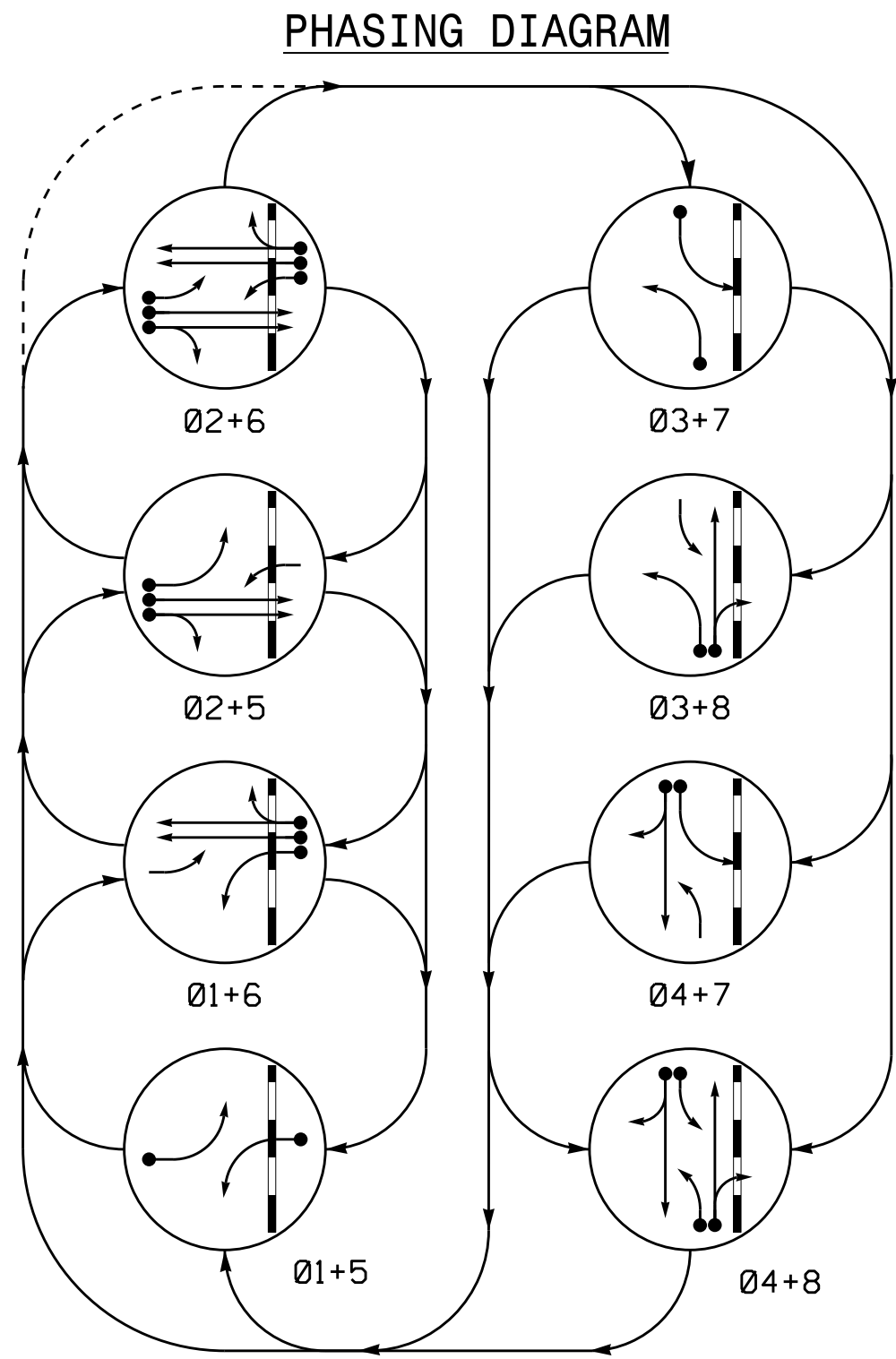
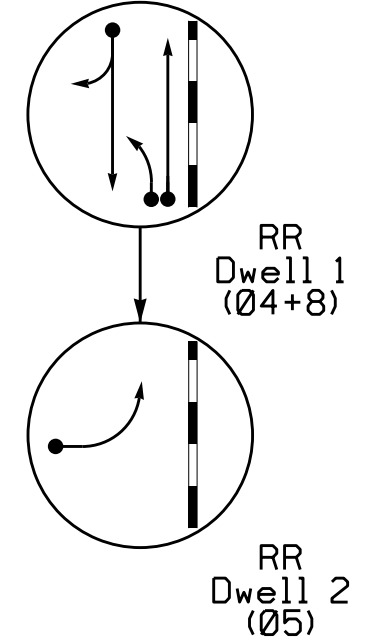


