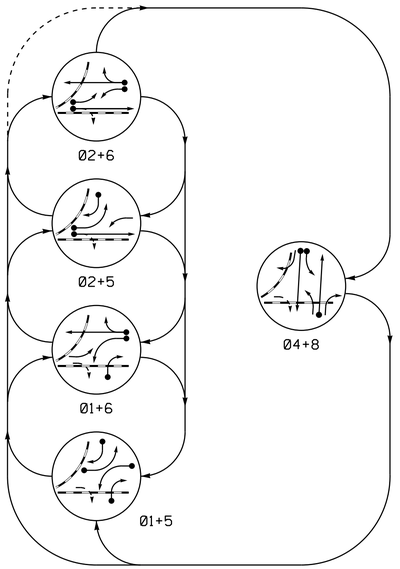
PROJECT REFERENCE NO.	SHEET NO.
C-5558	Sig. 183.0

PHASING DIAGRAM

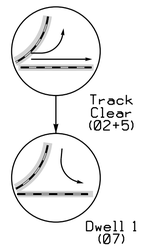


PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

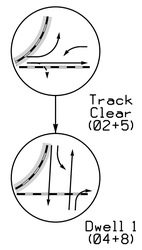
RAIL PRE 3 PHASES

Both Tracks Active
(High Priority)



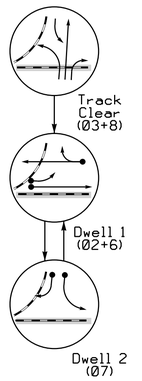
RAIL PRE 2 PHASES

Only Spur Active
(Medium Priority)



RAIL PRE 1 PHASES

Only Main Active
(Medium Priority)



SIGNAL FACE I.D.

All Heads L.E.D.

