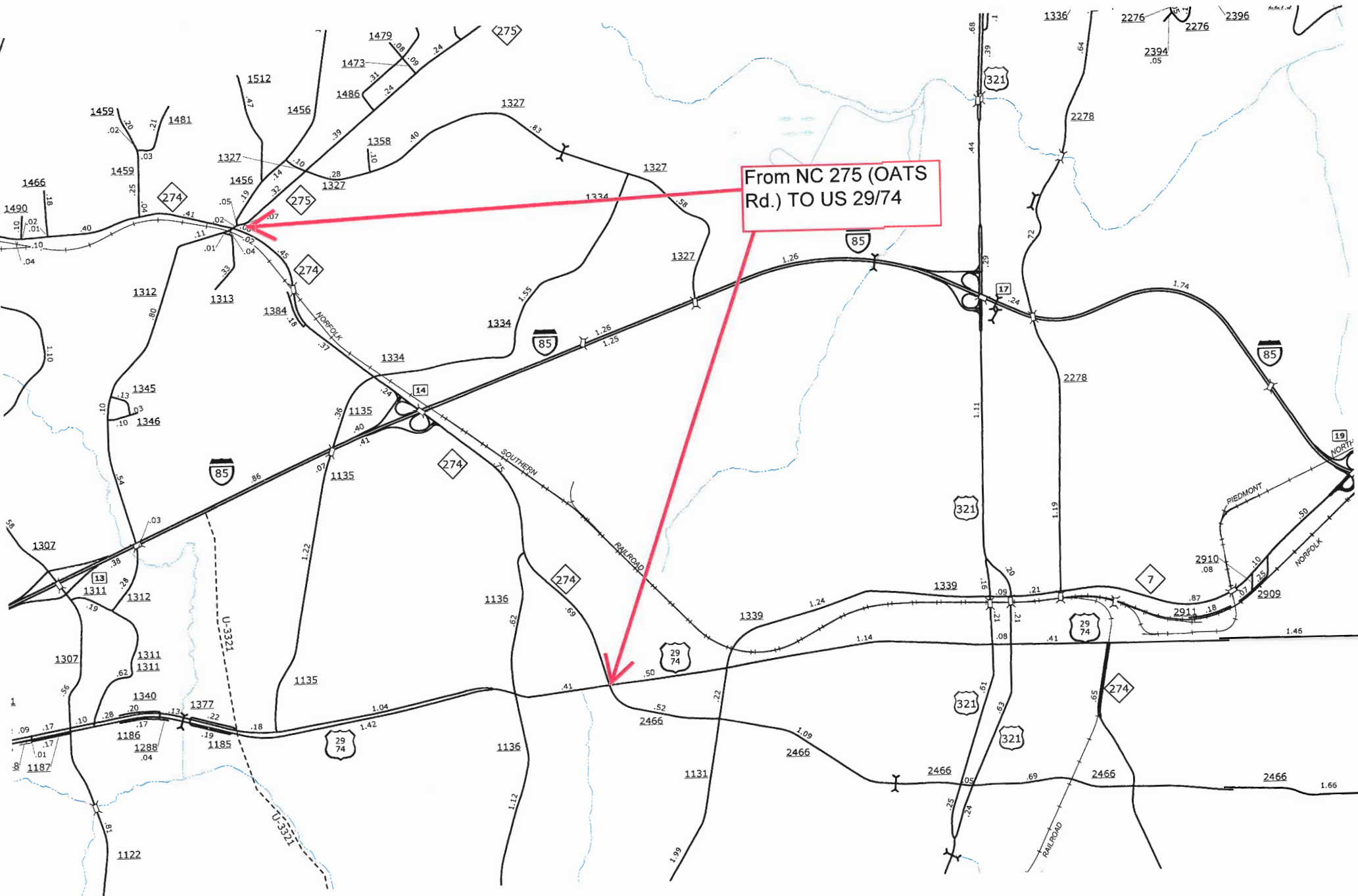


**This electronic collection of documents is provided
for the convenience of the user
and is Not a Certified Document –**

