

PHASING DIAGRAM

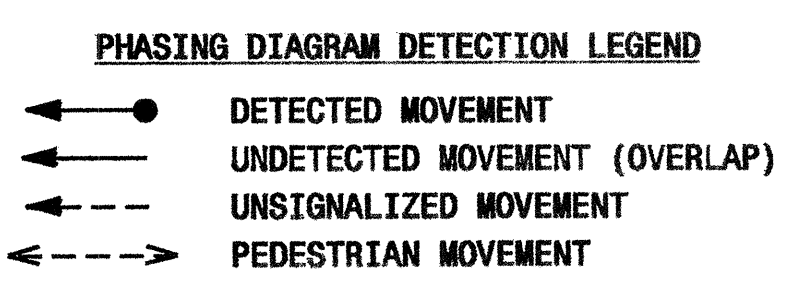
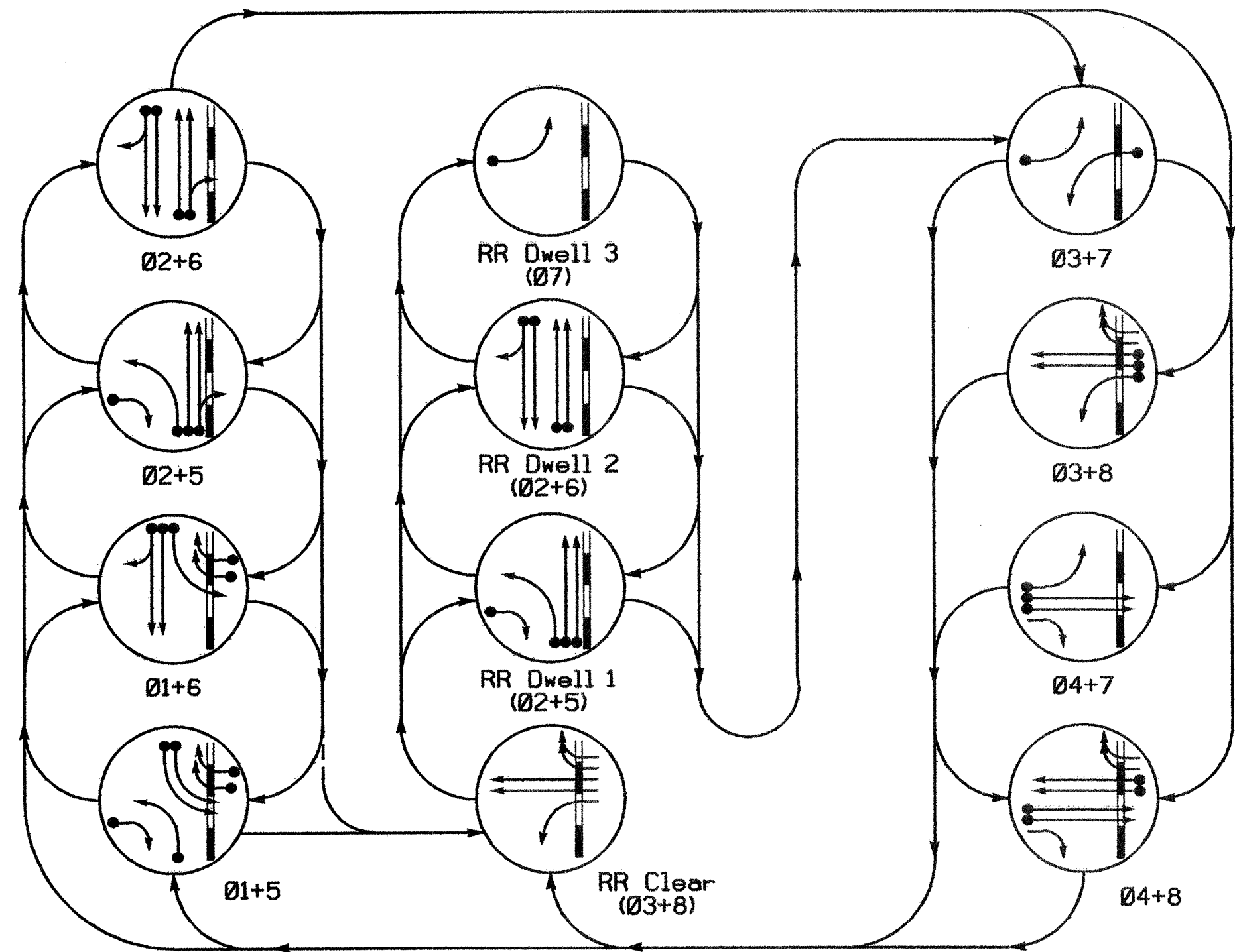
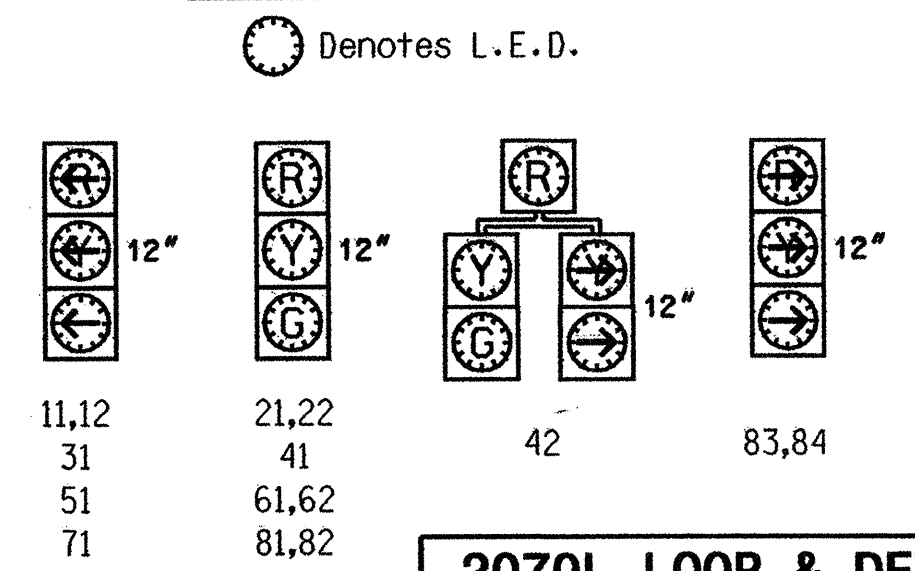


