

2070 RAIL PREEMPTION

Interval 1 - Track Clearance Green	17
Interval 1 - Track Clearance Yellow	4.0
Interval 1 - Track Clearance Red	2.2
Interval 2 - Dwell Green	255
Interval 2 - Dwell Yellow	0.0*
Interval 2 - Dwell Red	0.0*
Interval 5 - Exit Green	0
Interval 5 - Yellow	0.0
Interval 5 - Red	0.0
Delay Time	0
Min Green Before Pre	1
Ped Clear Before Pre	0
Yellow Clear Before Pre	0.0*
Red Clear Before Pre	0.0*
Dwell Min Time	7
Ped Clear Through Yellow	N

TABLE OF OPERATION

SIGNAL FACE	PHASE											
	01	01	02	02	04	04	04	04	04	04	04	04
21	R	R	G	R	R	R	R	G	Y			
22	R	R	G	R	R	R	R	G	Y			
41	R	R	R	R	G	G	R	R	R	R		
42	R	R	R	R	G	G	R	R	R	R		
61	R	G	R	G	R	R	R	G	Y			
62	R	G	R	G	R	R	R	G	Y			
81	R	R	R	R	R	G	G	R	R			
82	R	R	R	R	R	G	G	R	R			
SIGN (B)	OFF	OFF	OFF	OFF	OFF	OFF	OFF	ON	ON	*		
SIGN (C)	OFF	OFF	OFF	OFF	OFF	OFF	OFF	ON	ON	*		

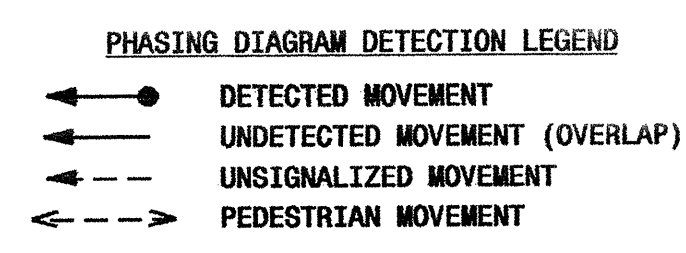
2070L LOOP & DETECTOR INSTALLATION

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD
					PHASE	CALLING EXTENSION	STRETCH TIME	DELAY TIME		
1A	EXIST	EXIST	EXIST	-	1	Y	Y	-	15	-
2A,2B	EXIST	EXIST	EXIST	-	2	Y	Y	-	-	-
2C,2D	EXIST	EXIST	EXIST	-	2	Y	Y	-	1.8	-
4A	EXIST	EXIST	EXIST	-	4	Y	Y	-	10	-
5A	EXIST	EXIST	EXIST	-	5	Y	Y	-	15	-
6A,6B	EXIST	EXIST	EXIST	-	6	Y	Y	-	1.8	-
6C,6D	EXIST	EXIST	EXIST	-	6	Y	Y	-	-	-
7A	EXIST	EXIST	EXIST	-	7	Y	Y	-	15	-
8A	EXIST	EXIST	EXIST	-	8	Y	Y	-	3	-

