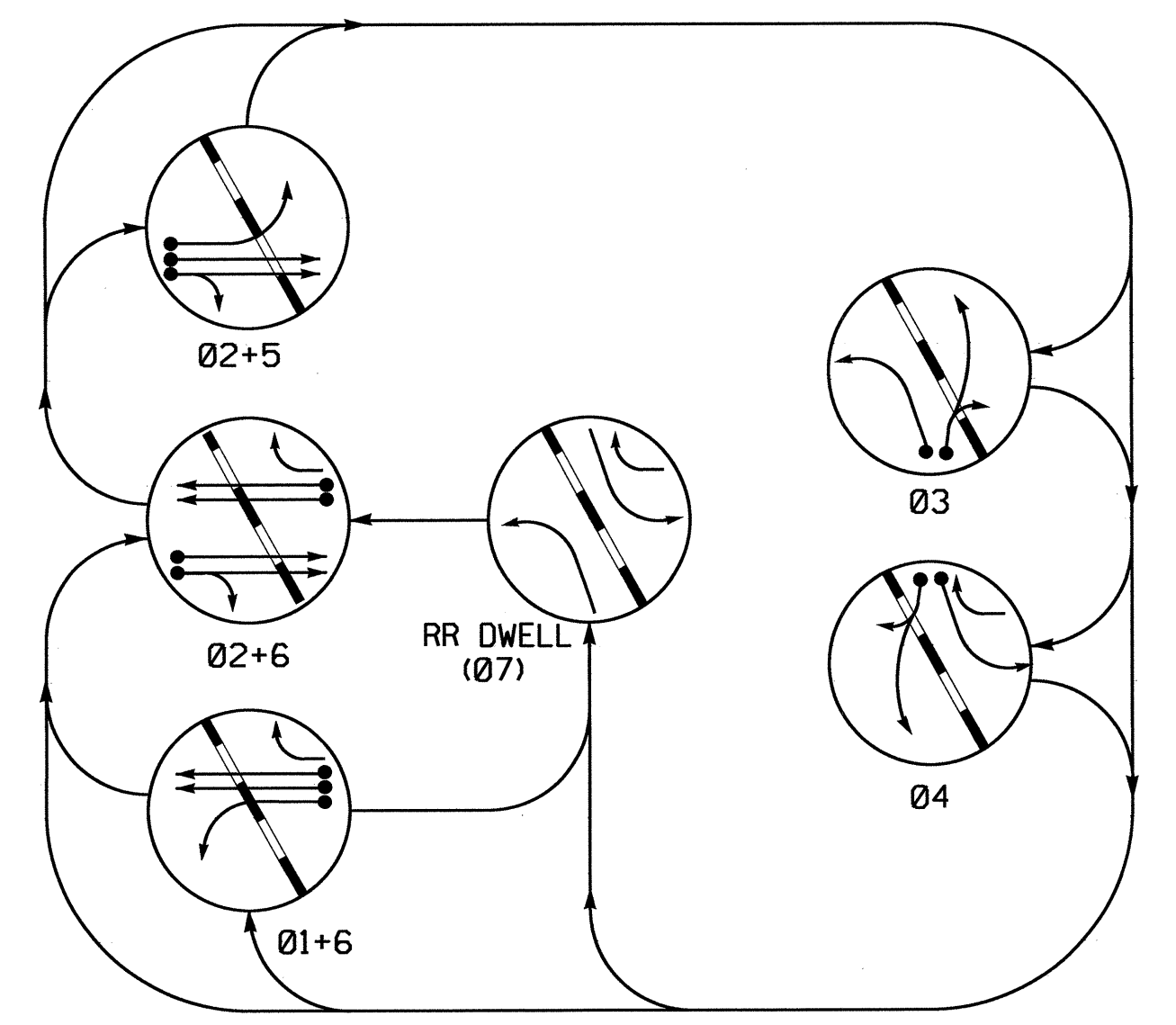


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

2070 RAIL PREEMPTION

Interval 1 - Track Clearance Green	0
Interval 1 - Track Clearance Yellow	0
Interval 1 - Track Clearance Red	0
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
Priority	High
Delay Time	0
Min Green Before Pre	1
Ped Clear Before Pre	0.0
Yellow Clear Before Pre	0.0*
Red Clear Before Pre	0.0*
Dwell Min Time	7
Ped Clear Through Yellow	N
Omit Overlaps	P

