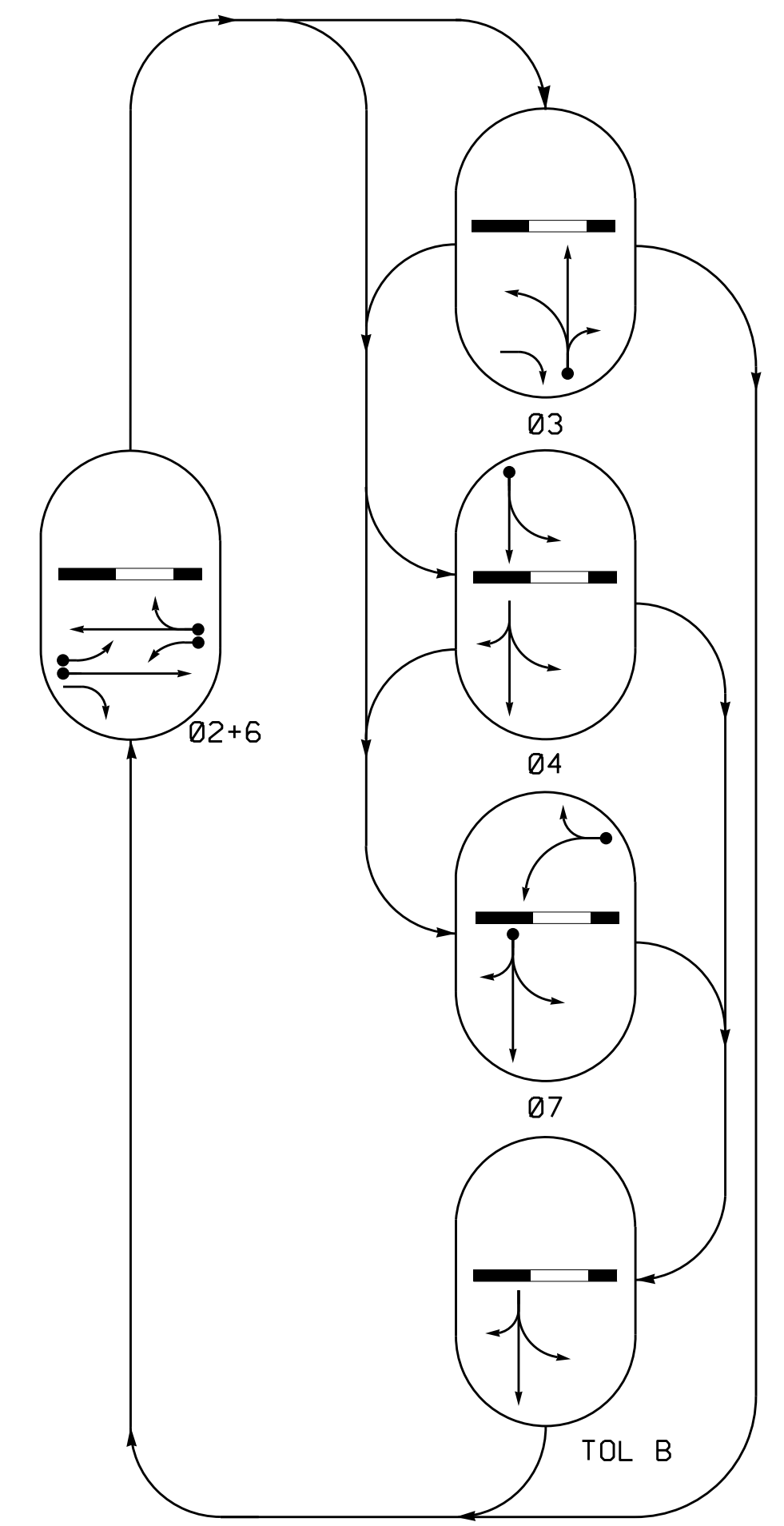


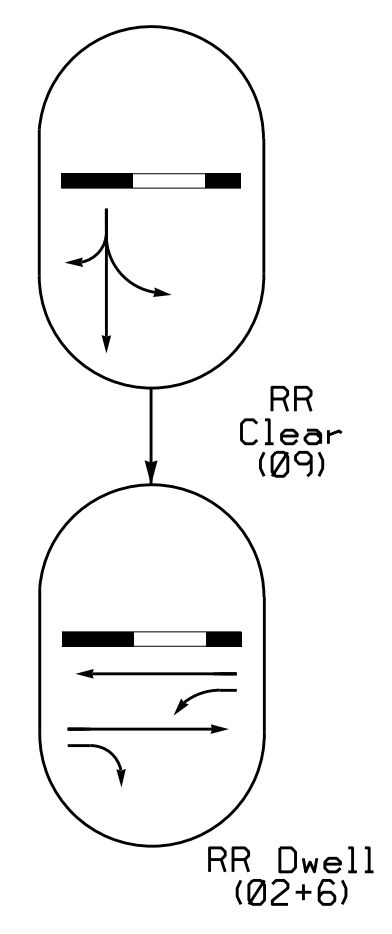
**PHASING DIAGRAM**



**PHASING DIAGRAM DETECTION LEGEND**

- ←●→ DETECTED MOVEMENT
- ←○→ UNDETECTED MOVEMENT (OVERLAP)
- ←---→ UNSIGNALIZED MOVEMENT
- ←- - -> PEDESTRIAN MOVEMENT

**RAIL PREEMPT PHASES**  
(High Priority)

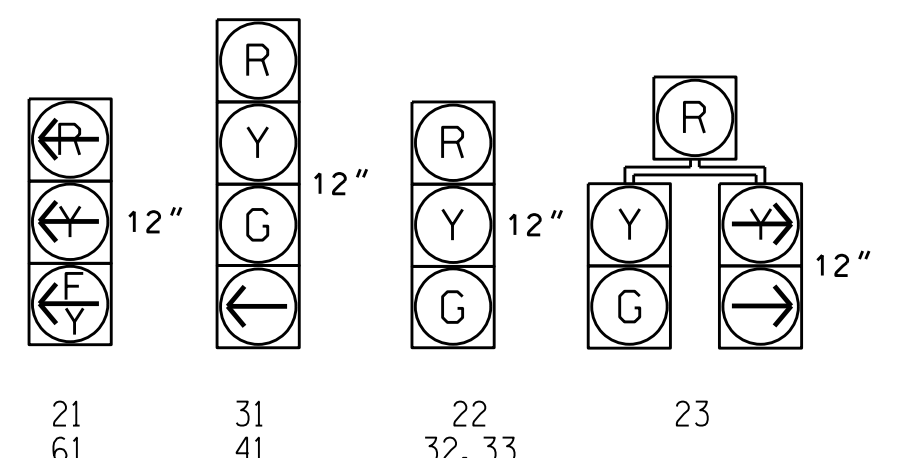


**TABLE OF OPERATION**

SIGNAL FACE	PHASE										
	02+6	03	04	07	TOL B	RR CLEAR	RR DWELL	RR DWELL	RR DWELL	RR DWELL	FLASH
21	Y	R	R	R	R	R	R	R	R	R	Y
22	G	R	R	R	R	R	R	R	R	R	Y
23	G	R	R	R	R	R	R	R	R	R	Y
31	R	G	R	R	R	R	R	R	R	R	R
32, 33	R	G	R	R	R	R	R	R	R	R	R
41	R	R	G	R	R	R	R	R	R	R	R
42	R	R	G	R	R	R	R	R	R	R	R
61	Y	R	R	R	R	R	R	R	R	R	Y
62, 63	G	R	R	R	R	R	R	R	R	R	Y
71	R	R	R	G	R	R	R	R	R	R	R
72	R	R	R	G	R	R	R	R	R	R	R
91	R	R	G	G	G	R	R	R	R	R	R
92	R	R	G	G	G	R	R	R	R	R	R
SIGN D	OFF	OFF	OFF	OFF	OFF	ON	ON	ON	ON	ON	*