8 Phase Fully Actuated w/ RR Preemption (High Point Signal System)

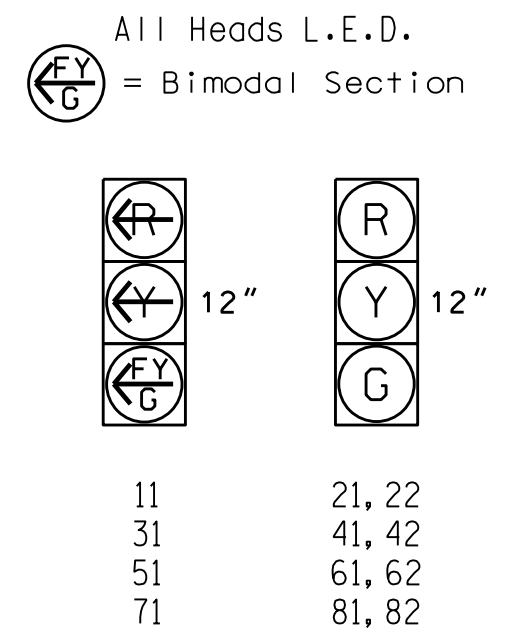


**PHASING DIAGRAM DETECTION LEGEND**  
 ● DETECTED MOVEMENT  
 ◊ UNDETECTED MOVEMENT (OVERLAP)  
 ◊ UNSIGNALIZED MOVEMENT  
 ← PEDESTRIAN MOVEMENT

**RAIL PREEMPT PHASES**  
(High Priority)



**SIGNAL FACE I.D.**



**TABLE OF OPERATION**

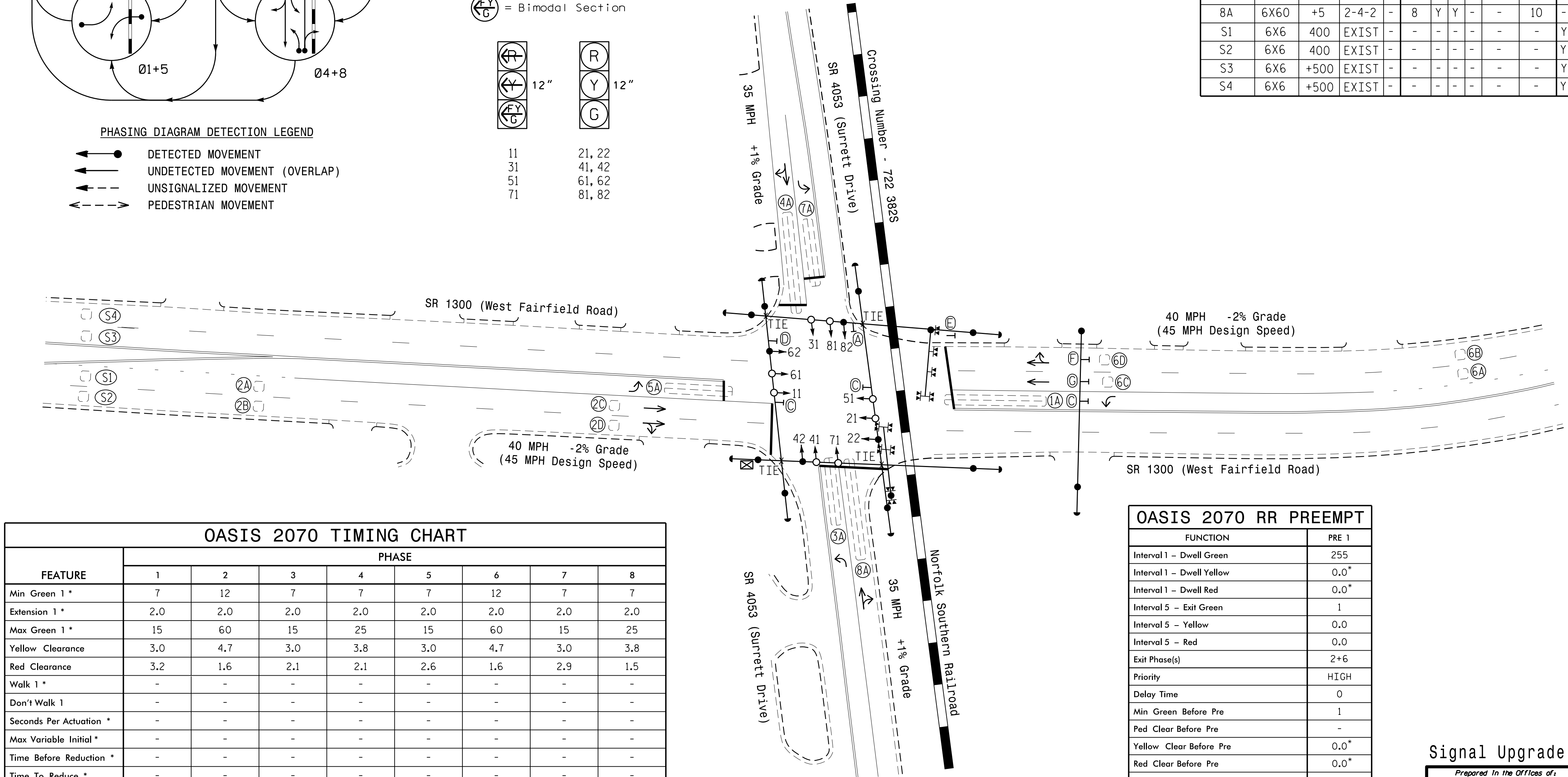
SIGNAL FACE	PHASE															
	01+5	02+6	02+5	03+7	03+8	04+7	04+8	05	06	07	08	09	10	11	12	13
11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21, 22	R	R	G	G	R	R	R	R	R	R	R	R	R	R	R	Y
31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
41, 42	R	R	R	R	R	R	G	G	G	G	R	R	R	R	R	Y
51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
61, 62	R	G	R	G	R	R	R	R	R	R	R	R	R	R	R	Y
71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
81, 82	R	R	R	R	R	G	R	G	G	G	R	R	R	R	R	Y
SIGN (A)	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	ON	ON	*

