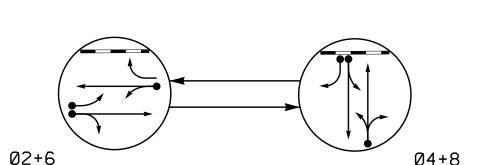
PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

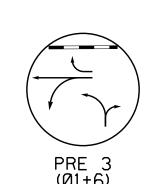
UNSIGNALIZED MOVEMENT

UNDETECTED MOVEMENT (OVERLAP)

DETECTED MOVEMENT

<−−> PEDESTRIAN MOVEMENT

EV PREEMPT PHASE (Medium Priority)

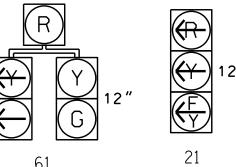


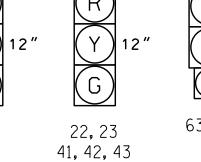
		PH
SIGNAL FACE	ØN+6	Ø 4 + 8
21	누	
22, 23	G	R
41, 42, 43	R	G
61	G	R
62	G	R
C7 C1	F	F

TABLE OF OPERATION

SIGNAL FACE I.D.

All Heads L.E.D.





62,65

81, 82

63,64

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.

2 Phase

Fully Actuated

With EVP

NC 115 (Mecklenburg Hwy.) CLS

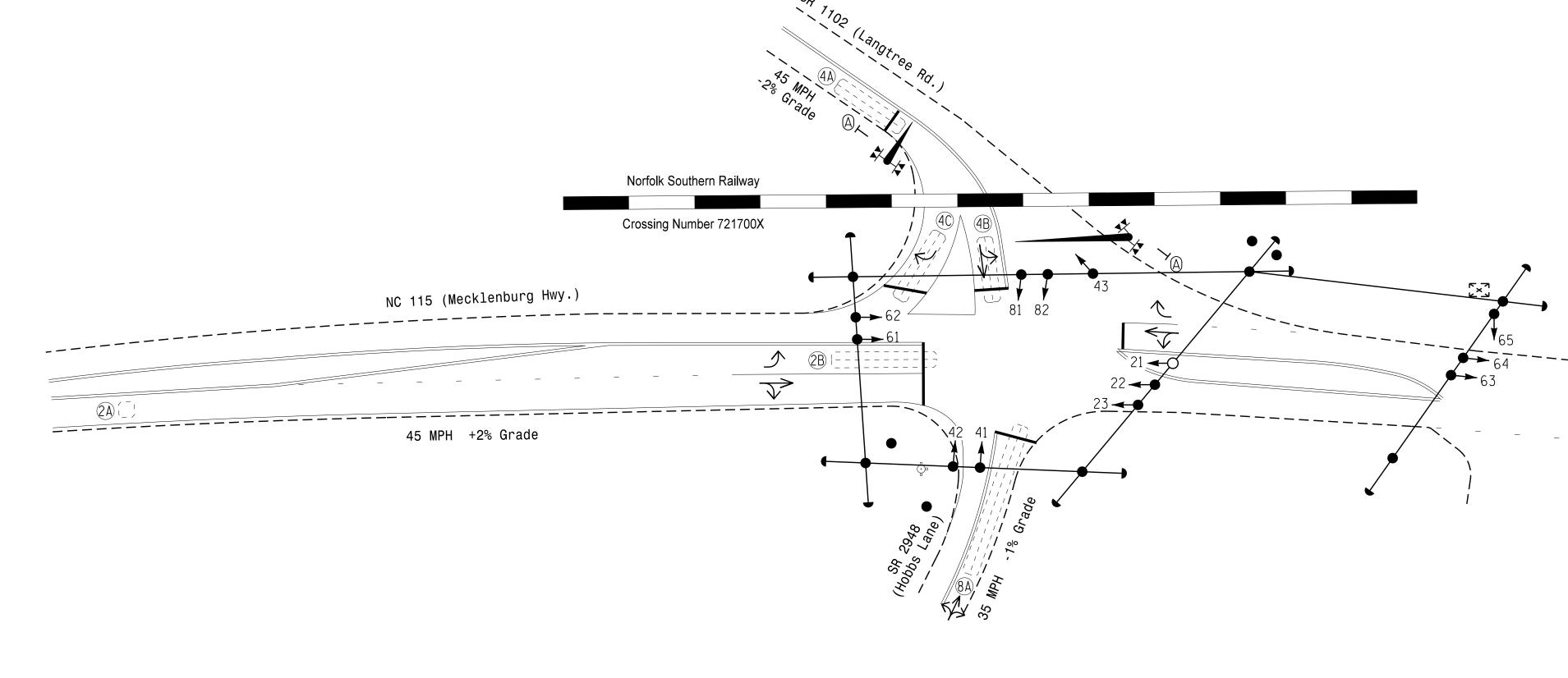
- 2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- 3. Renumber existing signal heads 21 and 22, to 22 and 23, respectively.
- 4. Reposition existing signal heads numbered 22 and 23.
- 5. Set all detector units to presence mode.
- 6. Pavement markings are existing.
- 7. Locate emergency vehicle preemption switch in Mt. Mourne Volunteer Fire Department.
- 8. The Division Traffic Engineer will determine the Delay before Preempt and Preempt Dwell Min Green time for the emergency vehicle preemption timing.
- 9. Program signal heads numbered 61 and 62 to clear to all red before going into preempt.
- 10. Clear signal heads 63 and 64 from flashing 8" yellow to steady 12" yellow during interval 1 and steady red during interval 2.
- 11. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- 12. Closed loop system data: Controller Asset #1717.
- 13. Railroad Crossing 721 700X is currently protected by a "Stop and Flag" order, as issued by the Railroad. Therefore, this signal may operate as shown without Railroad Preemption. If the "Stop and Flag" order is removed or altered, this signal shall be redesigned to operate with Railroad Preemption. The Railroad Preemption shall be in operation before the "Stop and Flag" order is removed.