\* SEE NOTE 6

**SIGNAL FACE I.D.**  
All Heads L.E.D.



**OASIS 2070 LOOP & DETECTOR INSTALLATION CHART**

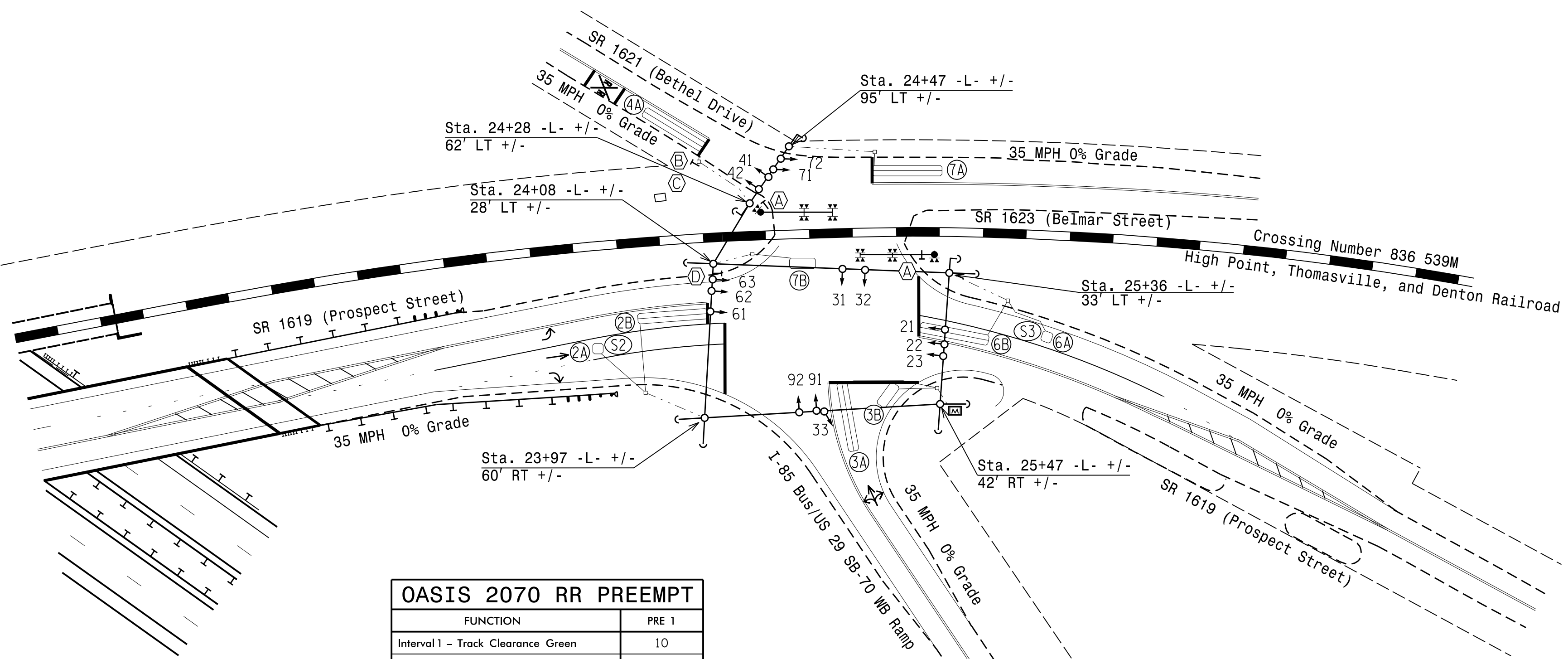
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING			
					PHASE	CALLING	EXTENSION	FULL TIME DELAY
2A/S2	6X6	70	4	Y	2	Y	Y	-
2B	6X40	0	2-4-2	Y	2	Y	Y	-
3A	6X40	0	2-4-2	Y	3	Y	Y	-
3B	6X15	0	4	Y	3	Y	Y	-
4A	6X40	0	2-4-2	Y	4	Y	Y	-
6A/S3	6X6	70	4	Y	6	Y	Y	-
6B	6X40	0	2-4-2	Y	6	Y	Y	-
7A	6X40	0	2-4-2	Y	7	Y	Y	-
7B	6X15	+20*	4	Y	7	Y	Y	-

