

PHASING DIAGRAM

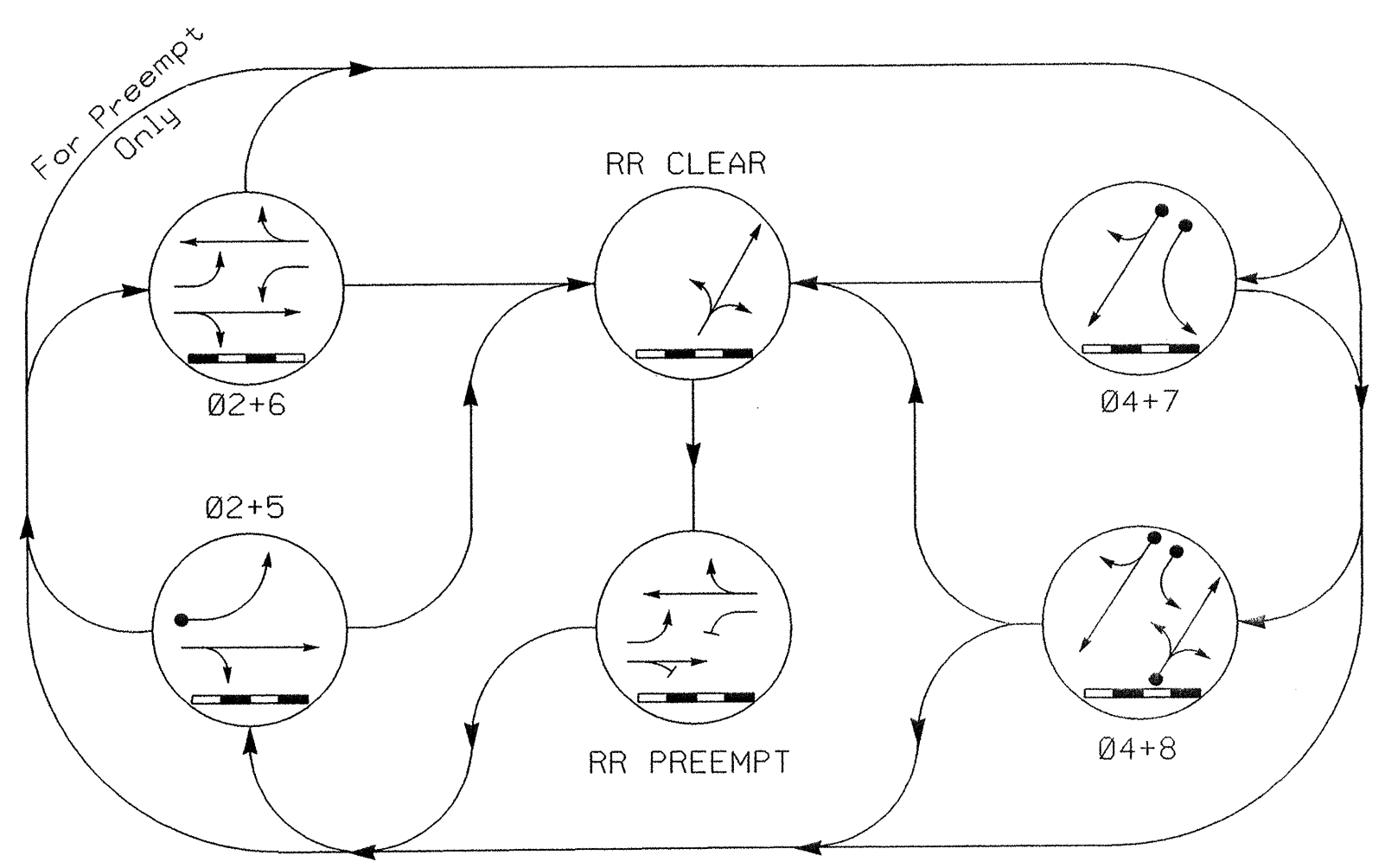
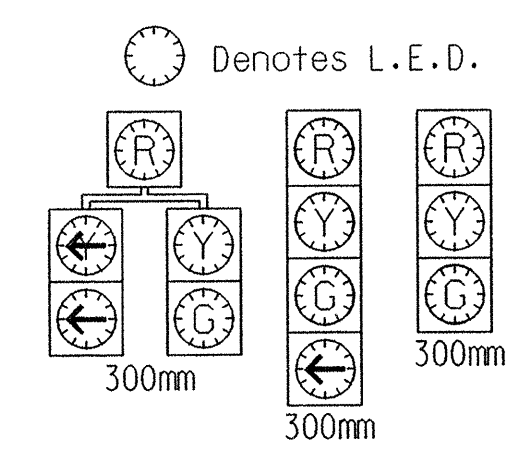


TABLE OF OPERATION

SIGNAL FACE	PHASE							
	Ø2+5	Ø2+6	Ø4+7	Ø4+8	RR CLEAR	RR PREEMPT	UNLIT	Y
21	G	R	R	R	R	G	Y	
22	G	G	R	R	R	G	Y	
41	R	R	G	G	R	R	R	
42	R	R	G	G	R	R	R	
61,62	R	G	R	R	R	G	Y	
81	R	R	R	G	G	R	R	
82	R	R	R	G	G	R	R	
SIGN (B)	OFF	OFF	OFF	OFF	ON	ON	*	
SIGN (C)	OFF	OFF	OFF	OFF	ON	ON	*	

* - SEE NOTE 6

SIGNAL FACE I.D.