PROPOSED

LEGEND

Traffic Signal Head Modified Signal Head Sign Pedestrian Signal Head With Push Button & Sign Signal Pole with Guy Signal Pole with Sidewalk Guy

Inductive Loop Detector



OASIS	2070	TIMING	G CHART	Γ			
	PHASE						
FEATURE	2	4	6	8			
Min Green 1 *	12	7	12	7			
Extension 1 *	6.0	2.0	6.0	2.0			
Max Green 1 *	80	30	80	30			
Yellow Clearance	4.7	4.7	4.7	4.7			
Red Clearance	1.5	1.9	1.5	1.9			
Red Revert	2.0	2.0	2.0	2.0			
Walk 1 *	-	-	-	-			
Don't Walk 1	-	-	-	-			
Seconds Per Actuation *	2.5	-	2.5	-			
Max Variable Initial*	34	-	34	-			
Time Before Reduction *	15	-	15	-			
Time To Reduce *	30	-	30	-			
Minimum Gap	3.0	-	3.0	-			
Recall Mode	MIN RECALL	-	MIN RECALL	-			
Vehicle Call Memory	YELLOW	-	YELLOW	-			
Dual Entry	-	ON	-	ON			
Simultaneous Gap	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
lower than 4 seconds

OASIS 2070	EV	P	REEMPT			
FUNCTION	PRE 3					
Interval 1 – Dwell Green			255			
Interval 1 – Dwell Yellow			4.7			
Interval 1 — Dwell Red			2.1			
Interval 5 — Exit Green			1			
Interval 5 — Yellow			0.0			
Interval 5 — Red			0.0			
Exit Phase(s)			-			
Priority			MED			
Delay Time			0.0			
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			**			
Enable Backup Protection			Y			
Ped Clear Through Yellov	v		N			
Omit Overlaps			-			
Preempt Extend			-			

*		o time	used	for phase	during	norma
	 .1:					

operation
** See note 8

OASIS	2070	L00P	& DET	EC	TOR	IN	ST	AL	LATIC	ON CH	AR	Т
II	NDUCTI	VE LOC)PS		DETE	DETECTOR PROGRAMMING				MMING		
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A	6X6	5	300	-	2	Υ	Υ	-	-	1	-	-
2B	6X40	2-4-2	+5	-	2	Υ	Υ	Υ	-	3	ı	-
4A	6X30	2-4-2	+5	ı	4	Υ	Υ	-	1.0	ı	ı	-
4B	6X25	2-4-2	+5	-	4	Υ	Υ	-	ı	3	ı	-
4C	6X30	2-4-2	+5	-	4	Υ	Y	_	_	15	-	-
64	6X6	5	300	-	6	Υ	Y	_	_	-	_	_

8A | 6X60 | 2-4-2 | +5 | - | 8 | Y | Y | - | - | 5 | - | - |

	Controller & Cabinet	K×7 K×2
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
\longrightarrow	Directional Arrow	\longrightarrow
N/A	Railroad Tracks	
N/A	Railroad Gate and Flasher	**
	"DO NOT STOP ON TRACKS" Sign (R8-8)	
	N/A N/A N/A	Junction Box

Signal Upgrade		
Prepared in the Offices of:	NC 115 (Mecklenbur	`g Hwy.)
Mobility and	at	
	SR 1102 (Langtree	Rd.) /
Trong and the second se	SR 2948 (Hobbs L	
	Division 12 Iredell County	Mooresvi
Opposign Section	PLAN DATE: January 2018 REVIEWED BY:	R.N. Zinser
-	DDEDADED DV. I A Loho DEVIEWED DV.	-

750 N.Greenfield Pkwy.Garner.NC 27529 PREPARED BY: J.A. Lohr | REVIEWED BY:

SIG. INVENTORY NO.

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

<u>EXISTING</u>