\* From the nearest rail of railroad track

**4 Phase Fully Actuated With Railroad Preemption (Prospect St. CLS)**

**NOTES**

- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- This location contains railroad preemption phasing. Do not program signal for late night flashing operation.
- The order of phase 3 and/or (phase 4 and 7) may be reversed.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- 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.
- Closed loop system data:  
Master Asset #: 10805.  
Controller Asset #: 0313.



**OASIS 2070 RR PREEMPT**

FUNCTION	PRE 1
Interval 1 - Track Clearance Green	10
Interval 1 - Track Clearance Yellow	3.8
Interval 1 - Track Clearance Red	1.8
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
Exit Phase(s)	3
Priority	High
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	10
Enable Backup Protection	N
Ped Clear Through Yellow	N
Omit Overlaps	C

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

This signal was designed for simultaneous preemption.

**OASIS 2070 TIMING CHART**

FEATURE	PHASE					
	2	3	4	6	7	TOL B
Min Green 1 *	10	7	7	10	7	4
Extension 1 *	3.0	1.0	1.0	3.0	2.0	
Max Green 1 *	40	25	25	40	25	
Yellow Clearance	4.0	3.6	3.6	4.0	3.0	3.8
Red Clearance	1.9	2.6	2.7	1.9	1.4	1.8
Red Revert	2.0	2.0	2.0	2.0	2.0	
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	

\* 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.

**LEGEND**

- | PROPOSED  | EXISTING  |
|---|---|
| ○→ Traffic Signal Head                            | ●→ N/A  |
| ○→ Modified Signal Head                           | ○→ N/A  |
| ○→ Sign   | ○→ N/A  |
| ○→ Pedestrian Signal Head With Push Button & Sign | ○→ N/A  |
| ○→ Signal Pole with Guy                           | ○→ N/A  |
| ○→ Signal Pole with Sidewalk Guy                  | ○→ N/A  |
| □→ Inductive Loop Detector                        | □→ N/A  |
| □→ Master Controller & Cabinet                    | □→ N/A  |
| □→ Junction Box                                   | □→ N/A  |
| --- 2-in Underground Conduit                      | --- 2-in Underground Conduit                    |
| N/A → Right of Way                                | → Right of Way                                  |
| N/A → Directional Arrow                           | → Directional Arrow                             |
| N/A → Guardrail                                   | → Guardrail                                     |
| N/A → Railroad Cantilever                         | → Railroad Cantilever                           |
| N/A → Railroad Tracks                             | → Railroad Tracks                               |
| (A) "DO NOT STOP ON TRACKS" Sign (R8-8)           | (A) "DO NOT STOP ON TRACKS" Sign (R8-8)         |
| (B) "STOP HERE ON RED" Sign (R10-6)               | (B) "STOP HERE ON RED" Sign (R10-6)             |
| (C) "NO TURN ON RED" Sign (R10-11)                | (C) "NO TURN ON RED" Sign (R10-11)              |
| (D) "NO RIGHT TURN - TRAIN" L.E.D Blankout Sign   | (D) "NO RIGHT TURN - TRAIN" L.E.D Blankout Sign |

**New Installation**

**SR 1619 (Prospect Street) at I-85 Bus/US 29 SB-70 WB Ramp and SR 1621 (Bethel Dr.)**

Division 8 Randolph County High Point

PLAN DATE: February 2015 REVIEWED BY: I. O. Umozurike

PREPARED BY: I. O. Umozurike REVIEWED BY:

SEAL

02/19/2015

SIG. INVENTORY NO. 08-0313

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 0 50 1"=50'

19-FEB-2015 12:53  
 P:\IT\Projects\016\01605114\Trc\off\c65\gnal\0408-0313\080313\_sig.dsn\_20150219.dgn  
 rz1:brdg