PLAN QUANTITIES

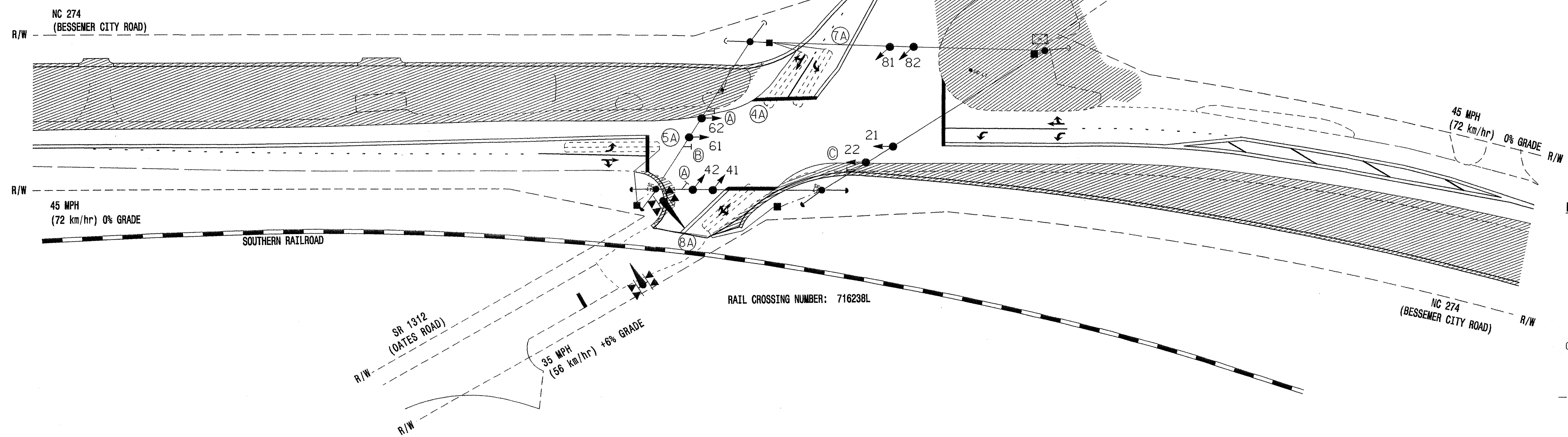
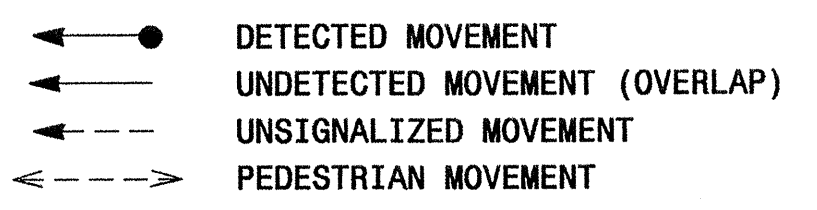
Pay Item	Meters
Signal Cable	0
Messenger Cable	0
Loop Lead-in Cable	0