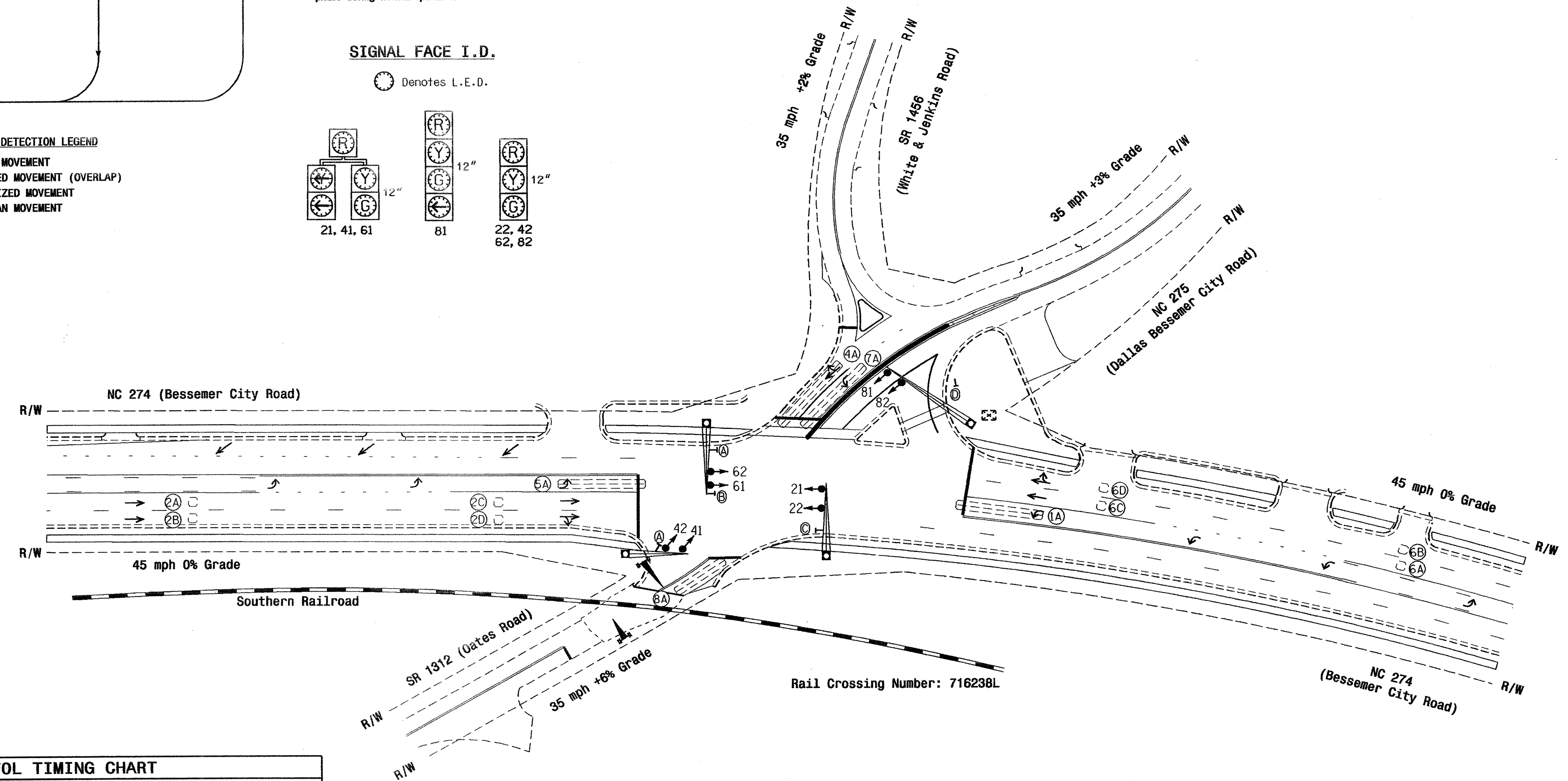
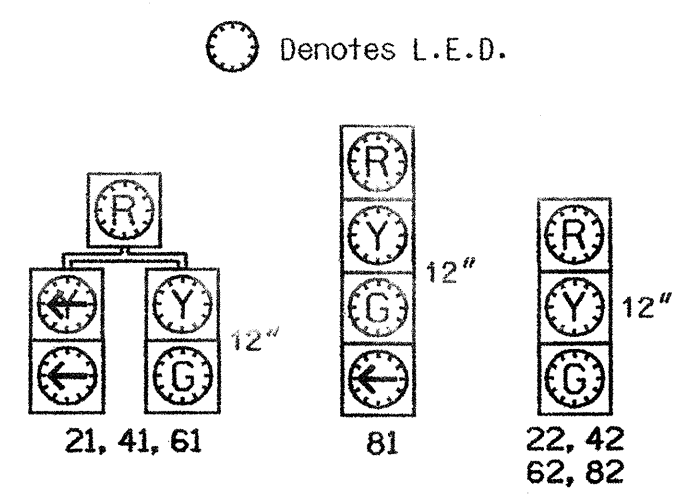
6 Phase Fully Actuated Gastonia City System

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.
- Omit phase 1 during phase 2 on.
- Omit phase 5 during phase 6 on.
- Omit phase 7 during phase 8 on.
- Program controller to clear from phase 2+6 to phase 1 and/or 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.
- 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 0012.
- All work on this signal will be done and paid for under TIP Project U-2408. This plan is only to show that this intersection is part of the Gastonia City Signal System and some minor changes on the Timing Chart.

