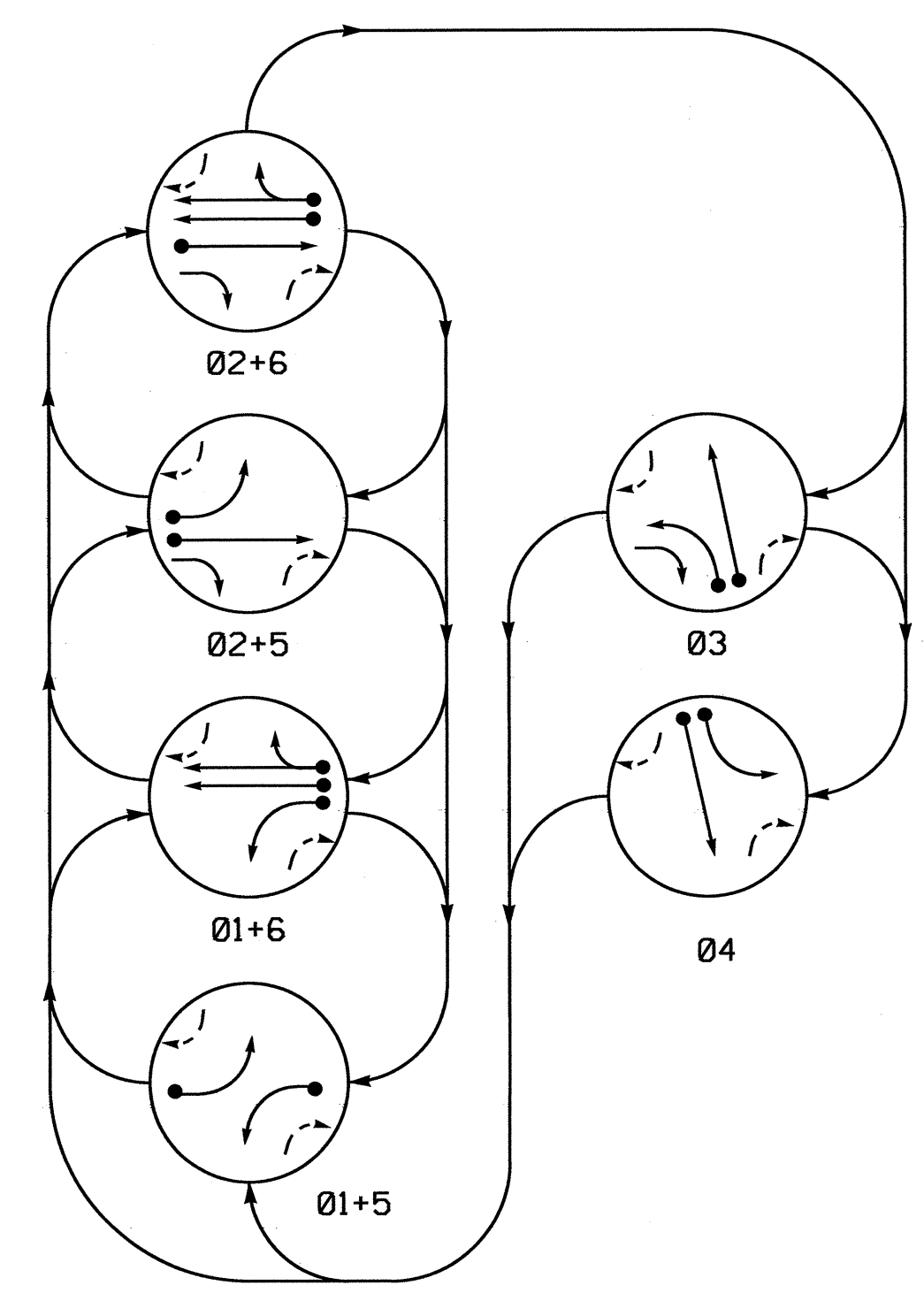


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND
 ● DETECTED MOVEMENT
 ○ UNDETECTED MOVEMENT (OVERLAP)
 - - - UNSIGNALIZED MOVEMENT
 - - - PEDESTRIAN MOVEMENT

