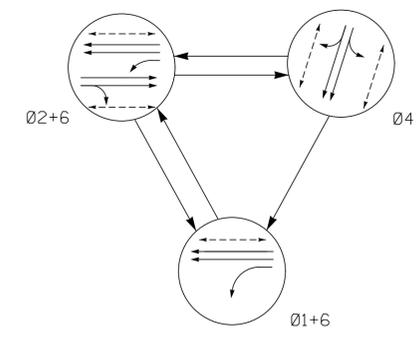
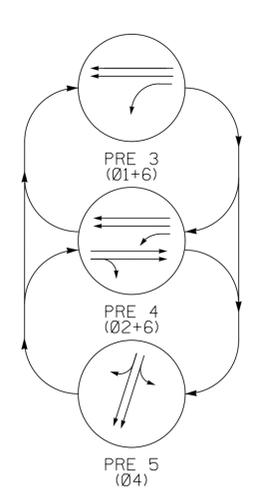


DEFAULT PHASING DIAGRAM

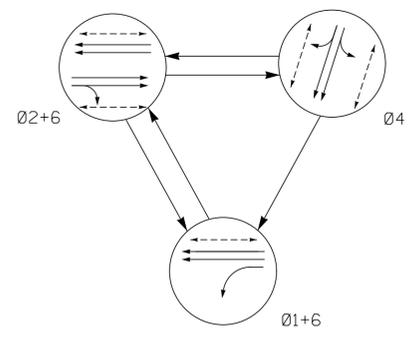


SIGNAL FACE	PHASE						
	Ø 1 + 6	Ø 2 + 6	Ø 4	PRE 3	PRE 4	PRE 5	FLASH
11	←	←	←	←	←	←	←
21,22,23	R	G	R	R	G	R	Y
41,42	R	G	R	R	G	R	Y
61,62	↑	↑	↑	↑	↑	↑	Y
P21,P22	DW	W	DW	DW	DW	DRK	
P41,P42 P43,P44	DW	W	DW	DW	DW	DRK	
P61,P62	W	W	DW	DW	DW	DRK	

DEFAULT EV PREEMPT PHASES (Medium Priority)

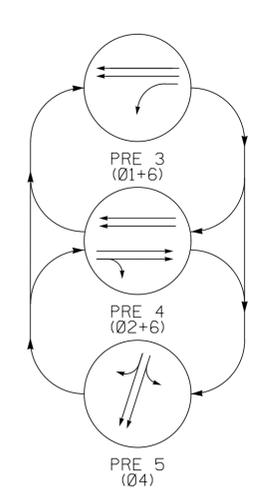


ALTERNATE PHASING DIAGRAM



SIGNAL FACE	PHASE						
	Ø 1 + 6	Ø 2 + 6	Ø 4	PRE 3	PRE 4	PRE 5	FLASH
11	←	←	←	←	←	←	←
21,22,23	R	G	R	R	G	R	Y
41,42	R	G	R	R	G	R	Y
61,62	↑	↑	↑	↑	↑	↑	Y
P21,P22	DW	W	DW	DW	DW	DRK	
P41,P42 P43,P44	DW	W	DW	DW	DW	DRK	
P61,P62	W	W	DW	DW	DW	DRK	

ALTERNATE EV PREEMPT PHASES (Medium Priority)