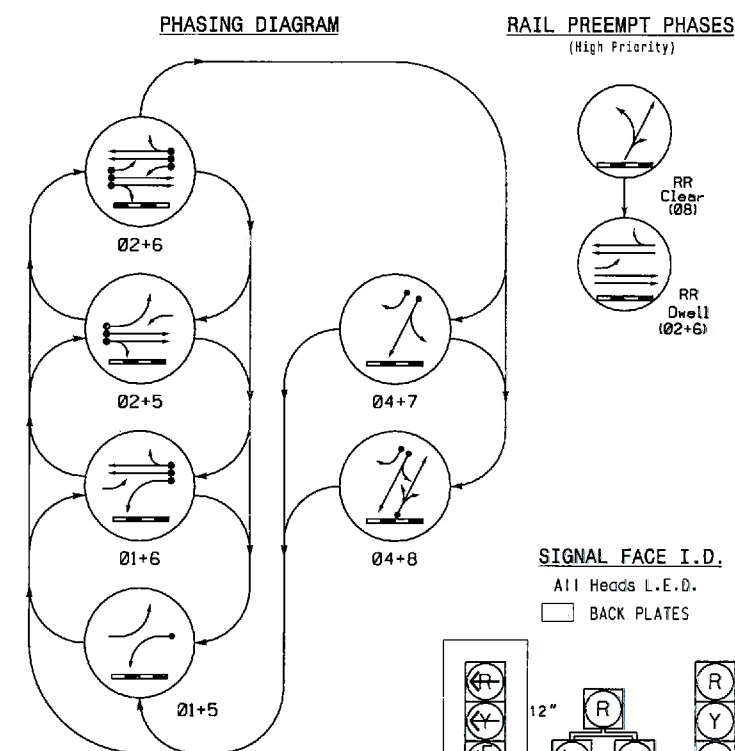
**The documents contained herein were originally issued
and sealed by the individuals whose names and license
numbers appear on each page, on the dates appearing
with their signature on that page.**

**This file or an individual page
shall not be considered a certified document.**

VICINITY MAP
GASTON COUNTY N.C.



From NC 275 (OATS Rd.) TO US 29/74



FUNCTION	PRE 1
Interval 1 - Track Clearance Green	17
Interval 1 - Track Clearance Yellow	4.0
Interval 1 - Track Clearance Red	2.2
Interval 2 - Dwell Green	255
Interval 2 - Dwell Yellow	0.0*
Interval 2 - Dwell Red	0.0*
Interval 5 - Exit Green	1
Interval 5 - Yellow	0.0
Interval 5 - Red	0.0
Exit Phase(s)	4+8
Priority	HIGH
Delay Time	0.0
Min Green Before Pre	1
Red Clear Before Pre	0
Yellow Clear Before Pre	0.0*
Red Clear Through Pre	0.0*
Dwell Min Time	7
Enable Backup Protection	N
Red Clear Through Yellow	N
Omit Overlaps	A