4 PHASE SEMI ACTUATED RAILROAD PREEMPTION ISOLATED

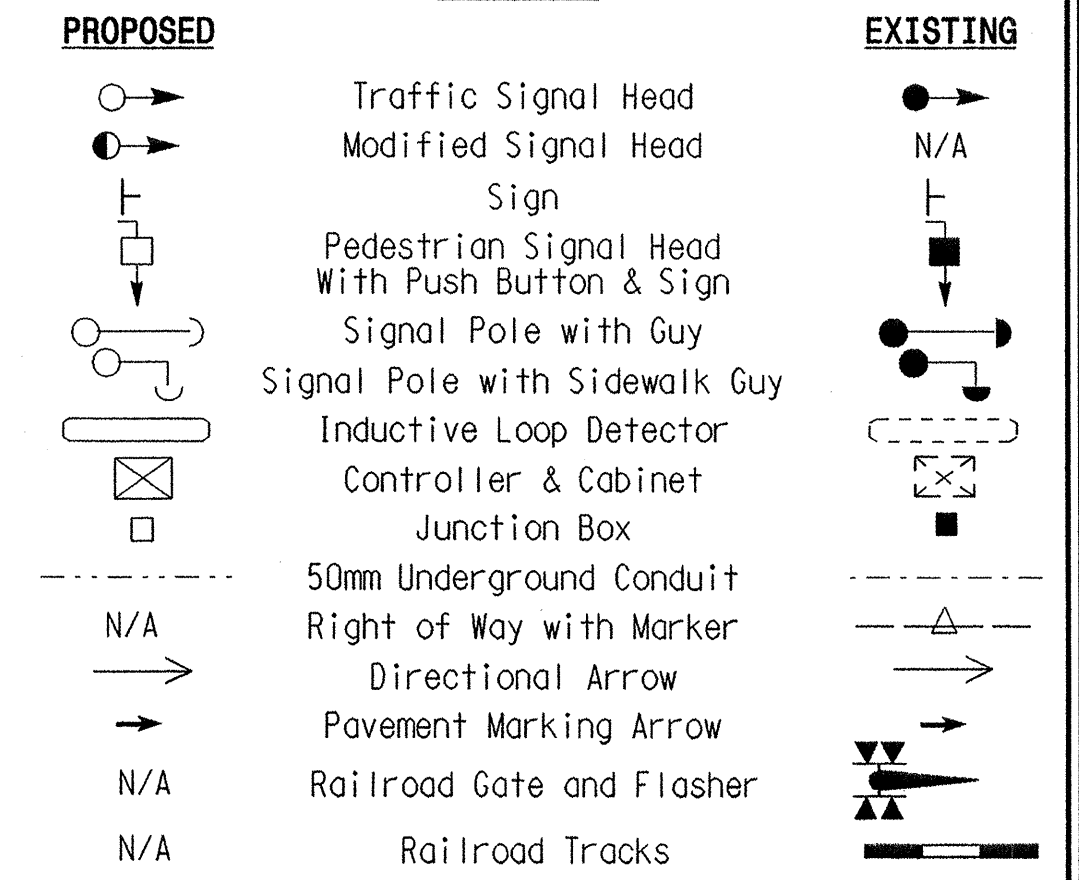
NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2002 and "Standard Specifications for Roads and Structures" dated January 2002.
- Omit Phase 5 during Phase 6 on.
- Omit Phase 7 during Phase 8 on.
- Program controller to clear from phase 2+6 to phase 2+5 by progressing through phase 4+8 (see Electrical Details).
- Set all detector units to presence mode.
- Ensure flashing operation does not alter operation of blankout signs.
- This location contains railroad preemption phasing. Do not program signal for late night flashing operation.

PHASING DIAGRAM DETECTION LEGEND



LEGEND



2070L TIMING CHART

FEATURE	PHASE					
	2	4	5	6	7	8
Min Green 1*	12	7	7	12	7	7
Extension 1*	0.0	1.0	1.0	0.0	1.0	1.0
Max Green 1*	45	20	15	45	15	20
Yellow Clearance	4.7	4.0	4.0	4.7	4.0	4.0
Red Clearance	2.5	1.5	3.0	2.5	1.0	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	-	ON	ON	-	-	ON
Simultaneous Gap	ON	ON	ON	ON	ON	ON

2070 RAIL PREEMPTION

Interval 1 - Track Clearance Green	18
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	0
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	3.0
Dwell Min Time	10
Ped Clear Through Yellow	N

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

2070L LOOP & DETECTOR INSTALLATION

INDUCTIVE LOOPS			DETECTOR PROGRAMMING									
LOOP	SIZE (m)	TURNS	DISTANCE FROM STOPBAR (m)	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	SYSTEM LOOP	STRETCH TIME	DELAY TIME	NEW CARD
4A	1.8 X 12	2-4-2	+1	-	4	Y	Y	-	-	-	10	-
5A	1.8 X 18	2-4-2	+2	-	5	Y	Y	-	-	-	15	-
7A	1.8 X 12	2-4-2	+1	-	7	Y	Y	-	-	-	15	-
8A	1.8 X 12	2-4-2	0	-	8	Y	Y	-	-	-	10	-

SIGNAL UPGRADE - TEMPORARY DESIGN 2

Prepared in the Office of:
THE LPA GROUP
 TRANSPORTATION CONSULTANTS
 THE LPA GROUP of North Carolina, p.a.
 4904 PROFESSIONAL COURT, SUITE 201
 Raleigh, North Carolina 27609

NC 274 (BESSEMER CITY ROAD) AT NC 275 (DALLAS-BESSEMER CITY ROAD) AND SR 1312 (OATES ROAD) GASTONIA

DIVISION 12 GASTON COUNTY

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

PREPARED BY: RGL REVIEWED BY:

SCALE 1:500

SEAL: PROFESSIONAL ENGINEER, ROBERT J. SAMUEL, No. 89-04

SIG. INVENTORY NO. 12-001212

* 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.