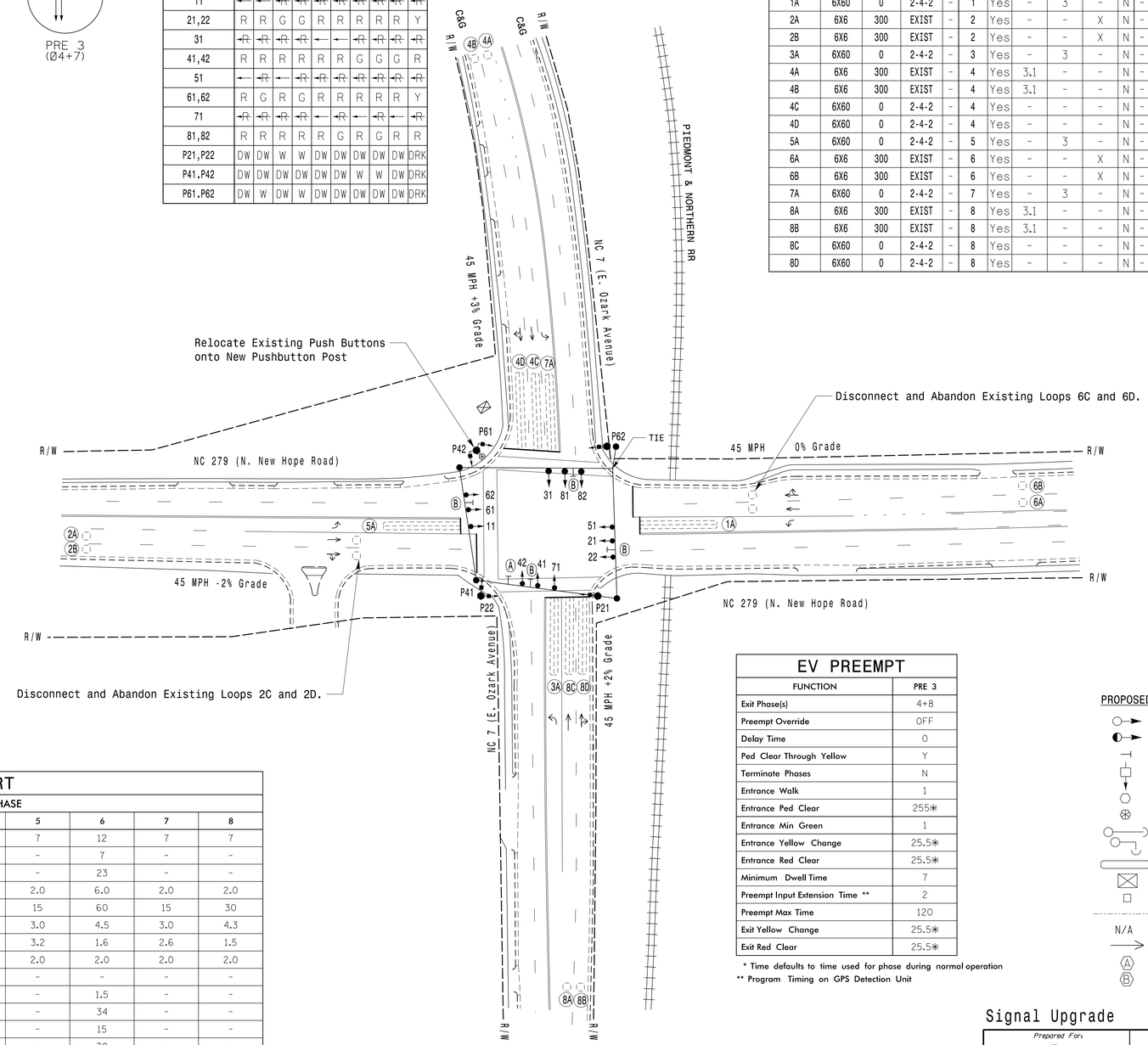
DETECTOR INSTALLATION CHART

DETECTOR					PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	SYSTEM LOOP	NEW CARD
1A	6X60	0	2-4-2	-	1	Yes	-	3	-	N	-	X
2A	6X6	300	EXIST	-	2	Yes	-	-	X	N	-	X
2B	6X6	300	EXIST	-	2	Yes	-	-	X	N	-	X
3A	6X60	0	2-4-2	-	3	Yes	-	3	-	N	-	X
4A	6X6	300	EXIST	-	4	Yes	3.1	-	-	N	-	X
4B	6X6	300	EXIST	-	4	Yes	3.1	-	-	N	-	X
4C	6X60	0	2-4-2	-	4	Yes	-	-	-	N	-	X
4D	6X60	0	2-4-2	-	4	Yes	-	-	-	N	-	X
5A	6X60	0	2-4-2	-	5	Yes	-	3	-	N	-	X
6A	6X6	300	EXIST	-	6	Yes	-	-	X	N	-	X
6B	6X6	300	EXIST	-	6	Yes	-	-	X	N	-	X
7A	6X60	0	2-4-2	-	7	Yes	-	3	-	N	-	X
8A	6X6	300	EXIST	-	8	Yes	3.1	-	-	N	-	X
8B	6X6	300	EXIST	-	8	Yes	3.1	-	-	N	-	X
8C	6X60	0	2-4-2	-	8	Yes	-	-	-	N	-	X
8D	6X60	0	2-4-2	-	8	Yes	-	-	-	N	-	X