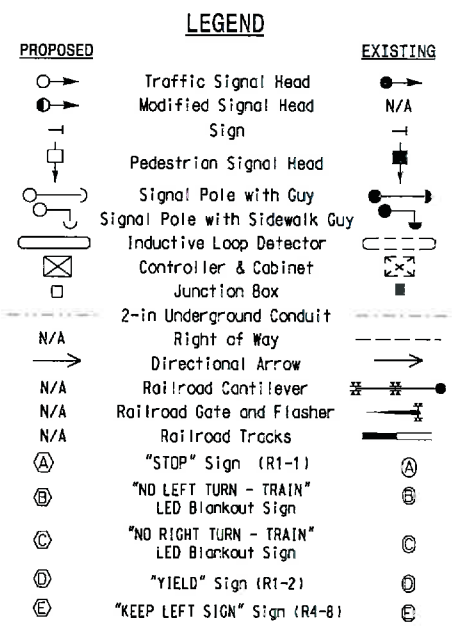
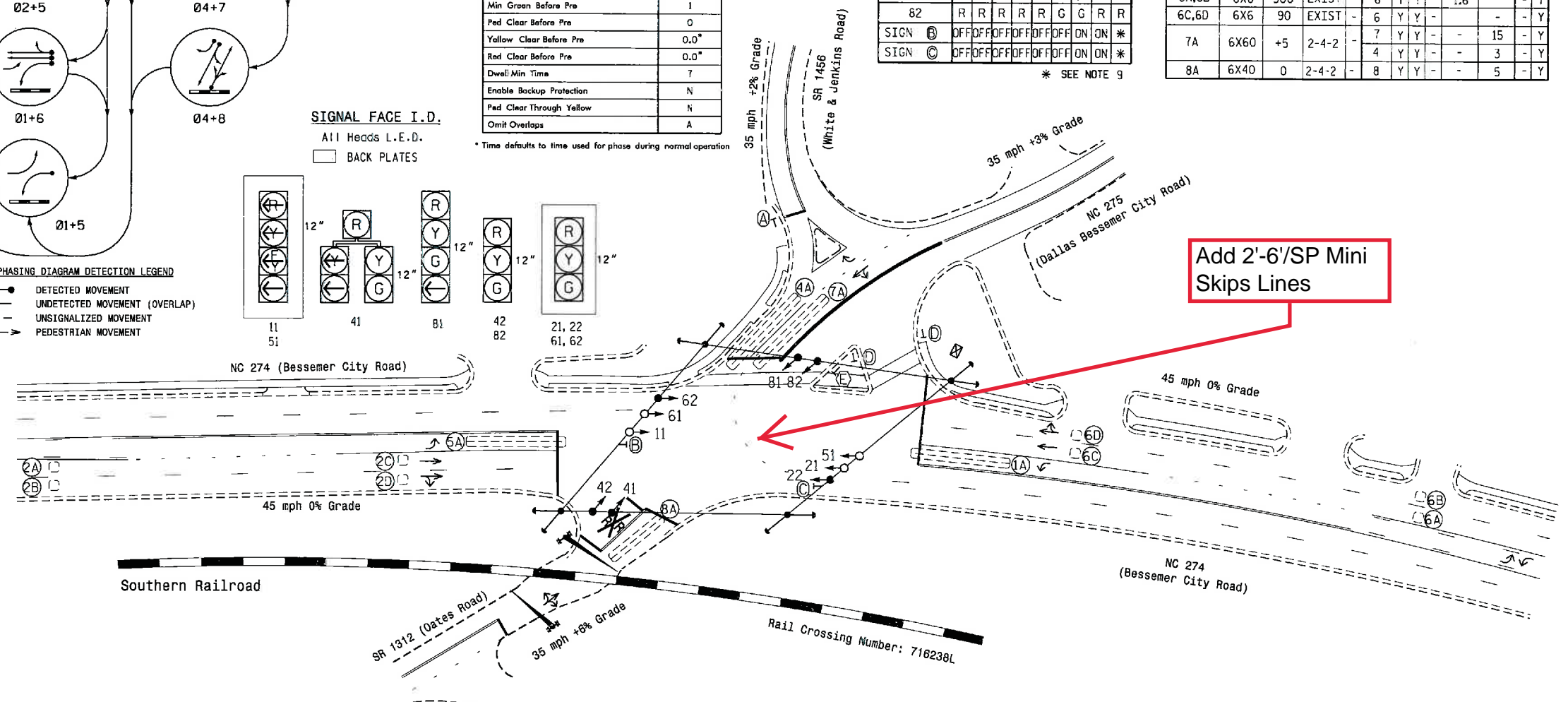
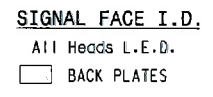
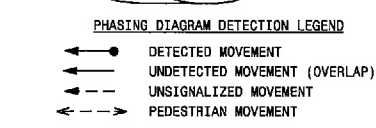
* Time defaults to time used for phase during normal operation

SIGNAL FACE	PHASE											
	01+5	01+6	02+5	02+6	04+7	04+8	08	02+6	02+5	01+6	01+5	08
11	-	-	F	F	R	R	R	R	R	R	R	Y
21, 22	R	R	G	G	R	R	R	R	R	R	R	Y
41	R	R	R	R	G	G	R	R	R	R	R	Y
42	R	R	R	R	G	G	R	R	R	R	R	Y
51	-	F	-	F	-	-	-	-	-	-	-	Y
61, 62	R	G	R	G	R	R	R	R	R	R	R	Y
81	R	R	R	R	G	G	R	R	R	R	R	Y
82	R	R	R	R	G	G	R	R	R	R	R	Y
SIGN B	OFF	OFF	OFF	OFF	OFF	OFF	ON	ON	ON	ON	ON	*
SIGN C	OFF	OFF	OFF	OFF	OFF	OFF	ON	ON	ON	ON	ON	*

