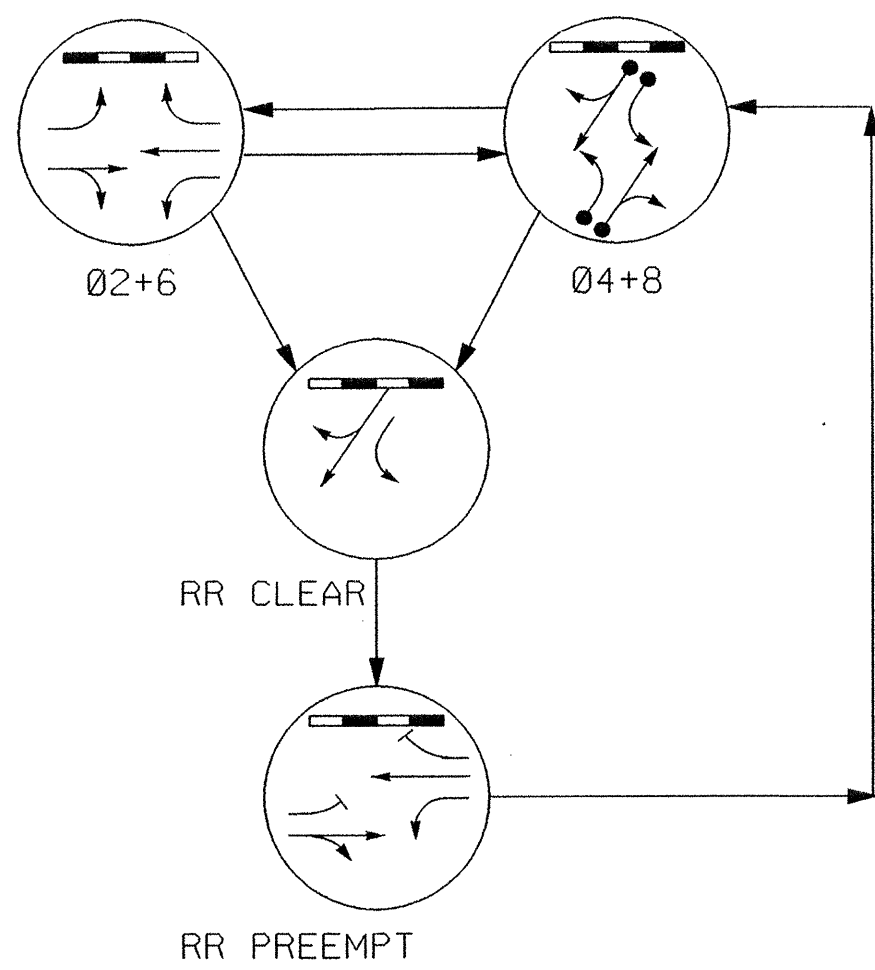


PHASING DIAGRAM

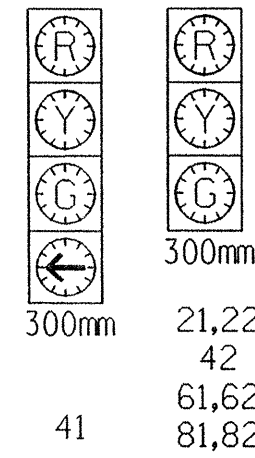


SIGNAL FACE	PHASE				
	02+6	04+8	RR CLEAR	RR PREEMPT	FLASH
21,22	G	R	R	G	Y
41	R	G	G	R	R
42	R	G	G	R	R
61,62	G	R	R	G	Y
81,82	R	G	R	R	R
SIGN (A)	OFF	OFF	ON	ON	*
SIGN (B)	OFF	OFF	ON	ON	*

* SEE NOTE 3

SIGNAL FACE I.D.

Denotes L.E.D.