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

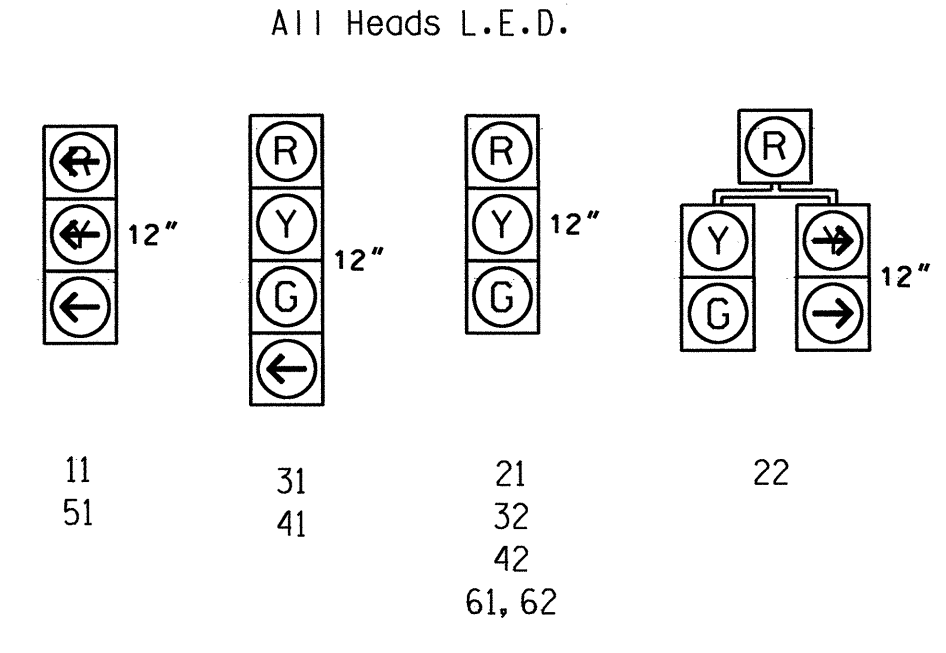


TABLE OF OPERATION

SIGNAL FACE	PHASE					
	01+5	02+5	03	04	FLASH	
11	-	R	R	R	R	R
21	R	R	G	G	R	Y
22	R	R	G	G	R	Y
31	R	R	R	R	G	R
32	R	R	R	R	G	R
41	R	R	R	R	G	R
42	R	R	R	R	G	R
51	-	R	R	R	R	R
61, 62	R	G	R	G	R	Y

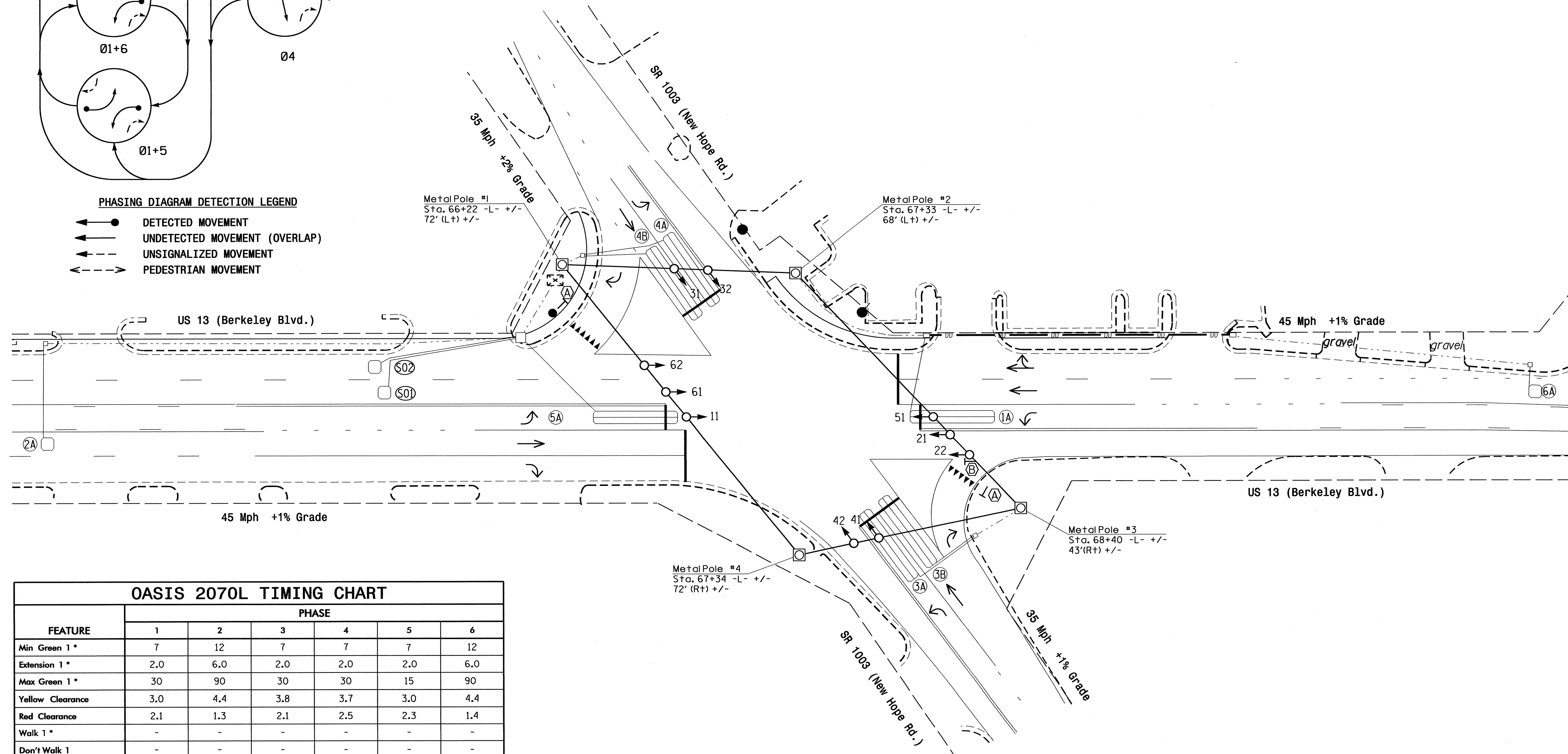
OASIS 2070L LOOP & DETECTOR INSTALLATION

