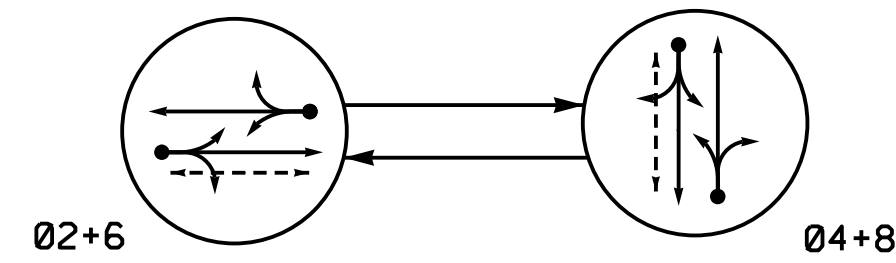


PHASING DIAGRAM



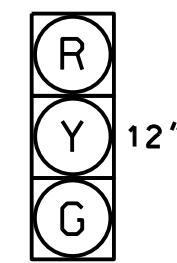
PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE		
	02+6	04+8	FLASH
21,22	G	R	Y
41,42	R	G	R
61,62	G	R	Y
81,82	R	G	R
P21,P22	W	DW	DRK
P41,P42	DW	W	DRK

SIGNAL FACE I.D.

All Heads L.E.D.