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

OASIS 2070L TIMING CHART

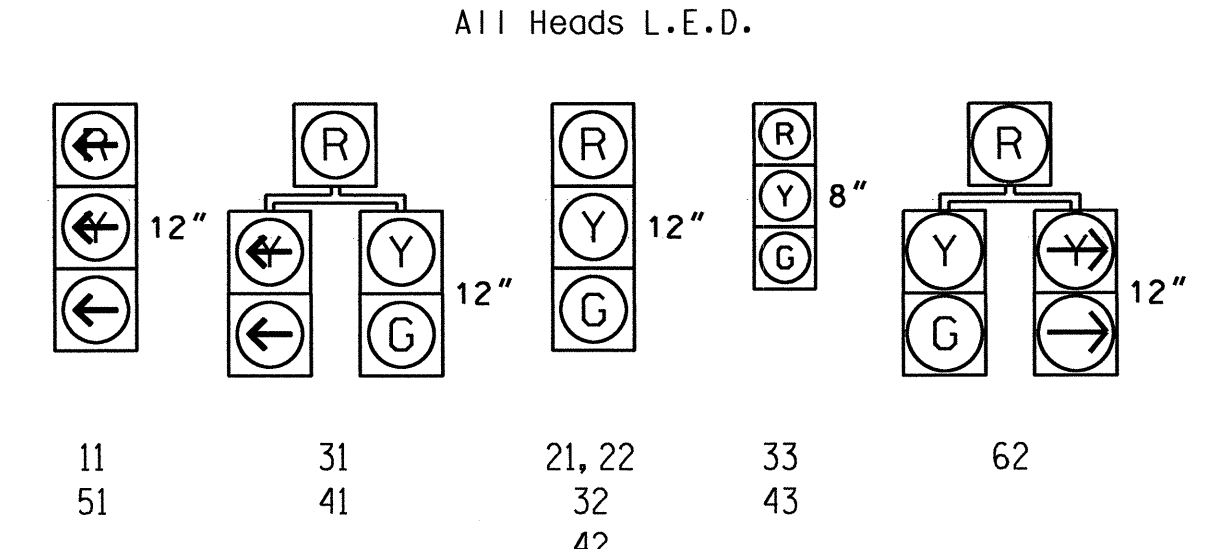
FEATURE	PHASE					
	1	2	3	4	5	6
Min Green 1*	7	10	7	7	7	10
Extension 1*	2.0	4.0	2.0	3.0	2.0	4.0
Max Green 1*	25	60	25	30	20	60
Yellow Clearance	3.2	3.8	3.5	3.6	3.1	3.8
Red Clearance	3.6	2.7	2.3	2.5	3.4	2.9
Walk 1*	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-
Seconds Per Actuation*	-	-	-	-	-	-
Max Variable Initial*	-	-	-	-	-	-
Time Before Reduction*	-	-	-	-	-	-
Time To Reduce*	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-
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.

TABLE OF OPERATION

SIGNAL FACE	PHASE					
	01+6	02+5	02+6	03	04	RR DWELL (07)
11	←	←	←	←	←	←
21,22	R	G	G	R	R	Y
31	R	R	R	G	R	R
32	R	R	R	G	R	R
33	R	R	R	G	R	R
41	R	R	R	G	R	R
42	R	R	R	G	R	R
43	R	R	R	G	R	R
51	←	←	←	←	←	←
61	G	R	G	R	R	Y
62	G	R	G	R	R	Y

SIGNAL FACE I.D.