* SEE NOTE 9

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY				
1A	6X60	+5	2-4-2	-	1	Y	Y	-	-	15	-	Y
2A,2B	6X6	300	EXIST	-	2	Y	Y	-	1.6	-	-	Y
2C,2D	6X6	90	EXIST	-	2	Y	Y	-	-	-	-	Y
4A	6X60	+5	2-4-2	-	4	Y	Y	-	-	15	-	Y
5A	6X60	+5	2-4-2	-	5	Y	Y	-	-	15	-	Y
6A,6B	6X6	300	EXIST	-	6	Y	Y	-	1.6	-	-	Y
6C,6D	6X6	90	EXIST	-	6	Y	Y	-	-	-	-	Y
7A	6X60	+5	2-4-2	-	7	Y	Y	-	-	15	-	Y
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	5	-	Y

- 6 Phase Fully Actuated Gastonia City System
- NOTES
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
 - This location contains railroad preemption phasing. Do not program signal for late night flashing operation.
 - Phase 1 and/or phase 5 may be lagged.
 - Omit phase 7 during phase 8 on.
 - Reposition existing signal heads numbered 22 & 62.
 - Install backplates for signal heads numbered 11, 21, 22, 51, 61 & 62.
 - Set all detector units to presence mode.
 - Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
 - Ensure flashing operation does not alter operation of blackout signs.
 - Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
 - Closed loop system data: Controller Asset # 0012.



FEATURE	PHASE							
	1	2	4	5	6	7	8	
Min Green 1*	7	12	7	7	12	7	7	
Extension 1*	1.0	2.0	2.0	1.0	2.0	2.0	2.0	
Max Green 1*	20	100	30	20	100	25	30	
Yellow Clearance	3.0	4.5	3.7	3.0	4.5	3.0	3.7	
Red Clearance	4.3	2.8	2.3	3.8	2.8	1.9	2.3	
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Walk 1*	-	-	-	-	-	-	-	
Don't Walk 1	-	-	-	-	-	-	-	
Seconds Per Actuation*	-	-	-	-	-	-	-	
Max Variable Initial*	-	-	-	-	-	-	-	
Time Before Reduction*	-	-	-	-	-	-	-	
Time To Reduce*	-	-	-	-	-	-	-	
Minimum Gap	-	-	-	-	-	-	-	
Recall Mode	-	MIN RECALL	-	-	MIN RECALL	-	-	
Vehicle Call Memory	-	YELLOW	-	-	YELLOW	-	-	
Dual Entry	-	-	ON	-	-	-	ON	
Simultaneous Gap	ON	ON	ON	ON	ON	ON	ON	

* 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.

** MINI SKIP DETAIL ONLY **

Signal Upgrade - Corr. File No. : 12-17-202

Prepared in the Office of:

 NC 274 (Bessemer City Road) at NC 275 (Dallas-Bessemer City Rd) and SR 1312 (Oates Road)
 Division 12 Gaston County Gastonia
 PLAN DATE: August 2017 REVIEWED BY: R. N. Zinger
 PREPARED BY: C. Pierce REVIEWED BY:
 REVISIONS: INIT. DATE
 SCALE: 1" = 40'
 DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