Pay Item	Meters
Signal Cable	425
Messenger Cable	175
Loop Lead-in Cable	345

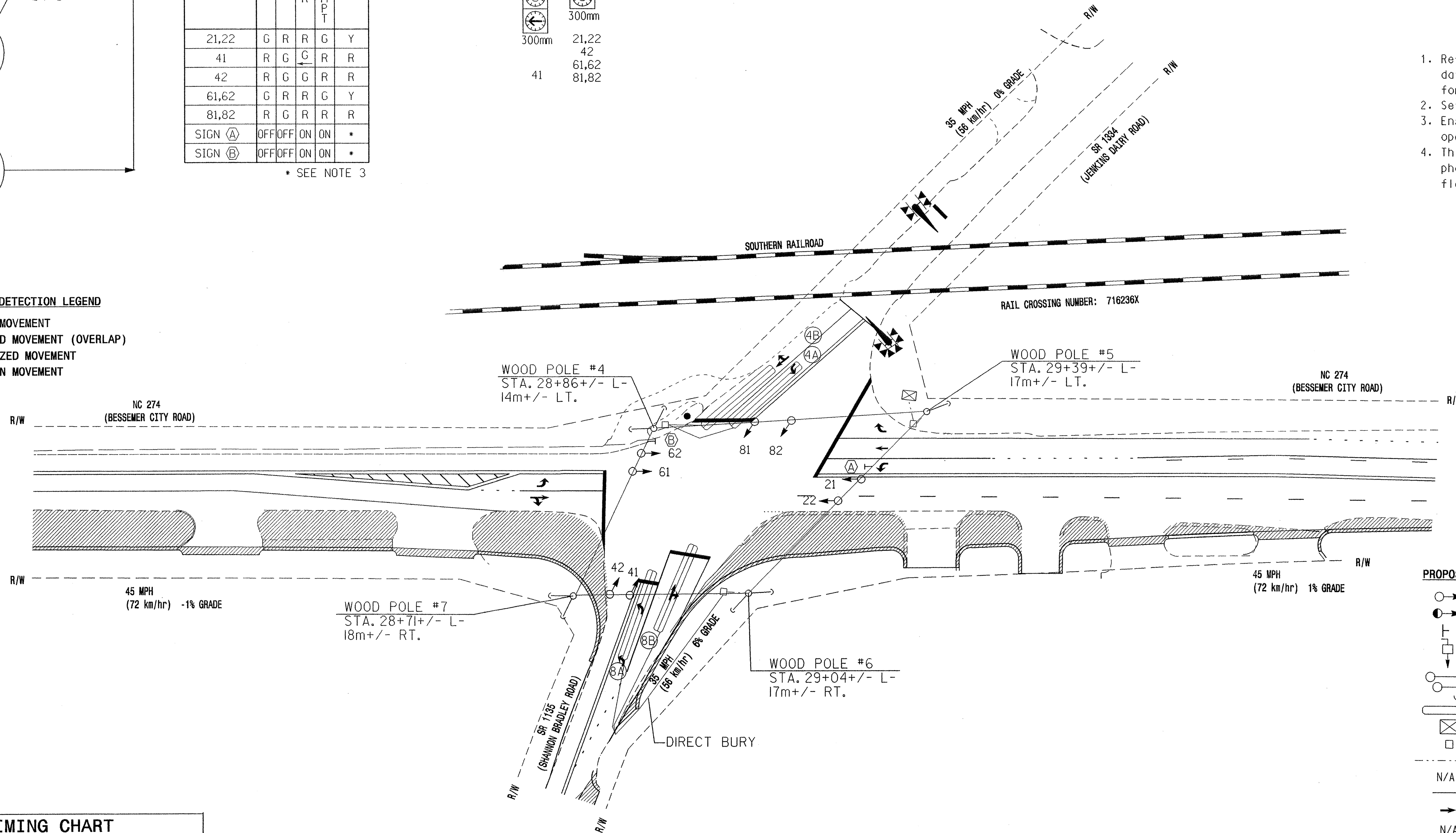
2 PHASE SEMI ACTUATED RAILROAD PREEMPTION ISOLATED

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. Ensure flashing operation does not alter operation of blankout signs.
4. This location contains railroad preemption phasing. Do not program signal for late night flashing operation.

PHASING DIAGRAM DETECTION LEGEND

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



LEGEND

- | PROPOSED | EXISTING |
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2070L TIMING CHART

FEATURE	PHASE			
	2	4	6	8
Min Green 1*	12	7	12	7
Extension 1*	0.0	1.0	0.0	1.0
Max Green 1*	45	20	45	20
Yellow Clearance	4.7	4.0	4.7	4.0
Red Clearance	2.5	1.5	2.5	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	-	ON	-	ON
Simultaneous Gap	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.

2070 RAIL PREEMPTION

Interval 1 - Track Clearance Green	24
Interval 1 - Track Clearance Yellow	4.0
Interval 1 - Track Clearance Red	1.5
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	2.5
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)	NEW LOOP	DETECTOR PROGRAMMING				STRETCH TIME	DELAY TIME	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY			
4A	1.8 X 18	2-4-2	+2	Y	4	Y	Y	-	-	3	Y
4B	1.8 X 18	2-4-2	+2	Y	4	Y	Y	-	-	10	Y
8A	1.8 X 18	2-4-2	+2	Y	8	Y	Y	-	-	3	Y
8B	1.8 X 18	2-4-2	+2	Y	8	Y	Y	-	-	10	Y

Prepared in the Office of:

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Raleigh, North Carolina 27609

SIGNAL UPGRADE - TEMPORARY DESIGN 1

	N.C. 274 (BESSEMER CITY ROAD) AT SR 1135 (SHANNON BRADLEY ROAD) & SR 1334 (JENKINS DAIRY ROAD) DIVISION 12 GASTON COUNTY GASTON, N.C.		SEAL NORTH CAROLINA PROFESSIONAL ENGINEER ROBERT J. DUBNICKA 027742
	PLAN DATE: OCT. 30, 2003 PREPARED BY: RGL	REVIEWED BY: R. DUBNICKA, P.E. REVIEWED BY:	SCALE 5 0 10 1:500