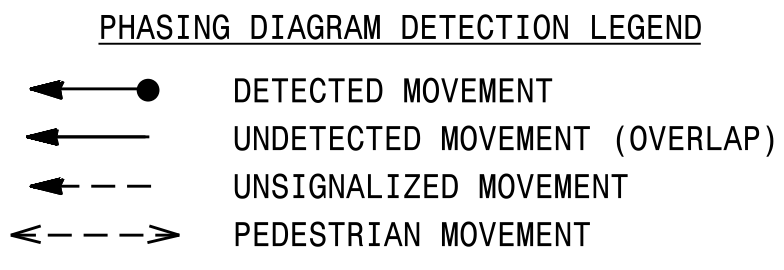
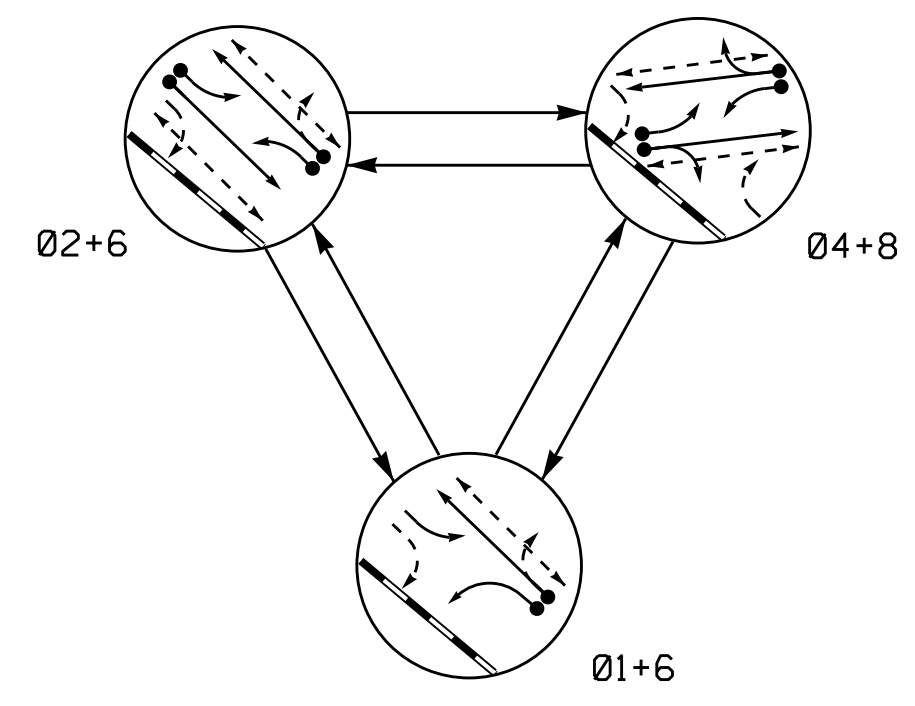
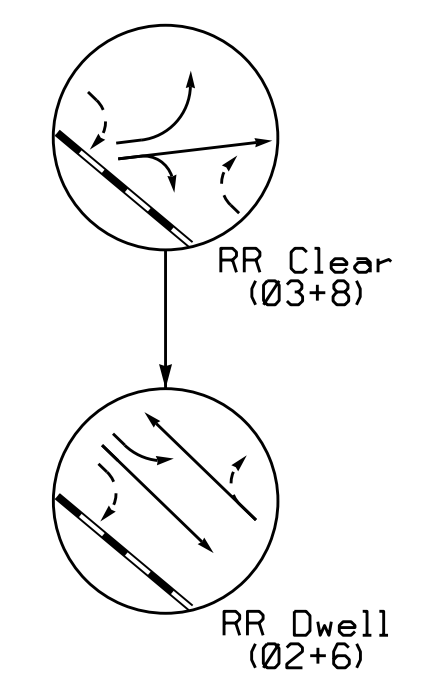


PHASING DIAGRAM



RAIL PREEMPT PHASES (High Priority)