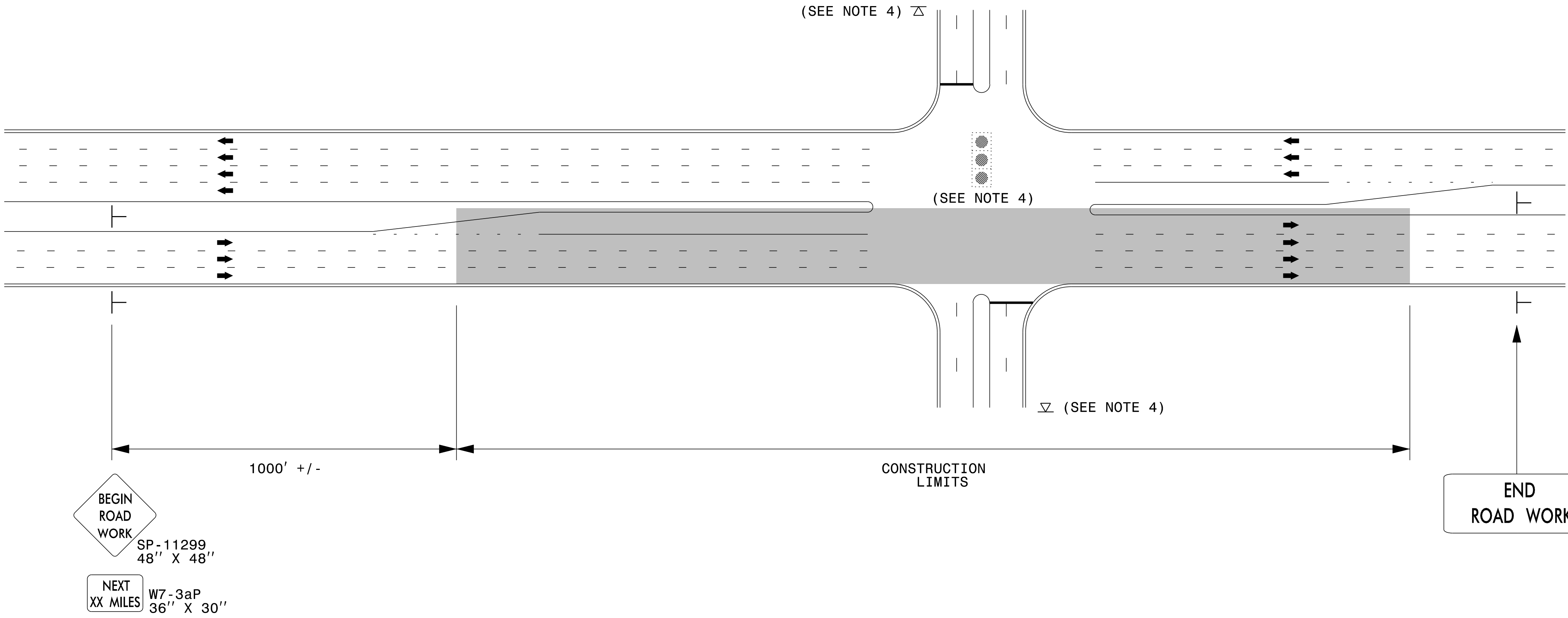
 DATE: 9/22/2017
 SIG. INVENTORY NO. 12-0012

21-SEP-2017 14:00
 S:\ITS\ASIS\15 Signal\Signal Design\Signal Design\20140825.dgn
 20140825.dgn

SUMMARY OF THERMOPLASTIC QUANTITIES

WBS NO.	COUNTY	MAP	ROUTE	DESCRIPTION	MILES	4" X 90 M THERMOPLASTIC PAVEMENT MARKING LINE WHITE	4" X 90 M THERMOPLASTIC PAVEMENT MARKING LINE YELLOW	8" X 90 M THERMOPLASTIC PAVEMENT MARKING LINE WHITE	8" X 90 M THERMOPLASTIC PAVEMENT MARKING LINE YELLOW	24" X 90 M THERMOPLASTIC PAVEMENT MARKING LINE WHITE	THERMOPLASTIC PAVEMENT MARKING CHARACTERS, 90 MILS	THERMOPLASTIC PAVEMENT MARKING SYMBOLS, 90 MILS	PAVEMENT MARKING LINE REMOVAL, 4"	PAVEMENT MARKING LINE REMOVAL, 8"	PAVEMENT MARKING LINE REMOVAL, 24"	REMOVAL OF PAVEMENT MARKING SYMBOLS & CHARACTERS	REPLACE SNOWPLOWABLE PAVEMENT MKR REFLECTOR (LENS ONLY) WHITE	REPLACE SNOWPLOWABLE PAVEMENT MKR REFLECTOR (LENS ONLY) YELLOW
49736.3.1	GASTON	1	NC 274	From US 29/74 TO NC 275 (OATS Rd.)	2.63	9,840	27,350	2,620	350	1,500	6	200	37,190	2,970	1,500	206	400	350
PROJECT TOTALS					2.63	9,840	27,350	2,620	350	1,500	6	200	37,190	2,970	1,500	206	400	350
						37,190		2,970								750		

URBAN / SUBURBAN WORKZONES



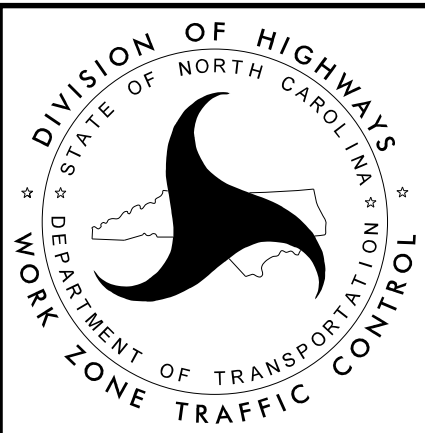
NOTES:

- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND

┆ STATIONARY SIGN

➔ DIRECTION OF TRAFFIC FLOW



**RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES**