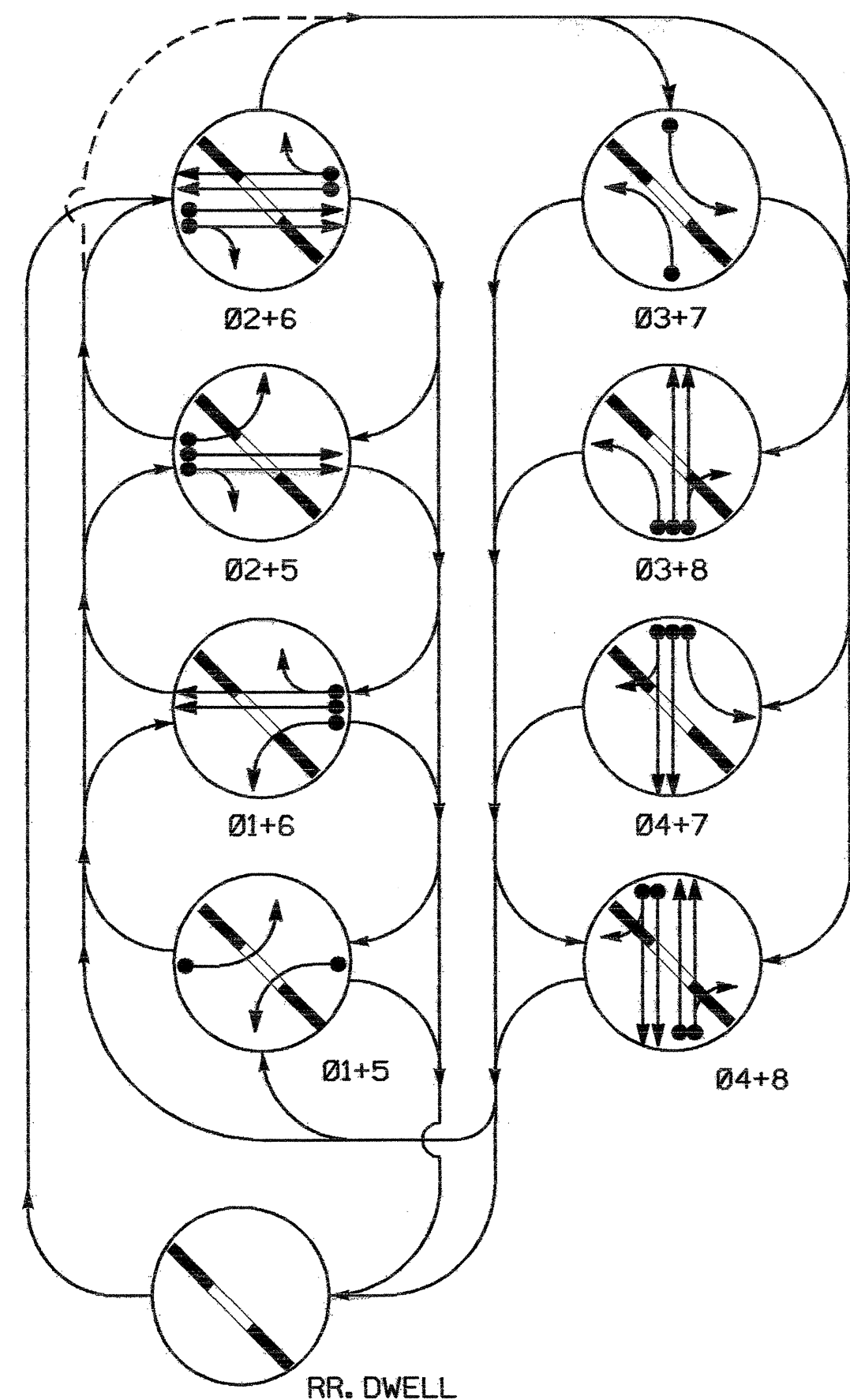


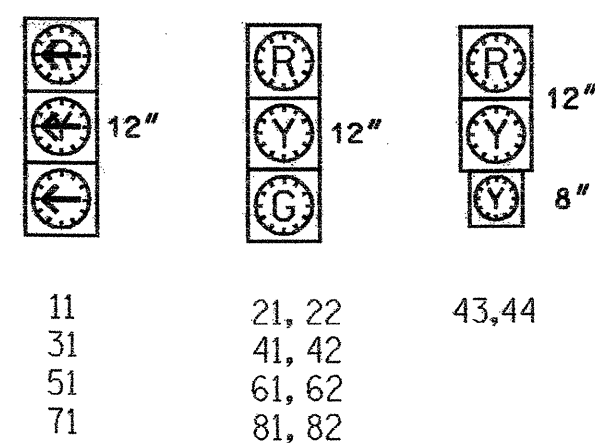
PHASING DIAGRAM



SIGNAL FACE	PHASE								RR	RR	RR	RR	RR	RR	RR	RR	RR
	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3+7	Ø3+8	Ø4+7	Ø4+8									
11	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←
21, 22	R	R	G	G	R	R	R	R	R	R	R	R	R	R	R	R	Y
31	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←
41, 42	R	R	R	R	R	R	R	G	G	R	R	R	R	R	R	R	R
43, 44	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F
51	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←
61, 62	R	G	R	G	R	R	R	R	R	R	R	R	R	R	R	R	Y
71	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←
81, 82	R	R	R	R	R	G	R	G	R	R	R	R	R	R	R	R	R

SIGNAL FACE I.D.

Denotes L.E.D.