**TABLE OF OPERATION**

SIGNAL FACE	PHASE				
	01+6	02+6	04+8	RR CLEAR	RR DWELL
11	Y	R	R	R	Y
21, 22	R	G	R	R	G
23	Y	Y	R	R	Y
41, 42	R	R	G	R	R
61, 62	G	G	R	R	G
81	R	R	G	R	R
82	R	R	G	R	R
P21, P22	DW	W	DW	DW	DRK
P41, P42	DW	DW	W	DW	DRK
P61, P62	W	W	DW	DW	DRK
P81, P82	DW	DW	W	DW	DRK

W - Walk  
DW - Don't Walk  
DRK - Dark

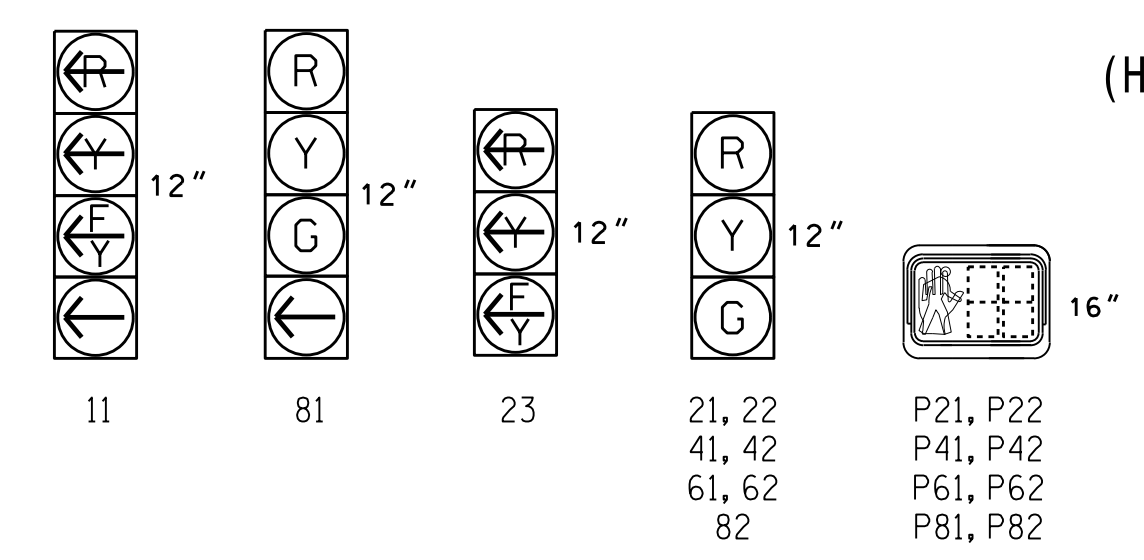
SCHOOL FLASHER TABLE OF OPERATION

SIGNAL FACE	INTERVAL	
	1	2
101, 103	ON	OFF
102, 104	OFF	ON

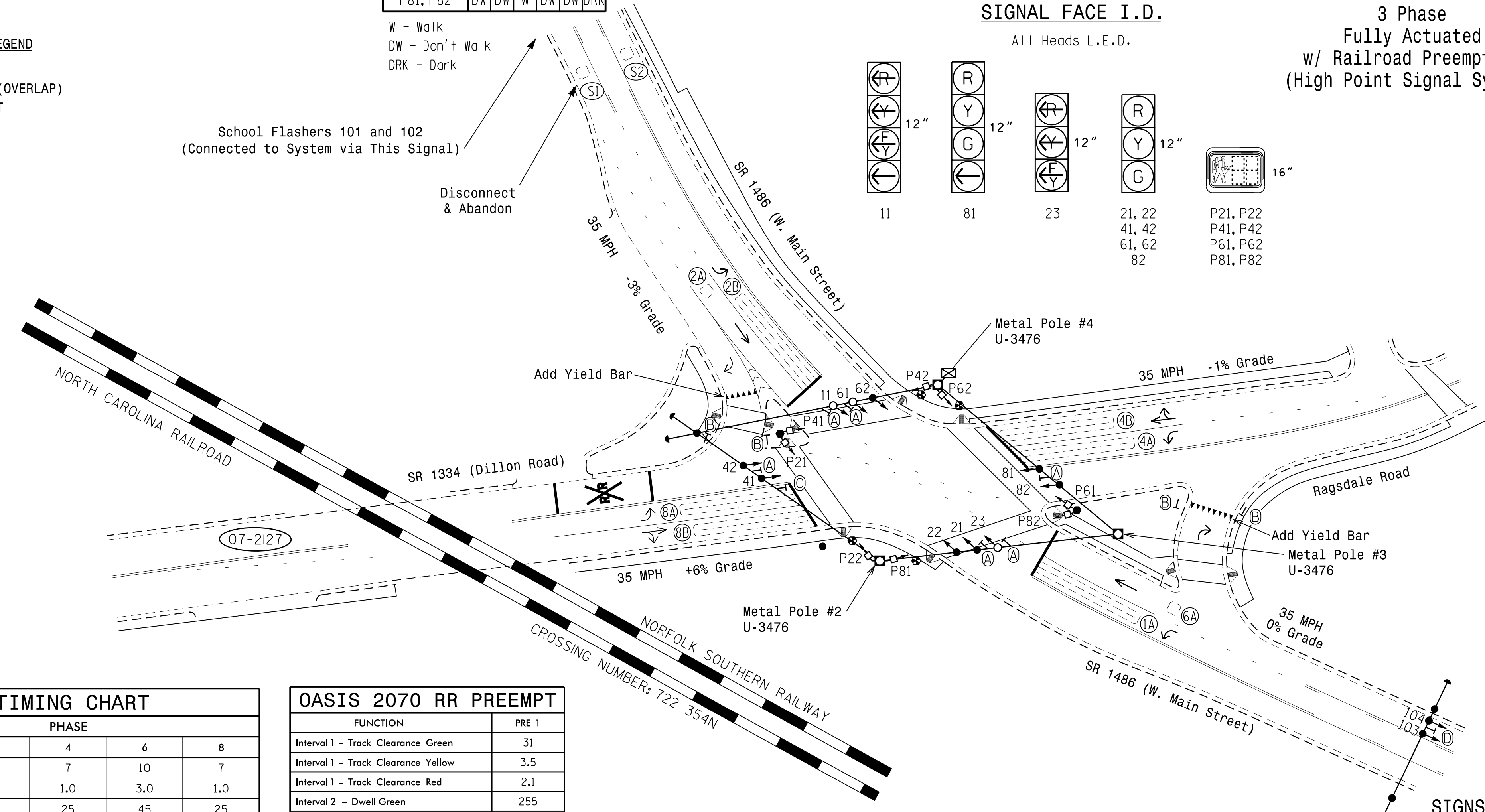
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY			
1A	6X60	0	2-4-2	-	1	Y	Y	-	15	-	Y
2A	6X6	70	EXIST	-	2	Y	Y	-	-	-	Y
2B	6X60	0	2-4-2	-	2	Y	Y	-	-	-	Y
4A	6X60	0	2-4-2	-	4	Y	Y	-	3	-	Y
4B	6X60	0	2-4-2	-	4	Y	Y	-	10	-	Y
6A	6X6	70	EXIST	-	6	Y	Y	-	-	-	Y
8A, 8B	6X60	0	2-4-2	-	8	Y	Y	-	5	-	Y
S1	6X6	200	EXIST	-	DISCONNECT & ABANDON				-	-	
S2	6X6	+345	EXIST	-	-	-	-	-	-	-	Y

SIGNAL FACE I.D.



3 Phase Fully Actuated w/ Railroad Preemption (High Point Signal System)



- NOTES**
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
  - This location contains railroad preempt phasing. Do not program signal for late night flashing operation.
  - Phase 1 may be lagged.
  - Reposition existing signal heads numbered 21, 22, and 62.
  - Disconnect and abandon existing system detector S1.
  - Set all detector units to presence mode.
  - In the event of loop replacement, refer to the current ITS and Signals Design Manual and submit a Plan of Record to the Signal Design Section.
  - Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
  - Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
  - Program pedestrian heads to countdown the flashing "Don't Walk" time only.
  - Program parent phases for Overlap "P" for all phases used in normal operation.
  - Remove existing "NO LEFT TURN - TRAIN" L.E.D. Blankout Sign
  - Pavement markings are existing unless otherwise shown.
  - The Division Traffic Engineer will determine the hours of use for the school warning beacons.
  - Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