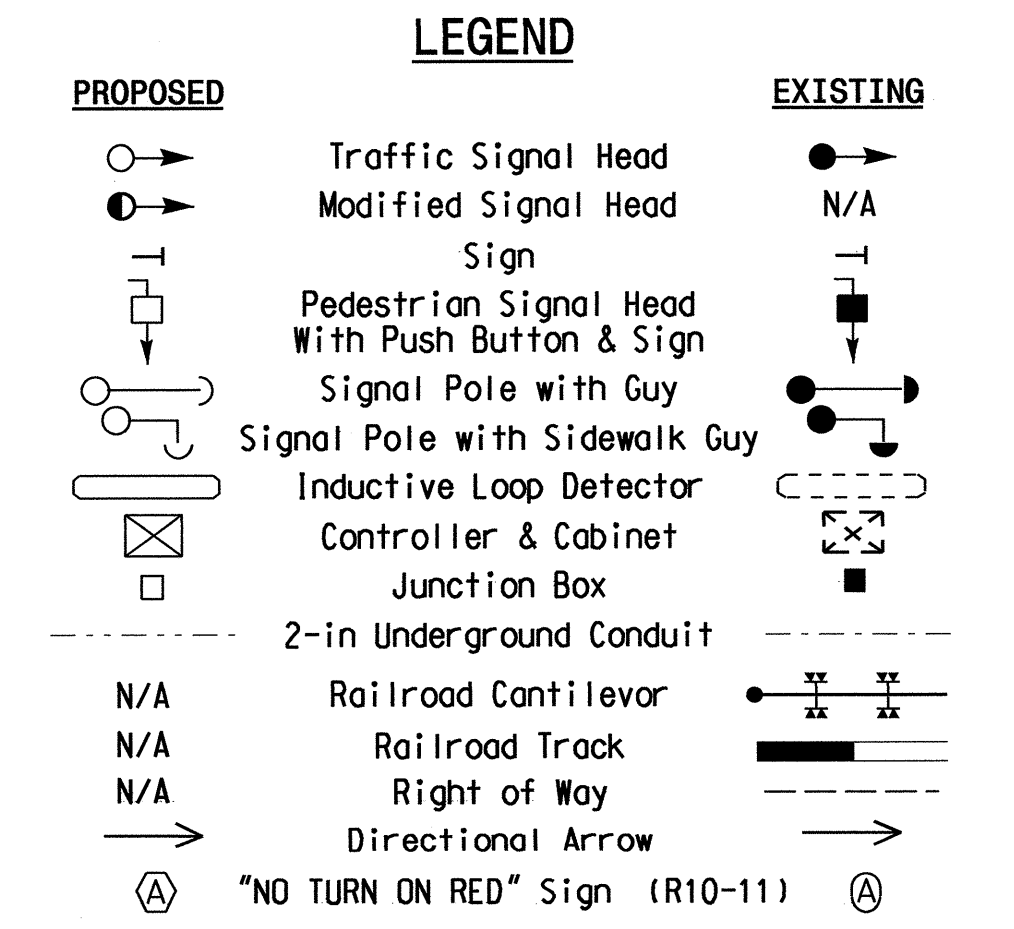
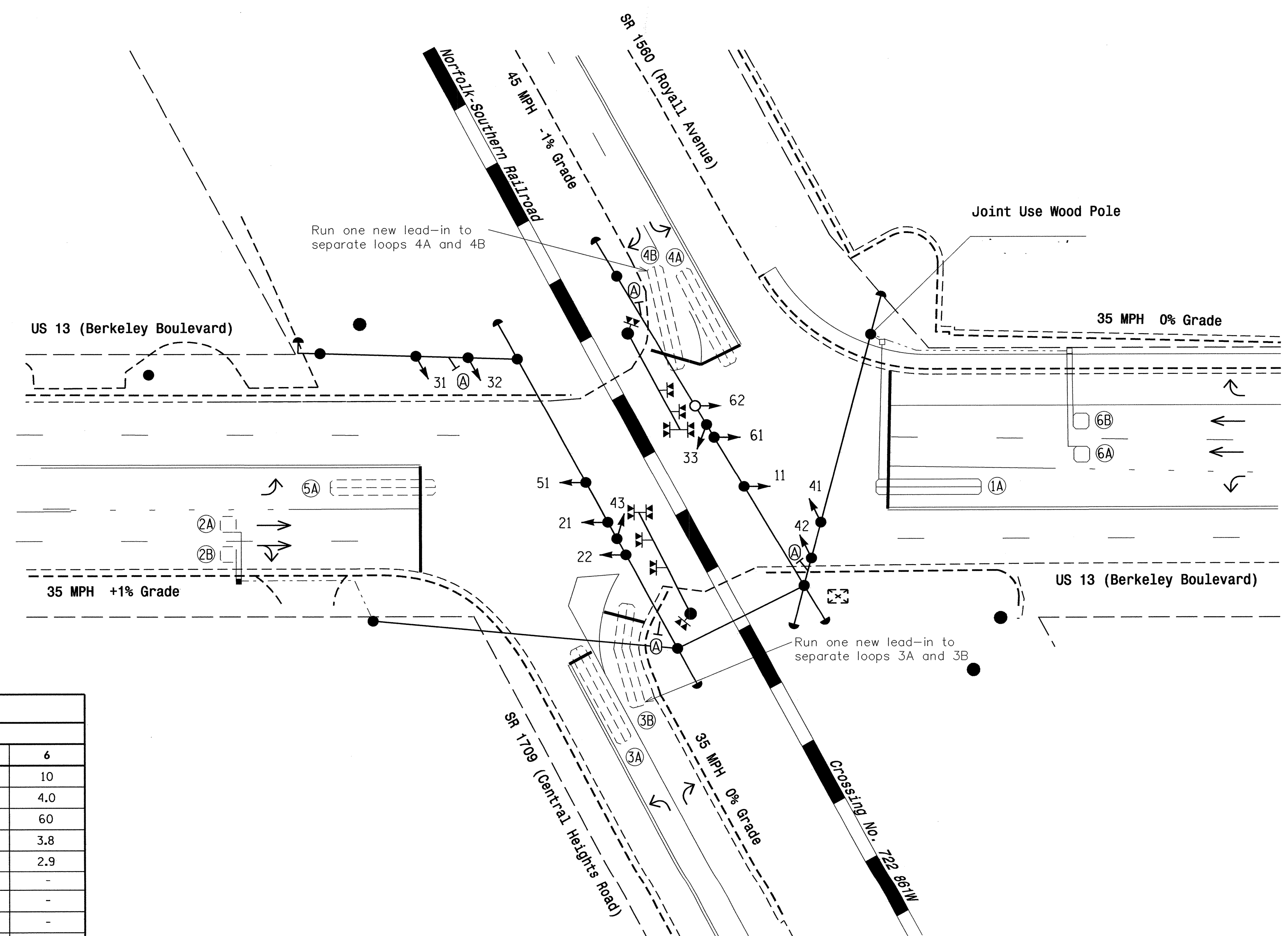
OASIS 2070L LOOP & DETECTOR INSTALLATION

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

5 Phase W/RR Preempt 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.
- This location contains railroad preemption phasing. Do not program signal for late night flashing operation.
- Phase 1 or phase 5 may be lagged.
- The order of phase 3 and phase 4 may be reversed.
- Reposition existing signal head numbered 61.
- Set all detector units to presence mode.
- Program parent phases for Overlap "P" for all phases used in normal operation.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Controller Asset # 0556.



Signal Upgrade - Final

	US 13 (Berkeley Blvd.) at SR 1560 (Royal Ave.) & SR 1709 (Central Hts. Rd.)		SEAL 23488 NORTH H. CARD PROFESSIONAL ENGINEER STATE OF NORTH CAROLINA 4/11/12
	Division 4 Wayne County Goldsboro PLAN DATE: March 2012 REVIEWED BY: IOU PREPARED BY: Jeff Spence REVIEWED BY:	SCALE 0 30 1"=30'	
REVISIONS: INIT. DATE			
SIGNED: _____ DATE: _____			

02-MAY-2012 10:29 S:\TSS\SUMTIS 51\signal\signal\Eastern_Regional\1709\04\U-3609A\Sig. 1\04-0556\040556.asig.dwg, 2012.madd.dgn