

2 PHASE SEMI ACTUATED RAILROAD PREEMPTION ISOLATED

NOTES

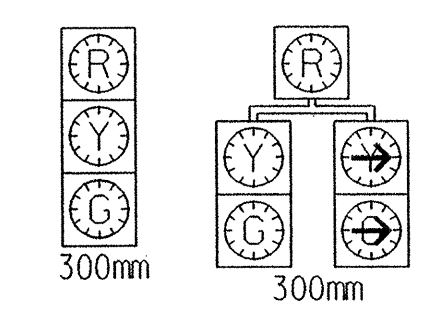
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2002 and "Standard Specifications for Roads and Structures" dated January 2002.
2. Set all detector units to presence mode.
3. Reposition existing signal heads numbered #21, 22, 41, and 61.
4. This location contains railroad preemption phasing. Do not program signal for late night flashing operation.

PLAN QUANTITIES

Pay Item	Meters
Signal Cable	0
Messenger Cable	0
Loop Lead-in Cable	170

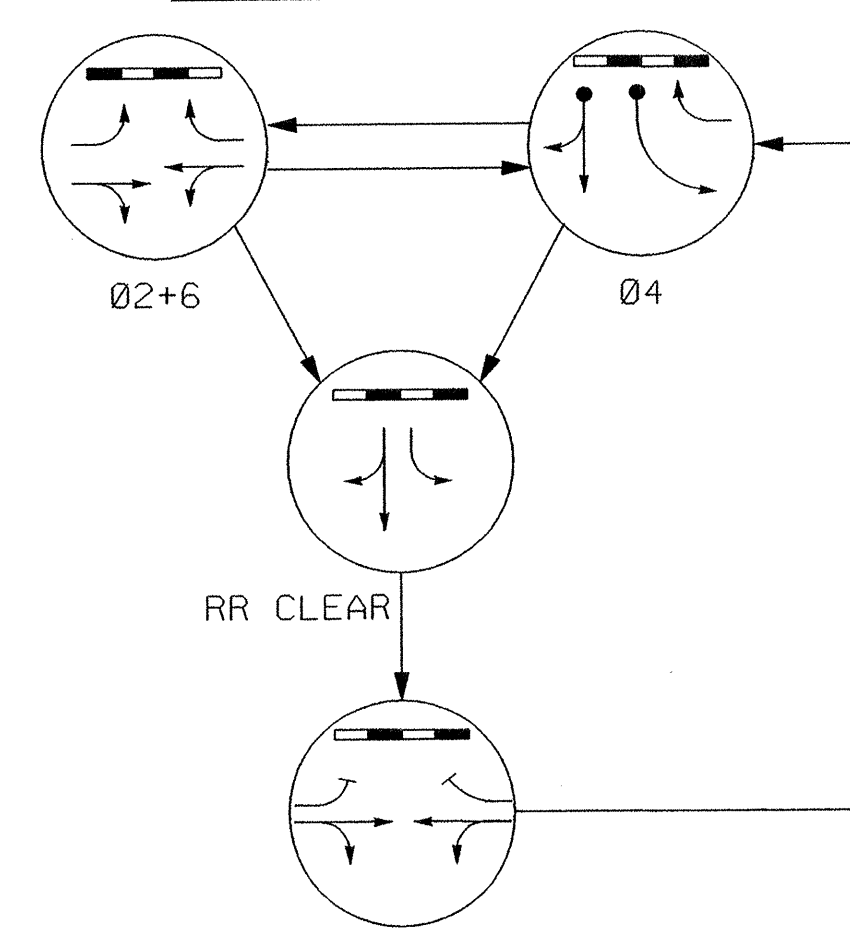
SIGNAL FACE I.D.

Denotes L.E.D.