\* See Note 12

**OASIS 2070 LOOP & DETECTOR INSTALLATION CHART**

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM	NEW CARD
1A	6X60	+5	2-4-2	-	1	Y	Y	-	-	15	-	Y
2A, 2B	6X6	300	EXIST	-	2	Y	Y	-	1.6	-	-	Y
2C, 2D	6X6	90	EXIST	-	2	Y	Y	-	-	-	-	Y
3A	6X40	+5	2-4-2	-	3	Y	Y	-	-	15	-	Y
4A	6X60	+5	2-4-2	-	4	Y	Y	-	-	10	-	Y
5A	6X40	+5	2-4-2	-	5	Y	Y	-	-	15	-	Y
6A, 6B	6X6	300	EXIST	-	6	Y	Y	-	1.6	-	-	Y
6C, 6D	6X6	90	EXIST	-	6	Y	Y	-	-	-	-	Y
7A	6X40	+5	2-4-2	-	7	Y	Y	-	-	15	-	Y
8A	6X60	+5	2-4-2	-	8	Y	Y	-	-	10	-	Y
S1	6X6	400	EXIST	-	-	-	-	-	-	-	-	Y
S2	6X6	400	EXIST	-	-	-	-	-	-	-	-	Y
S3	6X6	+500	EXIST	-	-	-	-	-	-	-	-	Y
S4	6X6	+500	EXIST	-	-	-	-	-	-	-	-	Y

- 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.
  - Phase 1 and/or phase 5 may be lagged.
  - Phase 3 and/or phase 7 may be lagged.
  - Reposition existing signal heads numbered 22, 42, 62, and 82.
  - 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.
  - Remove existing "NO LEFT TURN TRAIN" L.E.D. Blankout Sign.
  - Existing lane control signs may be removed at the direction of the Engineer.
  - 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.



**OASIS 2070 TIMING CHART**

FEATURE	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	2.0	2.0	2.0	2.0	2.0	2.0
Max Green 1 *	15	60	15	25	15	60	15	25
Yellow Clearance	3.0	4.7	3.0	3.8	3.0	4.7	3.0	3.8
Red Clearance	3.2	1.6	2.1	2.1	2.6	1.6	2.9	1.5
Walk 1 *	-	-	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-	-	-
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	ON	ON	ON