21,22
41,42
61,62
81,82

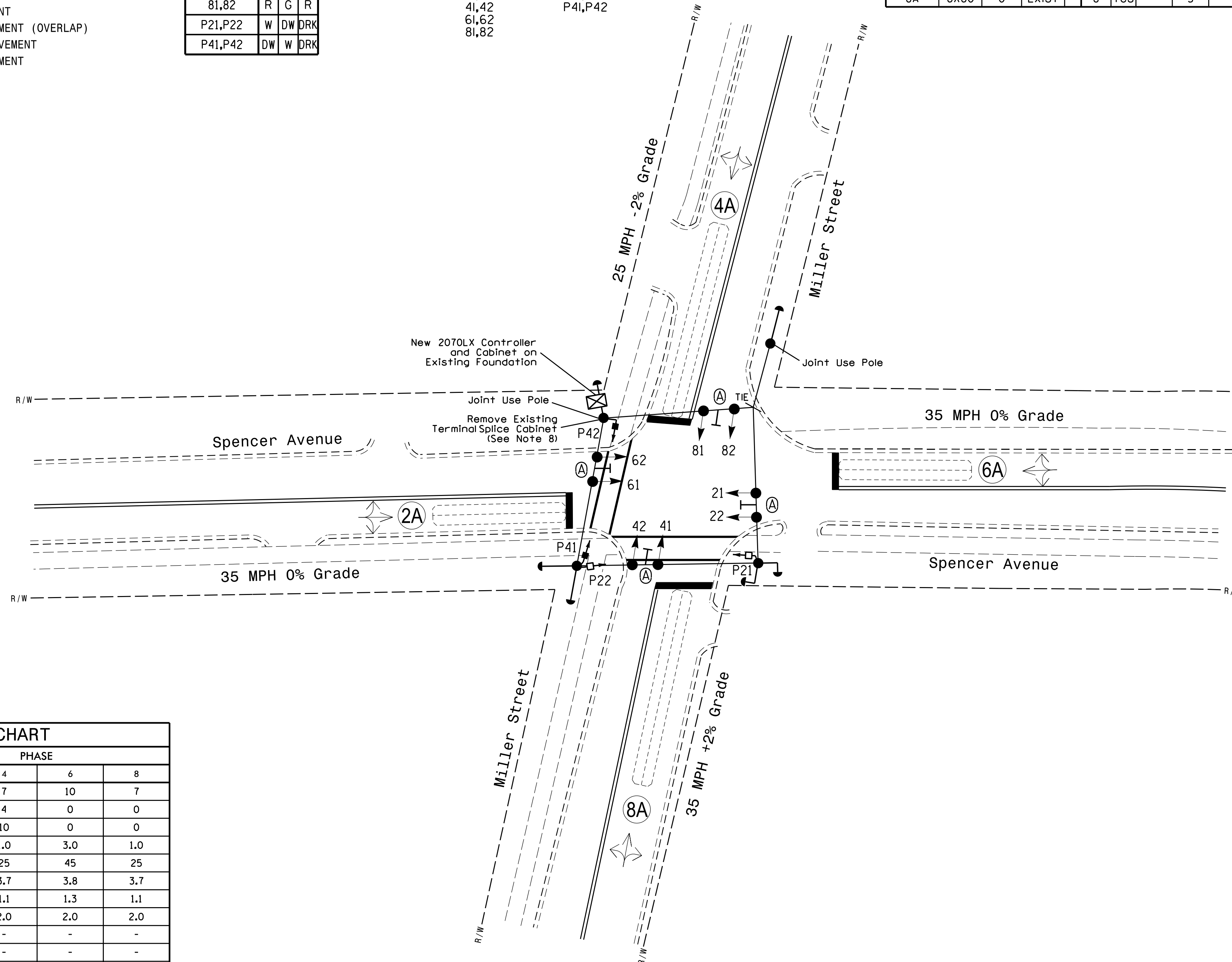
P21,P22
P41,P42

DETECTOR INSTALLATION CHART										
DETECTOR				PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	LOOP SYSTEM NEW CARD
2A	6X40	0	Exist	-	2	Yes	-	-	-	- X
4A	6X60	0	Exist	-	4	Yes	-	5	-	- X
6A	6X40	0	Exist	-	6	Yes	-	-	-	- X
8A	6X60	0	Exist	-	8	Yes	-	5	-	- X

2 Phase Fully Actuated 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.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- In the event of loop replacement, refer to the current ITS and Signals Design Manual and submit a Plan of Record to the Signal Design Section.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- Remove existing Terminal Splice Cabinet. Replace existing signal and lead-in cables as required to eliminate aerial splices.
- Pavement markings are existing unless otherwise noted.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- All cabinets and base extenders shall be black in color. See Project Special Provisions for details.
- City system data:
Controller Asset #0002.



FEATURE	PHASE			
	2	4	6	8
Min Green *	10	7	10	7
Walk *	4	4	0	0
Ped Clear	10	10	0	0
Veh. Extension *	3.0	1.0	3.0	1.0
Max I *	45	25	45	25
Yellow	3.8	3.7	3.8	3.7
Red Clear	1.3	1.1	1.3	1.1
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	X	-	X	-
Recall Position	VEH. RECALL	-	VEH. RECALL	-
Dual Entry	-	X	-	X
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.

PROPOSED		EXISTING	
○	Traffic Signal Head	●	N/A
●	Modified Signal Head	○	N/A
⊥	Sign	⊥	N/A
⊥	Pedestrian Signal Head With Push Button & Sign	⊥	N/A
⊥	Signal Pole with Sidewalk Guy	⊥	N/A
⊥	Signal Pole with Sidewalk Guy	⊥	N/A
⊥	Inductive Loop Detector	⊥	N/A
⊥	Controller & Cabinet	⊥	N/A
⊥	Junction Box	⊥	N/A
⊥	2-in Underground Conduit	⊥	N/A
N/A	Right of Way	---	---
→	Directional Arrow	→	→
N/A	Curb Ramp	▲	▲
Ⓐ	Street Name Sign	Ⓐ	Ⓐ

Signal Upgrade

Prepared in the Office of: NC FIRM LICENSE No: P-0339 320 Executive Court Hillsborough, NC 27278 (919) 732-3883 (919) 732-6676 (FAX)	Prepared For: 181 S. South St. Gastonia, NC 28052	Spencer Avenue at Miller Street		SEAL SEAL 018174 EDWARD W. SIRGANY ENGINEER
		Division 12 Gaston County Gastonia PLAN DATE: April 2021 REVIEWED BY: J. Smith PREPARED BY: M. Parker REVIEWED BY: E. Sirgany	REVISIONS INIT. DATE	