21, 22
41, 42
61 62

PHASING DIAGRAM

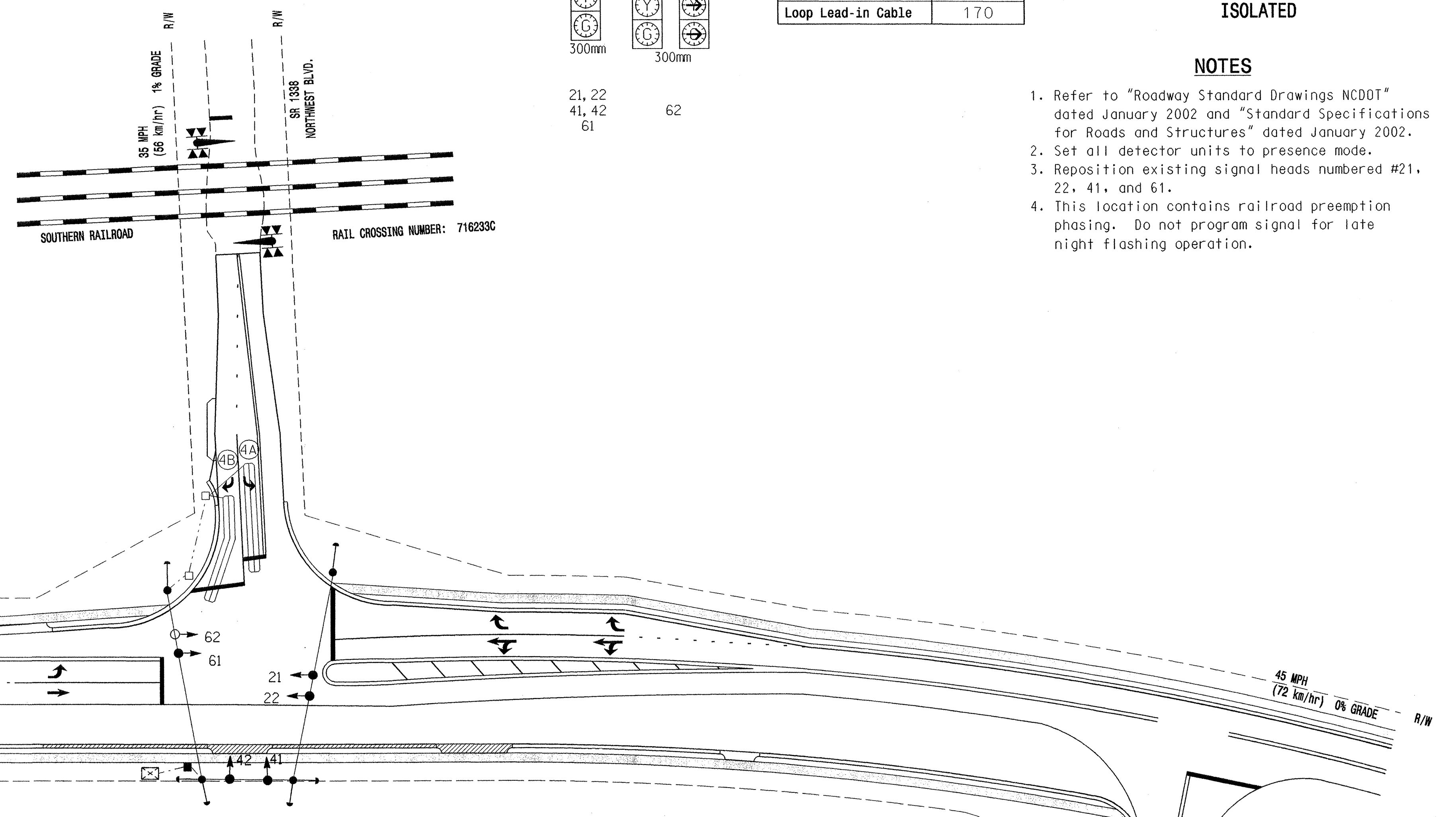


PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE				
	02+6	04	RR CLEAR	RR PREEMPT	FLASH
21,22	G	R	R	G	Y
41,42	R	G	G	R	R
61	G	R	R	G	Y
62	G	R	R	G	Y



2070 RAIL PREEMPTION

Interval 1 - Track Clearance Green	30
Interval 1 - Track Clearance Yellow	4.0
Interval 1 - Track Clearance Red	2.0
Interval 2 - Dwell Green	255
Interval 2 - Dwell Yellow	0.0*
Interval 2 - Dwell Red	0.0*
Interval 5 - Exit Green	1
Interval 5 - Exit Yellow	0.0*
Interval 5 - Exit Red	0.0*
Delay Time	0
Min Green Before Pre	1
Ped Clear Before Pre	0
Yellow Clear Before Pre	4.7
Red Clear Before Pre	2.0
Dwell Min Time	10
Ped Clear Through Yellow	N

* Clearance time defaults to time used for phase during normal operation.