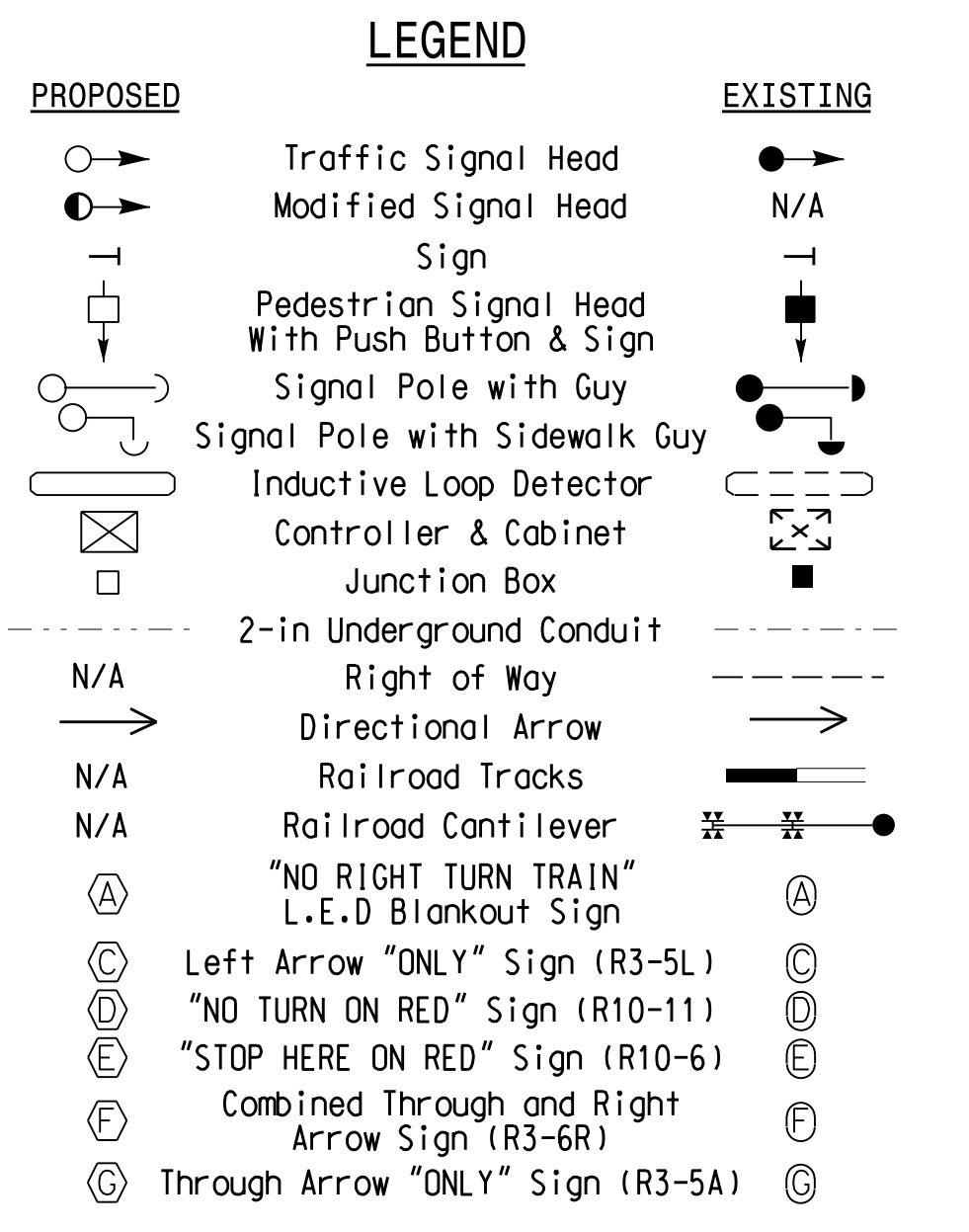
\* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.  
 \*\* May be changed to Min Recall by Time of Day at discretion of City Traffic Engineer.

**OASIS 2070 RR PREEMPT**

FUNCTION	PRE 1
Interval 1 - Dwell Green	255
Interval 1 - Dwell Yellow	0.0*
Interval 1 - Dwell Red	0.0*
Interval 5 - Exit Green	1
Interval 5 - Yellow	0.0
Interval 5 - Red	0.0
Exit Phase(s)	2+6
Priority	HIGH
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	10
Enable Backup Protection	N
Ped Clear Through Yellow	N
Omit Overlaps	D

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

This signal was designed for simultaneous preemption.



Signal Upgrade

Prepared In the Offices of:  
 TRANSPORTATION MOBILITY AND SAFETY DIVISION  
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
 SIGNAL DESIGN SECTION  
 750 N. Greenfield Pkwy, Garner, NC 27529

SR 1300 (West Fairfield Road) at SR 4053 (Surrett Drive)

Division 7 - Guilford County High Point

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

SCALE 1"=40'

4/24/2015

SIG. INVENTORY NO. 07-0738

24-APR-2015 1:00 PM  
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