**OASIS 2070 TIMING CHART**

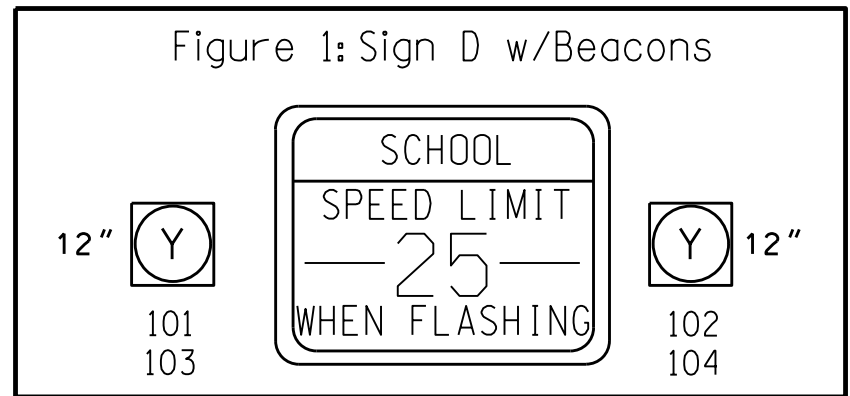
FEATURE	PHASE				
	1	2	4	6	8
Min Green 1*	7	10	7	10	7
Extension 1*	1.0	3.0	1.0	3.0	1.0
Max Green 1*	15	45	25	45	25
Yellow Clearance	3.0	4.1	3.9	4.1	3.5
Red Clearance	3.7	2.9	2.0	2.9	2.1
Red Revert	2.0	2.0	2.0	2.0	2.0
Walk 1*	-	7	7	7	7
Don't Walk 1	-	11	12	14	14
Seconds Per Actuation*	-	-	-	-	-
Max Variable Initial*	-	-	-	-	-
Time Before Reduction*	-	-	-	-	-
Time To Reduce*	-	-	-	-	-
Minimum Gap	-	-	-	-	-
Recall Mode**	-	SOFT RECALL	-	SOFT RECALL	-
Vehicle Call Memory	-	YELLOW	-	YELLOW	-
Dual Entry	-	-	ON	-	ON
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.  
\*\* May be changed to Min Recall by Time of Day at discretion of City Traffic Engineer.

**OASIS 2070 RR PREEMPT**

FUNCTION	PRE 1
Interval 1 - Track Clearance Green	31
Interval 1 - Track Clearance Yellow	3.5
Interval 1 - Track Clearance Red	2.1
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)	4+8
Priority	HIGH
Delay Time	0
Min Green Before Pre	1
Red Clear Before Pre	4
Yellow Clear Before Pre	4.1
Red Clear Before Pre	2.9
Dwell Min Time	10
Enable Backup Protection	N
Ped Clear Through Yellow	Y
Omit Overlaps	A, P

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



This signal was designed for advanced preemption.

**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
○ Controller & Cabinet	○ N/A
○ Junction Box	○ N/A
○ 2-in Underground Conduit	○ N/A
○ Right of Way	○ N/A
○ Directional Arrow	○ N/A
○ Metal Strain Pole	○ N/A
○ Type I Pushbutton Post	○ N/A
○ Type II Signal Pedestal	○ N/A
○ Curb Ramp	○ N/A
○ Railroad Tracks	○ N/A

- PROPOSED**
- (A) Street Name Sign (D3-1)
  - (B) "YIELD" Sign (R1-2)
  - (C) "ONCOMING TRAFFIC MAY HAVE EXTENDED GREEN" Sign (W25-2)
  - (D) "SCHOOL SPEED LIMIT 25 WHEN FLASHING" Sign (S5-1) w/ Beacons (See Figure 1)
- EXISTING**
- (A) N/A
  - (B) N/A
  - (C) N/A
  - (D) N/A

Signal Upgrade

Prepared in the Offices of:  
  
 750 N. Greenfield Pkwy, Garner, NC 27529

**SR 1486 (W. Main Street) at SR 1334 (Dillon Rd.) and Ragsdale Rd.**

Division 7 Guilford County Jamestown

PLAN DATE: August 2014 REVIEWED BY:  
 PREPARED BY: R.N. Zinser REVIEWED BY:

REVISIONS: INIT. DATE

SCALE: 0 40  
1"=40'

SEAL  
  
 ENGINEER  
 ROBERT J. ZINSER  
 4/21/2015  
 SIG. INVENTORY NO. 07-1268

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