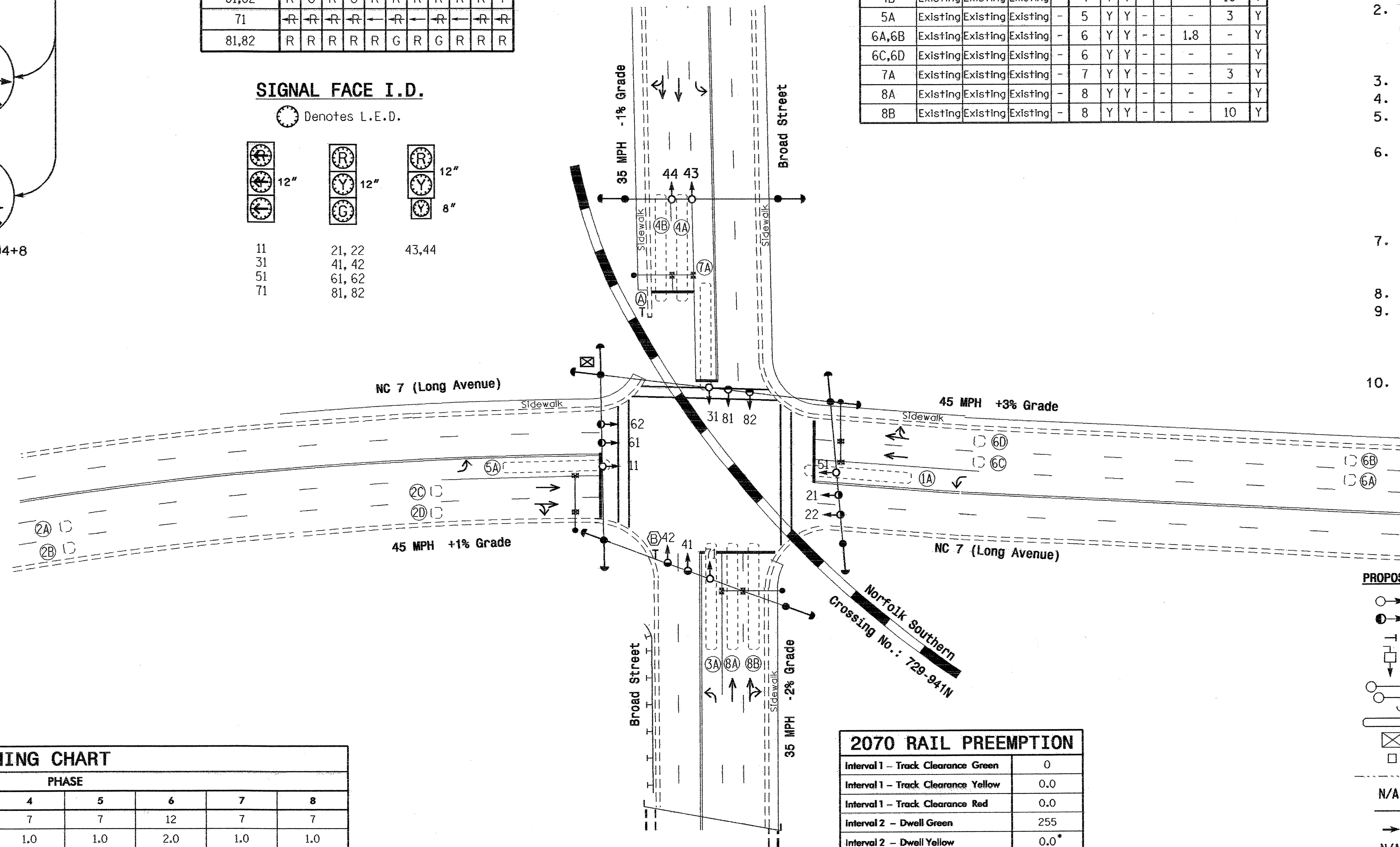
2070L LOOP & DETECTOR INSTALLATION

LOOP	SIZE (FT)	TURNS	DISTANCE FROM STOPBAR (FT)	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	SYSTEM LOOP	STRETCH TIME	DELAY TIME	NEW CARD
1A	Existing	Existing	Existing	-	1	Y	Y	-	-	-	3	Y
2A,2B	Existing	Existing	Existing	-	2	Y	Y	-	-	1.8	-	Y
2C,2D	Existing	Existing	Existing	-	2	Y	Y	-	-	-	-	Y
3A	Existing	Existing	Existing	-	3	Y	Y	-	-	-	3	Y
4A	Existing	Existing	Existing	-	4	Y	Y	-	-	-	-	Y
4B	Existing	Existing	Existing	-	4	Y	Y	-	-	-	10	Y
5A	Existing	Existing	Existing	-	5	Y	Y	-	-	-	3	Y
6A,6B	Existing	Existing	Existing	-	6	Y	Y	-	-	1.8	-	Y
6C,6D	Existing	Existing	Existing	-	6	Y	Y	-	-	-	-	Y
7A	Existing	Existing	Existing	-	7	Y	Y	-	-	-	3	Y
8A	Existing	Existing	Existing	-	8	Y	Y	-	-	-	-	Y
8B	Existing	Existing	Existing	-	8	Y	Y	-	-	-	10	Y