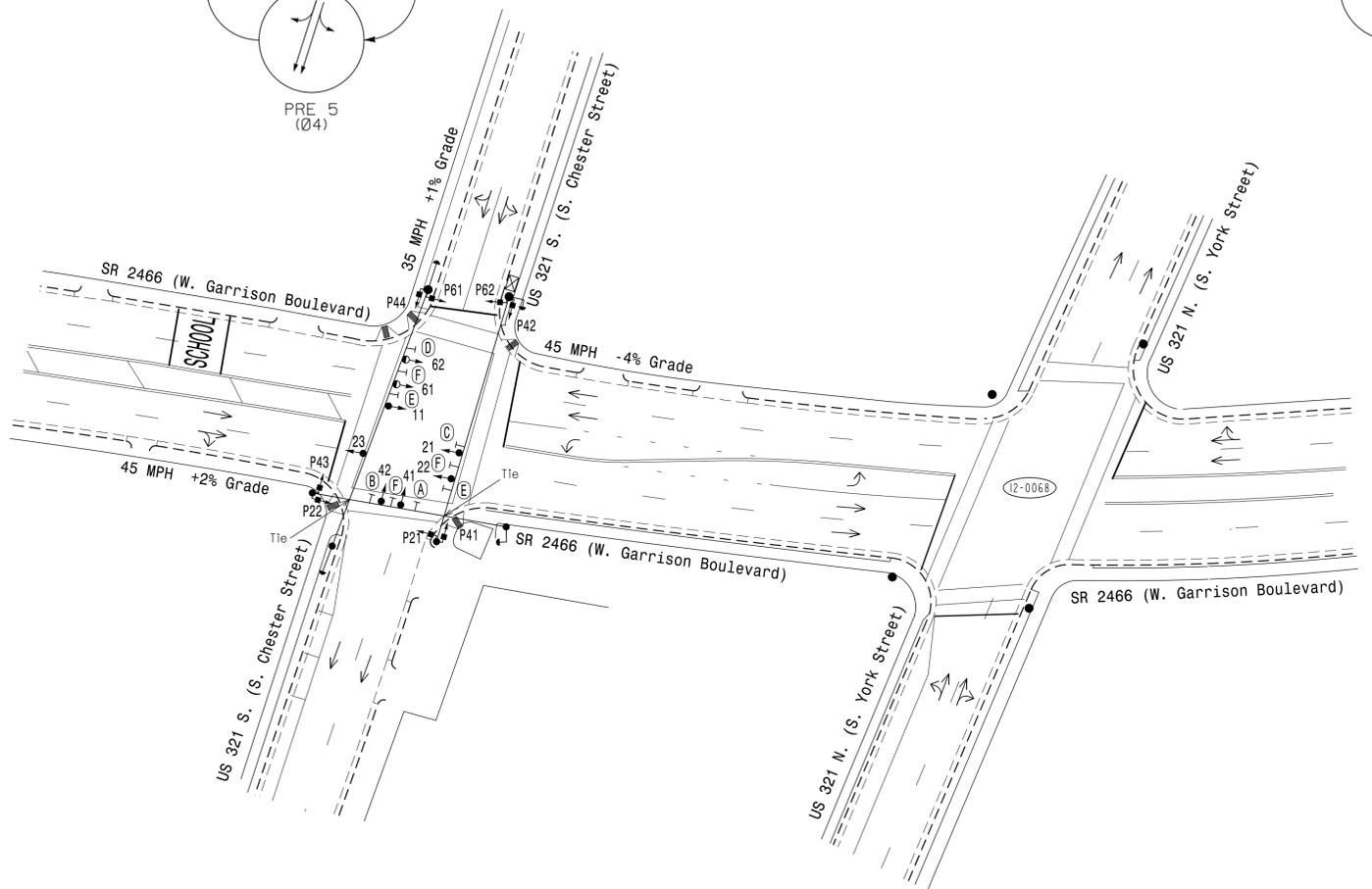
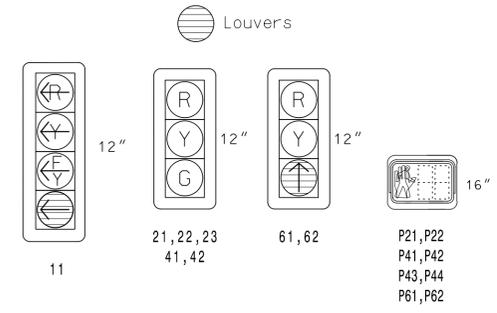


PHASING DIAGRAM DETECTION LEGEND

- ←● DETECTED MOVEMENT
- ← UNDETECTED MOVEMENT (OVERLAP)
- ← UN SIGNALIZED MOVEMENT
- ← PEDESTRIAN MOVEMENT

SIGNAL FACE I.D.

All Heads L.E.D.
All heads have backplates with reflective borders



3 Phase Pre-Timed w/ Alternate Phasing Operation and Emergency Vehicle Preemption Gastonia Signal System

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 may be lagged.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- Pavement markings are existing.
- The City Engineer or their representative will determine the hours of use for each phasing plan.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values shall supersede these values.
- Install new cabinet on the existing cabinet foundation.
- All new cabinets and base extenders shall be black in color. See Project Special Provisions for details.
- Install GPS emergency preemption system per manufacturer's instructions to achieve preemption needed, as shown in phasing diagram.
- City of system data:
Controller Asset #0069.