TABLE OF OPERATION

SIGNAL FACE	PHASE																
	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3+7	Ø3+8	Ø4+7	Ø4+8	RR Dwell 1	RR Dwell 2	RR Dwell 3	RR Clear	Ø1+5	Ø1+6	Ø2+5	Ø2+6	
11,12	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
21,22	R	R	G	G	R	R	R	R	R	G	G	R	R	R	R	R	Y
31	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
41	R	R	R	R	R	R	G	G	R	R	R	R	R	R	R	R	R
42	R	R	R	R	R	R	G	G	R	R	R	R	R	R	R	R	R
51	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
61,62	R	G	R	G	R	R	R	R	R	R	G	R	R	R	R	R	Y
71	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
81,82	R	R	R	R	G	R	G	G	R	R	R	R	R	R	R	R	R
83,84	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Ⓐ	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	ON	ON	ON	ON	ON	ON	ON	ON	*

* See Note 8

SIGNAL FACE I.D.



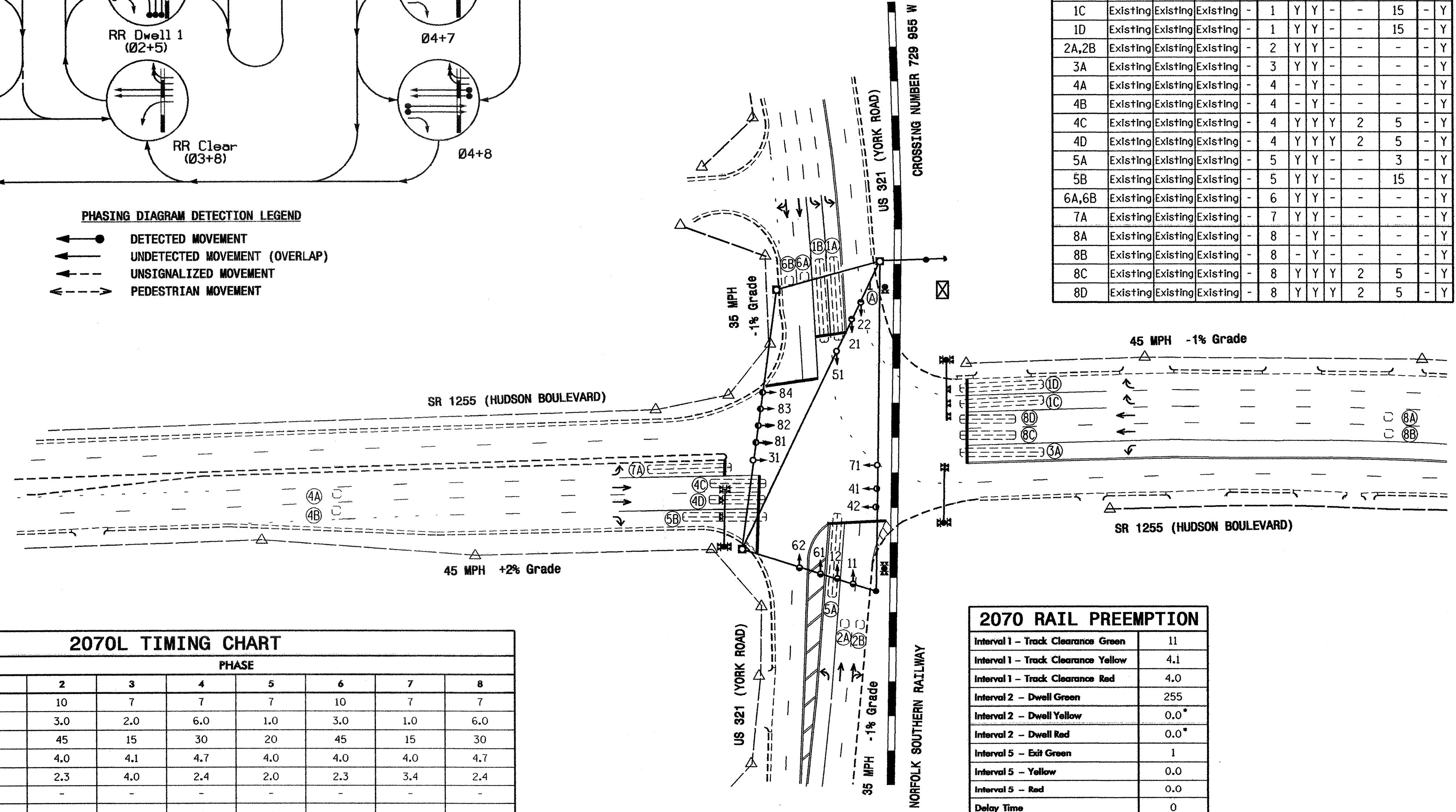
8 Phase Fully Actuated with Railroad Preemption Gastonia City Signal System

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.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Pavement markings are existing.