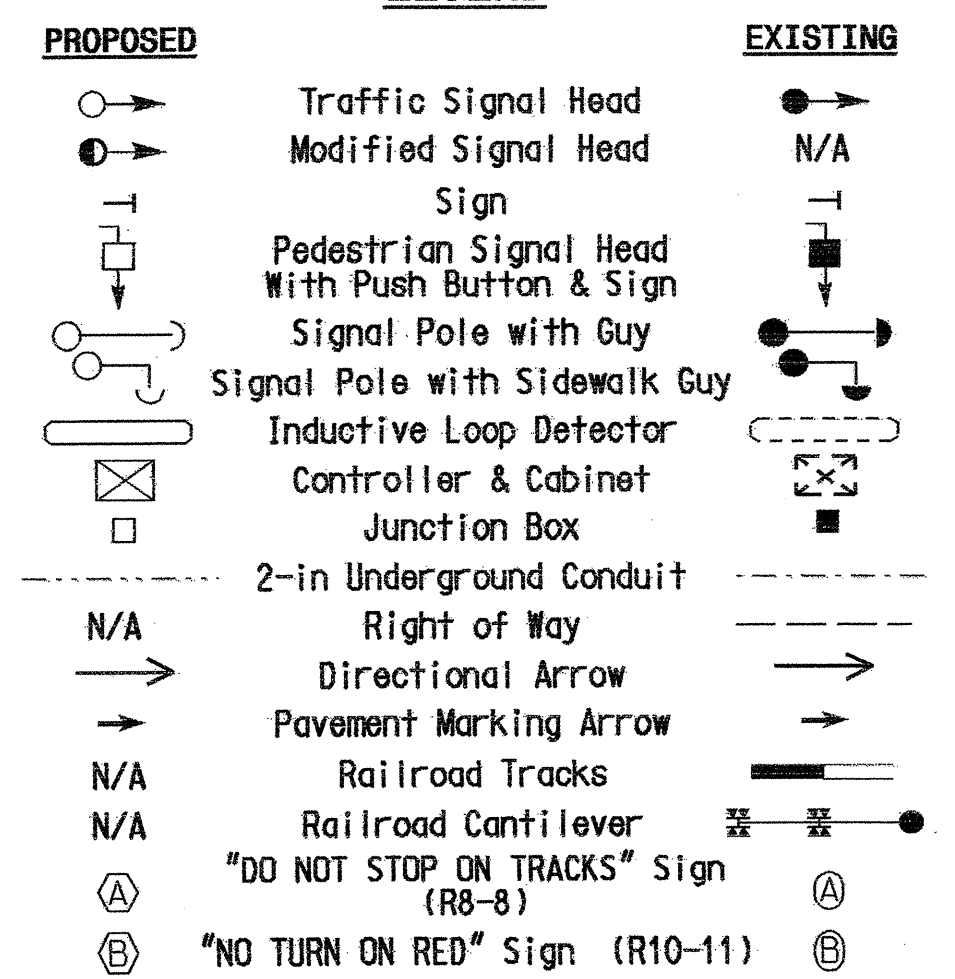
8 Phase Fully Actuated with Railroad Preemption Gastonia City Signal System

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2002 and "Standard Specifications for Roads and Structures" dated January 2002.
- This location contains railroad preemption phasing. Do not program signal for late night flashing operation.
- Phase 1 or phase 5 may be lagged.
- Phase 3 or phase 7 may be lagged.
- Set all detector units to presence mode.
- In the event of loop replacement, refer to the current Signals and Geometrics Design Manual and submit a Plan of Record to the Signals and Geometrics Section.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Pavement markings are existing.
- Clear signal heads 43 and 44 from flashing 8" yellow to steady 12" yellow during interval 1 and steady red during interval 2.
- City system data: Controller Asset 0923.



LEGEND



FEATURE	2070L TIMING CHART							
	PHASE							
	1	2	3	4	5	6	7	8
Min Green 1*	7	12	7	7	7	12	7	7
Extension 1*	2.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Max Green 1*	15	45	15	25	15	45	15	25