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	+5	2-4-2	Y	1	Y	Y	-	-	3	-	Y
2A	6X6	300	4	Y	2	Y	Y	-	-	-	-	Y
3A	6X40	+5	2-4-2	Y	3	Y	Y	-	-	3	-	Y
3B	6X40	+5	2-4-2	Y	3	Y	Y	-	-	3	-	Y
4A	6X40	+5	2-4-2	Y	4	Y	Y	-	-	3	-	Y
4B	6X40	+5	2-4-2	Y	4	Y	Y	-	-	3	-	Y
5A	6X40	+5	2-4-2	Y	5	Y	Y	-	-	3	-	Y
6A	6X6	300	4	Y	6	Y	Y	-	-	-	-	Y
S01	6X6	+200	3	Y	-	-	-	-	-	-	-	Y
S02	6X6	+200	3	Y	-	-	-	-	-	-	-	Y

6 Phase Fully Actuated Goldsboro City System

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- The order of phase 3 and phase 4 may be reversed.
- Set all detector units to presence mode.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Controller Asset # 0367.



OASIS 2070L TIMING CHART

FEATURE	PHASE					
	1	2	3	4	5	6
Min Green 1*	7	12	7	7	7	12
Extension 1*	2.0	6.0	2.0	2.0	2.0	6.0
Max Green 1*	30	90	30	30	15	90
Yellow Clearance	3.0	4.4	3.8	3.7	3.0	4.4
Red Clearance	2.1	1.3	2.1	2.5	2.3	1.4
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	-	-	-	-	-	-
Simultaneous Gap	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.

LEGEND

PROPOSED	EXISTING
○ Traffic Signal Head	● Traffic Signal Head
○ Modified Signal Head	N/A
○ Pedestrian Signal Head	○ Pedestrian Signal Head
○ Pedestrian Signal Head With Push Button & Sign	○ Pedestrian Signal Head With Push Button & Sign
○ Signal Pole with Guy	○ Signal Pole with Guy
○ Signal Pole with Sidewalk Guy	○ Signal Pole with Sidewalk Guy
○ Inductive Loop Detector	○ Inductive Loop Detector
○ Controller & Cabinet	○ Controller & Cabinet
○ Junction Box	○ Junction Box
○ Oversized Junction Box	○ Oversized Junction Box
○ 2-in Underground Conduit	○ 2-in Underground Conduit
N/A	○ Right of Way
→ Directional Arrow	→ Directional Arrow
○ Directional Drill	N/A
○ "YIELD" Sign (R1-2)	○ "YIELD" Sign (R1-2)
○ Right Arrow "ONLY" Sign (R3-5R)	○ Right Arrow "ONLY" Sign (R3-5R)

Signal Upgrade - Final

Prepared In the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

US 13 (Berkeley Boulevard) at SR 1003 (New Hope Road)

Division 4 Wayne County Goldsboro

PLAN DATE: March 2012 REVIEWED BY: IOU

PREPARED BY: Jeff Spence REVIEWED BY:

SEAL

SEAL 23489

DATE

SCALE: 1"=30'

REVISIONS	INIT.	DATE

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