11	21, 22	42
31	41	82
51	61, 62	
71	81	

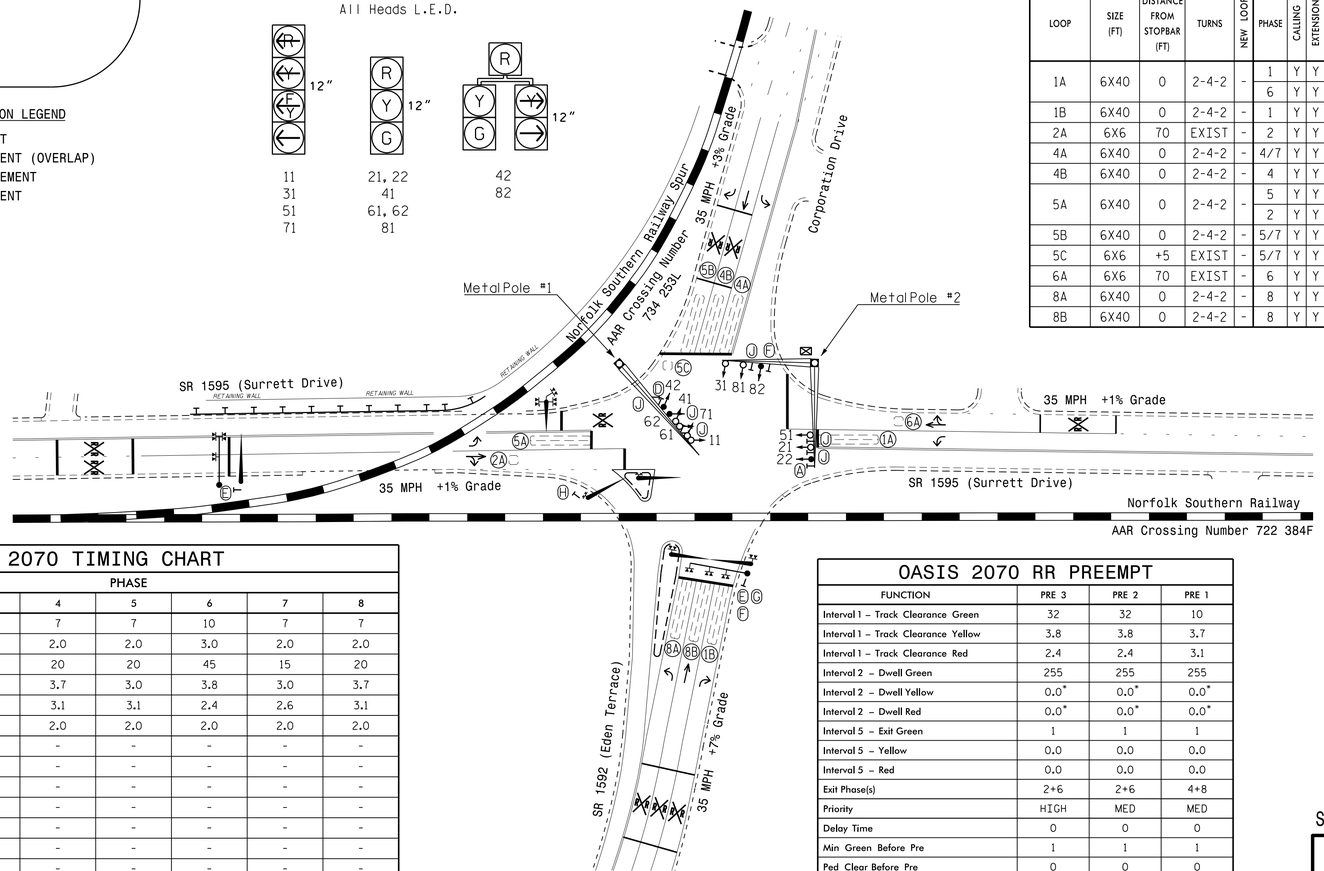


TABLE OF OPERATION

SIGNAL FACE	PHASE 01+5	01+6	02+5	02+6	04+8	PRE 3RR	PRE 3RL	PRE 2RR	PRE 2RL	PRE 1RR	PRE 1RL	PRE 1 DWELL	PRE 2 DWELL	FLASH
11	←	←	F Y	F Y	R	R	R	F Y	R	R	R	R	R	R
21, 22	R	R	G	G	R	G	R	G	R	R	R	G	R	R
31	R	R	R	R	F Y	R	R	R	R	←	R	R	R	Y
41	R	R	R	R	G	R	R	R	G	R	R	R	R	Y
42	R/←	R	R/←	R	G	R	R	R	G	R	R	R/←	Y	
51	←	F Y	←	F Y	R	←	R	←	R	R	F Y	R	R	
61, 62	R	G	R	G	R	R	R	R	R	R	G	R	R	
71	R	R	R	R	F Y	R	←	R	F Y	F Y	R	←	Y	
81	R	R	R	R	G	R	R	R	G	G	R	R	Y	
82	R/←	R/←	R	R	G	R	R	R	G	G	R	R	Y	
SIGN A	OFF	OFF	OFF	OFF	OFF	ON	ON	OFF	OFF	ON	ON	ON	✱	
SIGN D	OFF	OFF	OFF	OFF	OFF	ON	ON	ON	ON	OFF	OFF	OFF	✱	

✱ See Note 10

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

INDUCTIVE LOOPS					DETECTOR PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Y	Y	-	-	15	-	Y
					6	Y	Y	-	-	-	-	Y
1B	6X40	0	2-4-2	-	1	Y	Y	-	-	-	-	Y
2A	6X6	70	EXIST	-	2	Y	Y	-	-	-	-	Y
4A	6X40	0	2-4-2	-	4/7	Y	Y	-	-	3	-	Y
4B	6X40	0	2-4-2	-	4	Y	Y	-	-	-	-	Y
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	Y
					2	Y	Y	-	-	-	-	Y
5B	6X40	0	2-4-2	-	5/7	Y	Y	-	-	15	-	Y
5C	6X6	+5	EXIST	-	5/7	Y	Y	-	-	20	-	Y
6A	6X6	70	EXIST	-	6	Y	Y	-	-	-	-	Y
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	-	-	Y
8B	6X40	0	2-4-2	-	8	Y	Y	-	-	-	-	Y