LEGEND

- | PROPOSED | EXISTING |
|---|---|
| ○ → Traffic Signal Head | ● → Traffic Signal Head |
| ○ → Modified Signal Head | N/A |
| ○ → Pedestrian Signal Head With Sign | ○ → Pedestrian Signal Head With Sign |
| ○ → Signal Pole with Guy | ○ → Signal Pole with Guy |
| ○ → Signal Pole with Sidewalk Guy | ○ → Signal Pole with Sidewalk Guy |
| □ → Inductive Loop Detector | □ → Inductive Loop Detector |
| □ → Controller & Cabinet | □ → Controller & Cabinet |
| □ → Junction Box | □ → Junction Box |
| --- 2-in Underground Conduit | --- 2-in Underground Conduit |
| N/A Right of Way | N/A Right of Way |
| → Directional Arrow | → Directional Arrow |
| N/A Curb Ramp | ▲ Curb Ramp |
| (A) Combined Through and Left Arrow Sign (R3-6L) | (A) Combined Through and Left Arrow Sign (R3-6L) |
| (B) Combined Through and Right Arrow Sign (R3-6R) | (B) Combined Through and Right Arrow Sign (R3-6R) |
| (C) No Left Turn Sign (R3-2) | (C) No Left Turn Sign (R3-2) |
| (D) No Right Turn Sign (R3-1) | (D) No Right Turn Sign (R3-1) |
| (E) One Way Sign (R6-1L) | (E) One Way Sign (R6-1L) |
| (F) Street Name Sign (D3-1) | (F) Street Name Sign (D3-1) |

FEATURE	PHASE			
	1	2	4	6
Min Green *	7	12	7	12
Walk *	-	7	7	7
Ped Clear	-	12	20	8
Veh. Extension *	-	-	-	-
Max 1 *	20	45	30	45
Yellow	3.0	4.9	3.8	4.9
Red Clear	2.1	1.5	1.8	1.5
Red Revert	2.0	2.0	2.0	2.0
Actuations B4 Add *	-	-	-	-
Seconds / Actuation *	-	-	-	-
Max Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Locking Detector	-	-	-	-
Recall Position	MAX RECALL	PED/MAX	PED/MAX	PED/MAX
Dual Entry	-	-	-	-
Simultaneous Gap	X	X	X	X

EV PREEMPT			
FUNCTION	PRE 3	PRE 4	PRE 5
Exit Phase(s)	2+6	2+6	4
Preempt Override	OFF	OFF	OFF
Delay Time	0	0	0
Ped Clear Through Yellow	Y	Y	Y
Terminate Phases	N	N	N
Entrance Walk	1	1	1
Entrance Ped Clear	255*	255*	255*
Entrance Min Green	1	1	1
Entrance Yellow Change	25.5*	25.5*	25.5*
Entrance Red Clear	25.5*	25.5*	25.5*
Minimum Dwell Time	7	7	7
Preempt Input Extension Time **	2	2	2
Preempt Max Time	120	120	120
Exit Yellow Change	25.5*	25.5*	25.5*
Exit Red Clear	25.5*	25.5*	25.5*

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

This plan supersedes the plan signed and sealed on 3/11/2022

Signal Upgrade

Prepared For:
Kimley-Horn
750 N. Greenfield Pkwy, Garner, NC 27529
PLANS PREPARED IN THE OFFICE OF:
NC License #0102
421 Fayetteville Street, Suite 600
Raleigh, NC 27601
(919) 677-2000

US 321 S. (S. Chester Street) at SR 2466 (W. Garrison Boulevard)
Division 12 Gaston County Gastonia
PLAN DATE: May 2021 REVIEWED BY: SL Phillips
PREPARED BY: CF Davis REVIEWED BY: KP Baumann

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Professional Engineer Seal for Kevin P. Baumann, License No. 044434, dated 4/7/2022.

4/7/2022 2:45:55 PM Dan.Hill@k-h.com