- Ensure flashing operation does not alter operation of blankout signs.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- City system data: Controller Asset 0016.

2070L LOOP & DETECTOR INSTALLATION

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CAB	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY			
1A	Existing	Existing	Existing	-	1	Y	Y	-	3	-	Y
1B	Existing	Existing	Existing	-	1	Y	Y	-	-	-	Y
1C	Existing	Existing	Existing	-	1	Y	Y	-	-	-	Y
1D	Existing	Existing	Existing	-	1	Y	Y	-	15	-	Y
2A,2B	Existing	Existing	Existing	-	2	Y	Y	-	-	-	Y
3A	Existing	Existing	Existing	-	3	Y	Y	-	-	-	Y
4A	Existing	Existing	Existing	-	4	-	Y	-	-	-	Y
4B	Existing	Existing	Existing	-	4	-	Y	-	-	-	Y
4C	Existing	Existing	Existing	-	4	Y	Y	Y	2	5	-
4D	Existing	Existing	Existing	-	4	Y	Y	Y	2	5	-
5A	Existing	Existing	Existing	-	5	Y	Y	-	-	3	-
5B	Existing	Existing	Existing	-	5	Y	Y	-	-	15	-
6A,6B	Existing	Existing	Existing	-	6	Y	Y	-	-	-	-
7A	Existing	Existing	Existing	-	7	Y	Y	-	-	-	-
8A	Existing	Existing	Existing	-	8	-	Y	-	-	-	-
8B	Existing	Existing	Existing	-	8	-	Y	-	-	-	-
8C	Existing	Existing	Existing	-	8	Y	Y	Y	2	5	-
8D	Existing	Existing	Existing	-	8	Y	Y	Y	2	5	-