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

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. This location contains railroad preemption phasing. Do not program signal for late night flashing operation.
3. Omit phases 3 and 7 during normal operation.
4. Phase 1 and/or phase 5 may be lagged.
5. Reposition existing signal heads numbered 22, 42, 62, and 82.
6. Set all detector units to presence mode.
7. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
8. Program controller to start up phase 4+8 green.
9. Remove existing "NO LEFT TURN-TRAIN" blankout signs.
10. Ensure flashing operation does not alter operation of blankout signs.
11. Pavement markings are existing.
12. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

LEGEND

PROPOSED		EXISTING
○→	Traffic Signal Head	●→
◐→	Modified Signal Head	N/A
⊣	Sign	⊣
▭↓	Pedestrian Signal Head With Push Button & Sign	■↓
○	Signal Pole with Guy	●
○	Signal Pole with Sidewalk Guy	●
▭	Inductive Loop Detector	▭
⊠	Controller & Cabinet	⛶
□	Junction Box	■
·····	2-in Underground Conduit	·····
N/A	Right of Way	– – – –
→	Directional Arrow	→
◎→	Metal Pole with Mastarm	◎→
N/A	Guardrail	⊥⊥
N/A	Railroad Tracks	▬
N/A	Railroad Cantilever	⊥●⊥
N/A	Railroad Gate and Flasher	▭
(A)(D)	"NO RIGHT TURN - TRAIN" L.E.D. Blankout Sign	(A)(D)
(E)	"DO NOT STOP ON TRACKS" Sign (R8-8)	(E)
(F)	"NO TURN ON RED" Sign (R10-11)	(F)
(G)	"STOP HERE ON RED" Sign (R10-6)	(G)
(H)	"YIELD" Sign (R1-2)	(H)
(J)	Street Name Sign (D3-1)	(J)

OASIS 2070 TIMING CHART

FEATURE	PHASE 1	2	4	5	6	7	8
Min Green 1 *	7	10	7	7	10	7	7
Extension 1 *	2.0	3.0	2.0	2.0	3.0	2.0	2.0
Max Green 1 *	20	45	20	20	45	15	20
Yellow Clearance	3.0	3.8	3.7	3.0	3.8	3.0	3.7
Red Clearance	3.2	2.4	3.1	3.1	2.4	2.6	3.1
Red Revert	2.0	2.0	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 **	-	SOFT RECALL	-	-	SOFT RECALL	-	-
Vehicle Call Memory	-	YELLOW	-	-	YELLOW	-	-
Dual Entry	-	-	ON	-	-	-	ON
Simultaneous Gap	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.

This signal was designed for simultaneous preemption.

OASIS 2070 RR PREEMPT

FUNCTION	PRE 3	PRE 2	PRE 1
Interval 1 – Track Clearance Green	32	32	10
Interval 1 – Track Clearance Yellow	3.8	3.8	3.7
Interval 1 – Track Clearance Red	2.4	2.4	3.1
Interval 2 – Dwell Green	255	255	255
Interval 2 – Dwell Yellow	0.0*	0.0*	0.0*
Interval 2 – Dwell Red	0.0*	0.0*	0.0*
Interval 5 – Exit Green	1	1	1
Interval 5 – Yellow	0.0	0.0	0.0
Interval 5 – Red	0.0	0.0	0.0
Exit Phase(s)	2+6	2+6	4+8
Priority	HIGH	MED	MED
Delay Time	0	0	0
Min Green Before Pre	1	1	1
Ped Clear Before Pre	0	0	0
Yellow Clear Before Pre	0.0*	0.0*	0.0*
Red Clear Before Pre	0.0*	0.0*	0.0*
Dwell Min Time	7	7	10
Enable Backup Protection	N	N	N
Ped Clear Through Yellow	N	N	N
Omit Overlaps	A, E	B, E	A

* Time defaults to time used for phase during normal operation

Signal Upgrade

Prepared in the Offices of:
Transportation Mobility and Safety Division
Traffic Engineering Branch
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

SR 1595 (Surrett Drive)
at
SR 1592 (Eden Terrace)
and Corporation Drive

Division 8 Randolph County Archdale

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

SCALE 0 50 1"=50'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 026486 ENGINEER ROBERT J. ZIEMBA

DocuSigned by: 5/6/2015
SIGNATURE DATE

SIG. INVENTORY NO. 08-0707

05-MAY-2015 09:19
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