8 Phase
Fully Actuated
w/ Emergency Vehicle Preemption
Gastonia Signal System

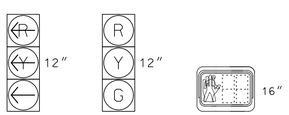
NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. Phase 3 and/or phase 7 may be lagged.
5. Set all detector units to presence mode.
6. In the event of loop replacement, refer to the current ITS and Signal Design Manual and submit a Plan of Record to the Signal Design Section.
7. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
8. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
9. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
10. Pavement markings are existing.
11. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values shall supersede these values.
12. Disconnect and abandon existing loops 2C, 2D, 6C, & 6D.
13. Install new cabinet on the existing cabinet foundation.
14. Reconnect lead-in cable to separate loops 2A & 2B, 4A & 4B, 6A & 6B, and 8A & 8B, as shown.
15. Relocate existing pedestrian push buttons to Type I post, as shown.
16. Install GPS emergency preemption system per manufacturer's instructions to achieve preemption needed, as shown in phasing diagram.
17. All new cabinets and base extenders shall be black in color. See Project Special Provisions for details
18. City of system data:
    Controller Asset #0053.



SIGNAL FACE I.D.

All Heads L.E.D.



11	21,22	P21,P22
31	41,42	P41,P42
51	61,62	P61,P62
71	81,82	

EV PREEMPT

FUNCTION	PRE 3
Exit Phase(s)	4+8
Preempt Override	OFF
Delay Time	0
Ped Clear Through Yellow	Y
Terminate Phases	N
Entrance Walk	1
Entrance Ped Clear	255*
Entrance Min Green	1
Entrance Yellow Change	25.5*
Entrance Red Clear	25.5*
Minimum Dwell Time	7
Preempt Input Extension Time **	2
Preempt Max Time	120
Exit Yellow Change	25.5*
Exit Red Clear	25.5*

* Time defaults to time used for phase during normal operation
** Program Timing on GPS Detection Unit

TIMING CHART

FEATURE	PHASE 1	2	3	4	5	6	7	8
Min Green *	7	12	7	7	7	12	7	7
Walk *	-	7	-	7	-	7	-	-
Ped Clear	-	20	-	25	-	23	-	-
Veh. Extension *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max 1 *	15	60	15	30	15	60	15	30
Yellow	3.0	4.7	3.0	4.3	3.0	4.5	3.0	4.3
Red Clear	3.1	2.0	2.8	1.6	3.2	1.6	2.6	1.5
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Actuations B4 Add *	-	-	-	-	-	-	-	-
Seconds /Actuation *	-	1.5	-	-	-	1.5	-	-
Max Initial *	-	34	-	-	-	34	-	-
Time Before Reduction *	-	15	-	-	-	15	-	-
Time To Reduce *	-	30	-	-	-	30	-	-
Minimum Gap	-	3.0	-	-	-	3.0	-	-
Locking Detector	-	X	-	-	-	X	-	-
Recall Position	-	MIN RECALL	-	-	-	MIN RECALL	-	-
Dual Entry	-	-	-	-	-	-	-	-
Simultaneous Gap	X	X	X	X	X	X	X	X

* 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	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head With Push Button & Sign	
	Type II Signal Pedestal	
	Type I Pushbutton Post	
	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	
A	"NO TURN ON RED" Sign (R10-11)	A
B	Street Name Sign (D3-1)	B

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Signal Upgrade

Prepared For: Transportation Mobility and Safety Division, State of North Carolina, Department of Transportation, Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

NC 279 (N. New Hope Road) at NC 7 (E. Ozark Avenue)

Division 12 Gaston County Gastonia

PLAN DATE:	May 2021	REVIEWED BY:	SL Phillips
PREPARED BY:	CF Davis	REVIEWED BY:	KP Baumann

SCALE 0 50 1"=50'

REVISIONS	INIT.	DATE

NORTH CAROLINA PROFESSIONAL SEAL 044434 ENGINEER KEVIN P. BAUMANN

DocuSigned by:
SIGNATURE 3/11/2022 DATE
SIG. INVENTORY NO. 12-0053

PLANS PREPARED IN THE OFFICE OF:
Kimley»Horn
NC License #F-0102
421 Fayetteville Street, Suite 600
Raleigh, NC 27601
(919) 677-2000

3/9/2022 11:15:15 AM Danielle.Curri \\kimley-horn.com\SE_RAL*RAL_TPTD_ITS\011036569 Gastonia Signal System\9 Signals\54 - Signal Design\E120053-2021.dgn