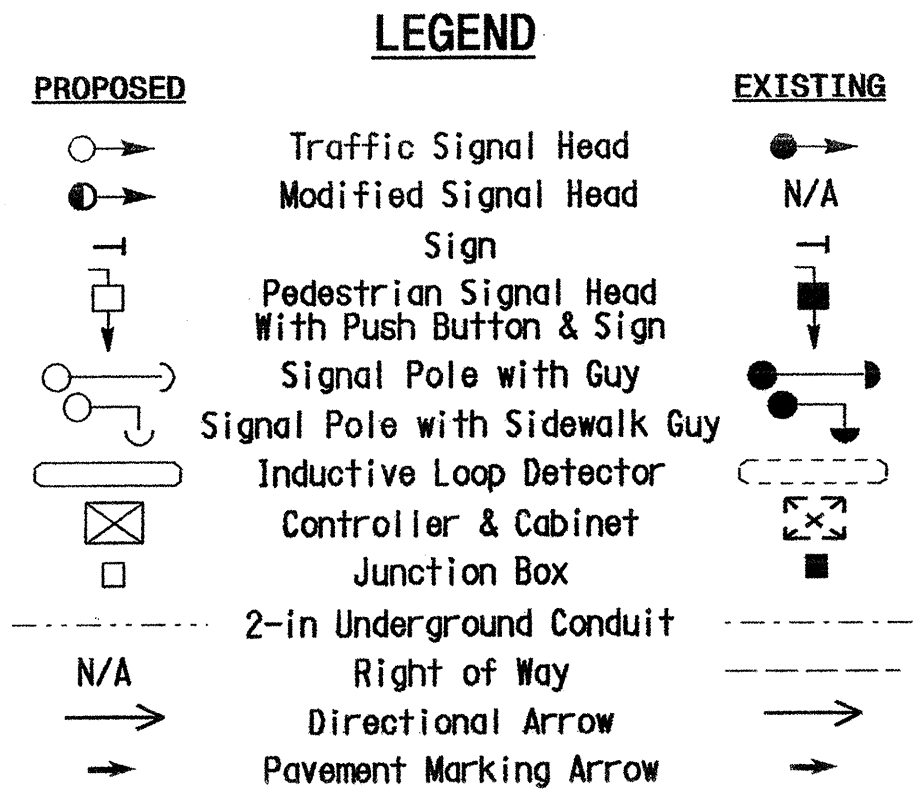
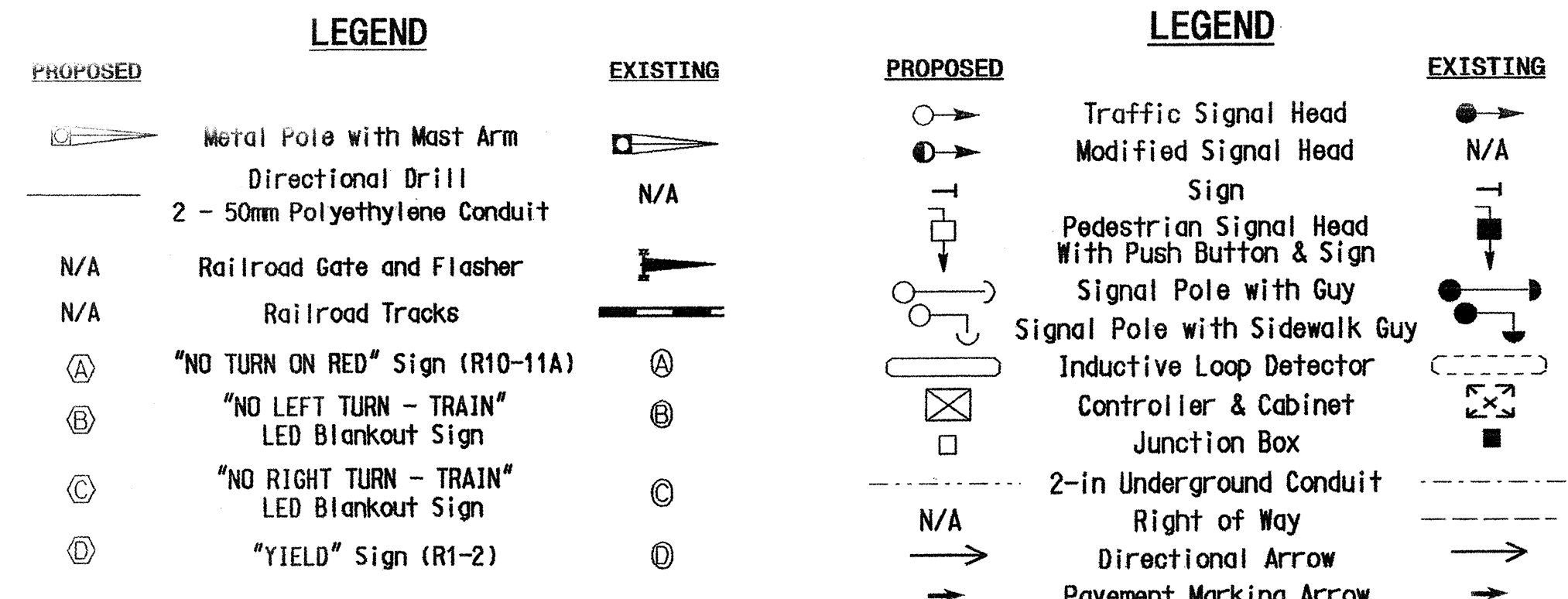


SIGNAL FACE I.D.



2070L TIMING CHART

FEATURE	PHASE							
	1	2	4	5	6	7	8	7
Min Green 1*	7	12	7	7	12	7	7	7
Extension 1*	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0
Max Green 1*	20	100	30	20	100	25	30	30
Yellow Clearance	4.8	4.7	4.0	4.0	4.7	4.0	4.0	4.0
Red Clearance	3.5	3.6	2.2	3.6	3.6	1.7	2.2	
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	-	-	ON	-	-	ON	-	ON
Simultaneous Gap	ON	ON	ON	ON	ON	ON	ON	ON



Signal Upgrade

Prepared in the Office of

NC 274 (Bessemer City Road)
 at
NC 275 (Dallas-Bessemer City Rd) and SR 1312 (Oates Road)
 Division 12 Gaston County Gastonia
 PLAN DATE: February 2005 REVIEWED BY: D.Y. Ishak
 PREPARED BY: K. Maldonado REVIEWED BY:
 SCALE 1"=50'
 REVISIONS: _____ INIT: _____ DATE: _____
 SIGNATURE: _____ DATE: _____
 SIG. INVENTORY NO. 12-0012

12-MAY-2005 11:42
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