Yellow Clearance	4.0	4.7	4.0	4.0	4.0	4.7	4.0	4.0
Red Clearance	2.2	1.8	2.0	2.2	2.4	1.6	2.0	3.0
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	-	-	-	-	-	-	-	-
Simultaneous Gap	ON	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.

2070 RAIL PREEMPTION

Interval 1 - Track Clearance Green	0
Interval 1 - Track Clearance Yellow	0.0
Interval 1 - Track Clearance Red	0.0
Interval 2 - Dwell Green	255
Interval 2 - Dwell Yellow	0.0*
Interval 2 - Dwell Red	0.0*
Interval 5 - Exit Green	1
Interval 5 - Yellow	0.0
Interval 5 - Red	0.0
Delay Time	0
Min Green Before Pre	1
Ped Clear Before Pre	-
Yellow Clear Before Pre	0.0*
Red Clear Before Pre	0.0*
Dwell Min Time	7
Ped Clear Through Yellow	N

\* Time defaults to time used for phase during normal operation.

Signal Upgrade

Prepared in the Office of:  
  
 122 N. McDowell St., Raleigh, NC 27603

**NC 7 (Long Avenue) at Broad Street**

Division 12 Gaston County Gastonia  
 PLAN DATE: December 2004 REVIEWED BY: D.Y. Ishak  
 PREPARED BY: Z.M. Little REVIEWED BY:  
 REVISIONS INIT. DATE

SCALE: 1" = 40'

SEAL  
  
 SIGNATURE: DATE: 12-0923  
 SIG. INVENTORY NO. 12-0923