2070L TIMING CHART

FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green 1*	7	10	7	7	7	10	7	7
Extension 1*	1.0	3.0	2.0	6.0	1.0	3.0	1.0	6.0
Max Green 1*	20	45	15	30	20	45	15	30
Yellow Clearance	4.0	4.0	4.1	4.7	4.0	4.0	4.0	4.7
Red Clearance	3.7	2.3	4.0	2.4	2.0	2.3	3.4	2.4
Walk 1*	-	-	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-	-	-
Seconds Per Actuation*	-	-	-	-	-	-	-	-
Max Variable Initial*	-	-	-	-	-	-	-	-
Time Before Reduction*	-	-	-	5	-	-	-	5
Time To Reduce*	-	-	-	15	-	-	-	15
Minimum Gap	-	-	-	3.0	-	-	-	3.0
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL	-	-
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW	-	-
Dual Entry	-	-	-	-	-	-	-	-
Simultaneous Gap	ON	ON	ON	ON	ON	ON	ON	ON

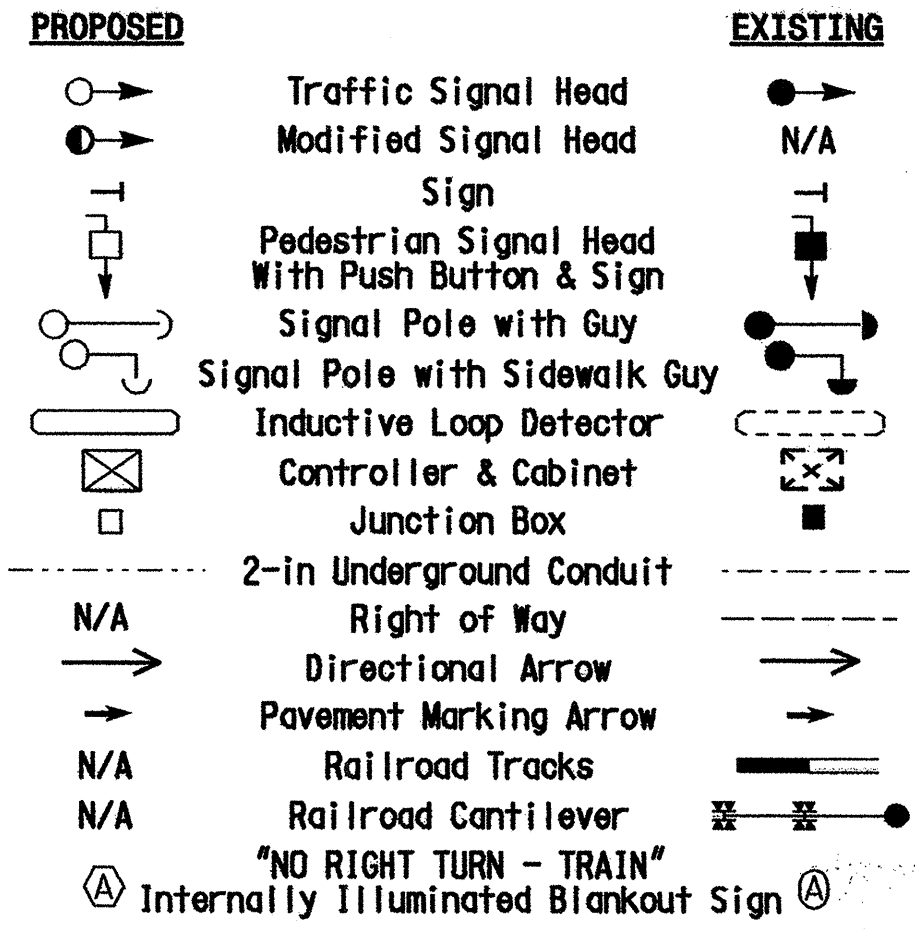
* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

2070 RAIL PREEMPTION

Interval 1 - Track Clearance Green	11
Interval 1 - Track Clearance Yellow	4.1
Interval 1 - Track Clearance Red	4.0
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.

LEGEND



Signal Upgrade

Prepared in the Office of
US 321 (York Road) at SR 1255 (Hudson Boulevard)

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 0 50
 1"=50'

SEAL

 23 JANUARY 2005
 SIGNATURE DATE
 SIG. INVENTORY NO. 12-0016

27-JAN-2005 09:17 \\p0001\leeb-un1\mcr\gr\cas\p1\project\su-4736\sig.7\ansak2-0016\20016.dgn