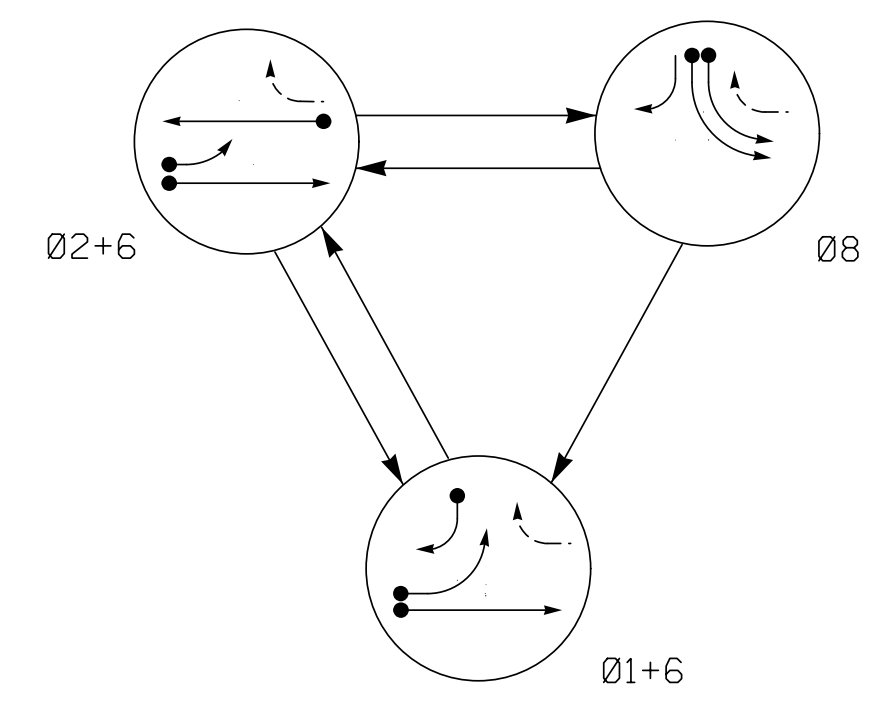


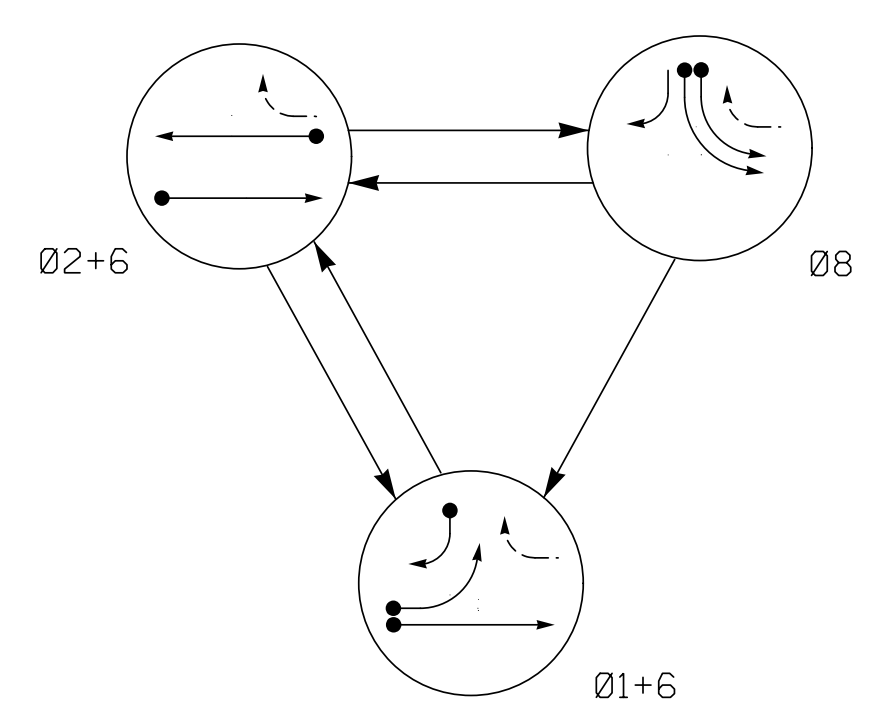
DEFAULT PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 8	F L S H
11	←	←	←	←
21, 22	R	G	R	Y
61, 62, 63	G	G	R	Y
81, 82	←	←	←	←
83	→	R	→	R

ALTERNATE PHASING DIAGRAM



ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 8	F L S H
11	←	←	←	←
21, 22	R	G	R	Y
61, 62, 63	G	G	R	Y
81, 82	←	←	←	←
83	→	R	→	R

DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Yes	-	15*	-	N	-	X
					6#	Yes	-	3	-	G	-	X
1B	6X40	0	2-4-2	-	1	Yes	-	10	-	N	-	X
2A	6X6	300	EXIST	-	2	Yes	-	-	X	N	-	X
6A	6X6	300	EXIST	-	6	Yes	-	-	X	N	-	X
8A	6X40	0	2-4-2	-	8	Yes	-	3	-	N	-	X
8B	6X40	0	2-4-2	-	8	Yes	-	-	-	N	-	X

* Reduce delay to 3 sec. during Alternate Phasing operation.
Disable Phase call for loop during Alternate Phasing operation.

3 Phase Fully Actuated w/ Alternate Phasing Operation Gastonia Signal System

NOTES

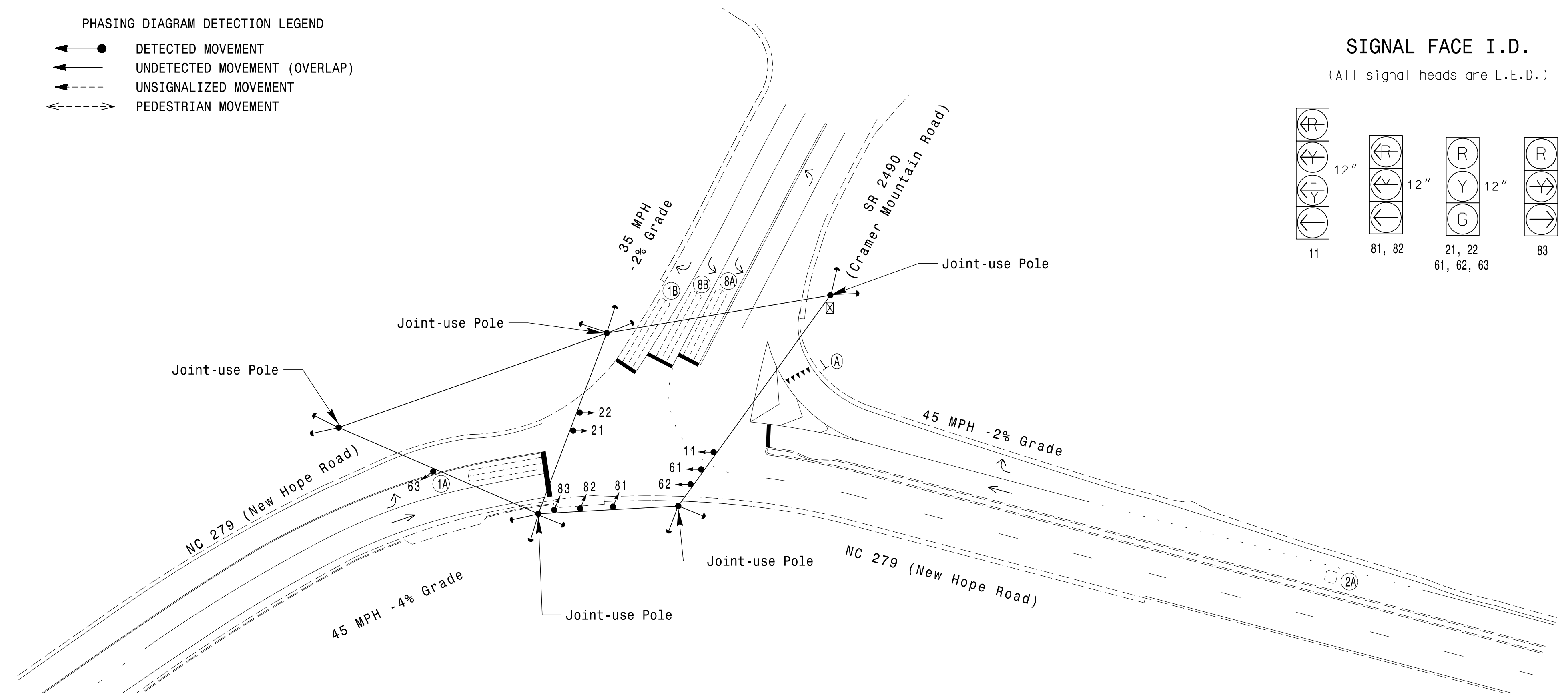
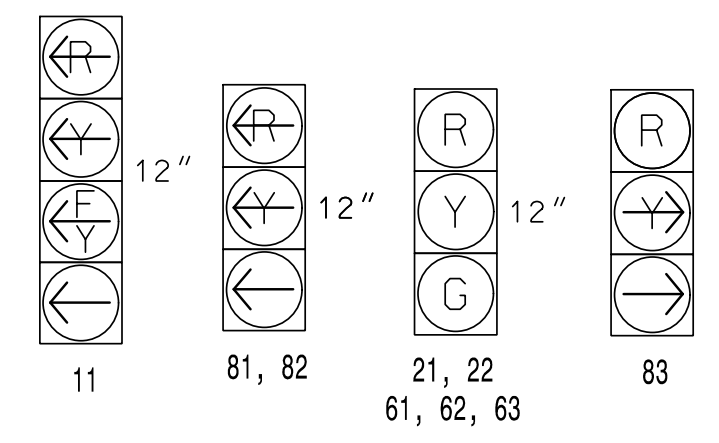
- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 may be lagged.
- Set all detector units to presence mode.
- Pavement markings are existing.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- 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.
- Existing phase 4 has been changed to phase 8 on this plan. Change all signal heads, pedestrian signal heads, pedestrian push buttons, and loops as needed to achieve the phasing shown.
- City system data:
Controller Asset #1541.

PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE I.D.

(All signal heads are L.E.D.)



TIMING CHART

FEATURE	PHASE			
	1	2	6	8
Min Green *	7	12	12	7
Walk *	-	-	-	-
Ped Clear	-	-	-	-
Veh. Extension *	2.0	6.0	6.0	2.0
Max I *	20	100	100	25
Yellow	3.0	4.9	4.9	3.0
Red Clear	2.6	1.6	1.6	2.9
Red Revert	2.0	2.0	2.0	2.0
Actuations B4 Add *	-	-	-	-
Seconds /Actuation *	-	2.5	2.5	-
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

* 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 |
|----------|----------|
| ○→ | ●→ |
| ●→ | N/A |
| ↓ | ↓ |
| ↓ | ↓ |
| ○→ | ●→ |
| ○→ | ●→ |
| ⊠ | ⊠ |
| ⊠ | ⊠ |
| N/A | --- |
| → | → |
| ⊠ | ⊠ |

Signal Upgrade

Prepared For:
Kimley-Horn

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

**NC 279 (New Hope Road)
at
SR 2490 (Cramer Mountain Road)**

Division 12 Gaston County Gastonia

PLAN DATE: May 2021 REVIEWED BY: SL Phillips
PREPARED BY: SP Pennington REVIEWED BY: KP Baumann

REVISIONS: _____ INIT: _____ DATE: _____

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Documented by: *[Signature]* 3/11/2022
DATE: _____
SIGNATURE: _____
DATE: _____

SIG. INVENTORY NO. 12-1541

3/9/2022 11:14:57 AM Dantelle.Curt1 ***K:\mley-horn.com\SE_RAL\MRAL_TPIDR_LTS\011036569_Gastonia Signal System9_Signal\sk54 - Signal Design\0121541-2021.dgn