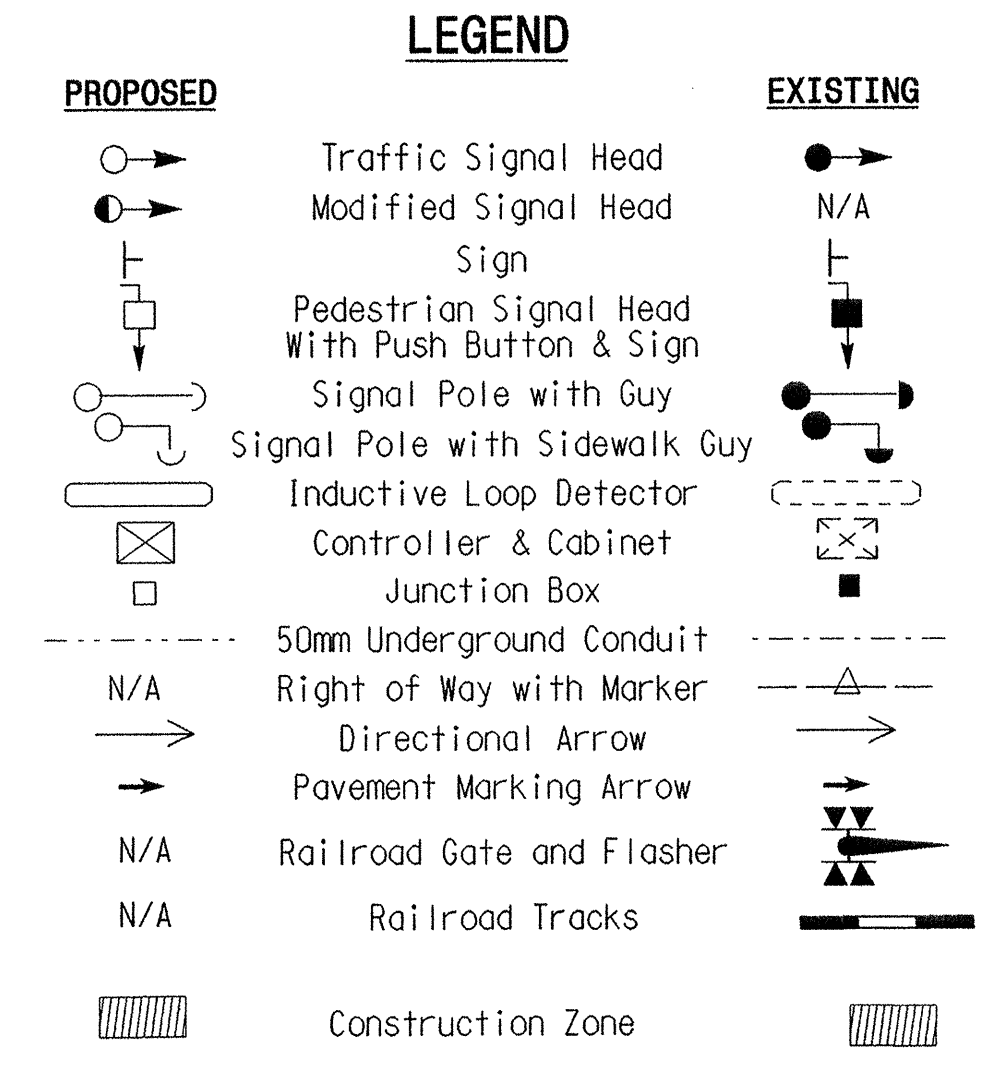
2070L LOOP & DETECTOR INSTALLATION

LOOP	SIZE (m)	TURNS	DISTANCE FROM STOPBAR (m)	DETECTOR PROGRAMMING								
				NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	SYSTEM LOOP	STRETCH TIME	DELAY TIME	NEW CARD
4A	1.8 X 18	2-4-2	+2	Y	4	Y	Y	-	-	-	3	-
4B	1.8 X 18	2-4-2	+2	Y	4	Y	Y	-	-	-	10	Y

2070L TIMING CHART

FEATURE	PHASE		
	2	4	6
Min Green 1 *	12	7	12
Extension 1 *	0.0	1.0	0.0
Max Green 1 *	45	20	45
Yellow Clearance	4.7	4.0	4.7
Red Clearance	1.5	2.0	1.5
Walk 1 *	-	-	-
Don't Walk 1	-	-	-
Seconds Per Actuation *	-	-	-
Max Variable Initial *	-	-	-
Time Before Reduction *	-	-	-
Time To Reduce *	-	-	-
Minimum Gap	-	-	-
Recall Mode	MAX RECALL	-	MAX RECALL
Vehicle Call Memory	YELLOW	-	YELLOW
Dual Entry	-	-	-
Simultaneous Gap	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.



SIGNAL UPGRADE - TEMPORARY DESIGN 2

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N.C. 274 (BESSEMER CITY ROAD) AT SR1338 (NORTHWEST BLVD.)

DIVISION 12 GASTON COUNTY GASTONIA

PLAN DATE: OCT. 30, 2003 REVIEWED BY: R. DUBNICKA, P.E.

PREPARED BY: RGL REVIEWED BY:

SCALE: 1:500

SEAL: ROBERT J. DUBNICKA, PROFESSIONAL ENGINEER, STATE OF NORTH CAROLINA

SIG. INVENTORY NO. 12-015572

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