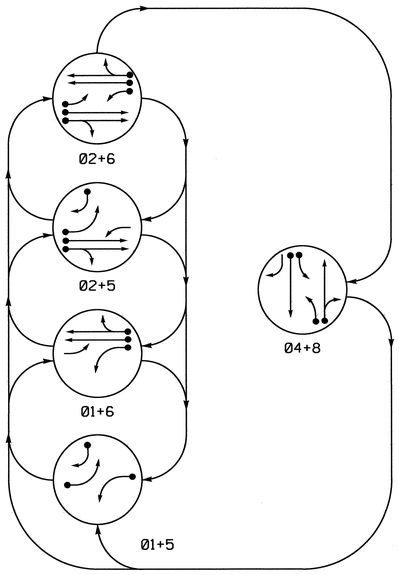
PROJECT REFERENCE NO.	SHEET NO.
U-3609A	Sig. 5

5 Phase
Fully Actuated
Goldsboro City System

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

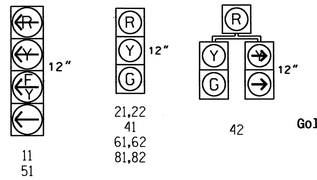
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE 01+5	01+6	02+5	02+6	04+8	FLASH
11	←	←	F/Y	F/Y	R	Y
21,22	R	R	G	G	R	Y
41	R	R	R	R	G	R
42	R/→	R	R/→	R	G	R
51	←	F/Y	←	F/Y	R	Y
61,62	R	G	R	G	R	Y
81, 82	R	R	R	R	G	R

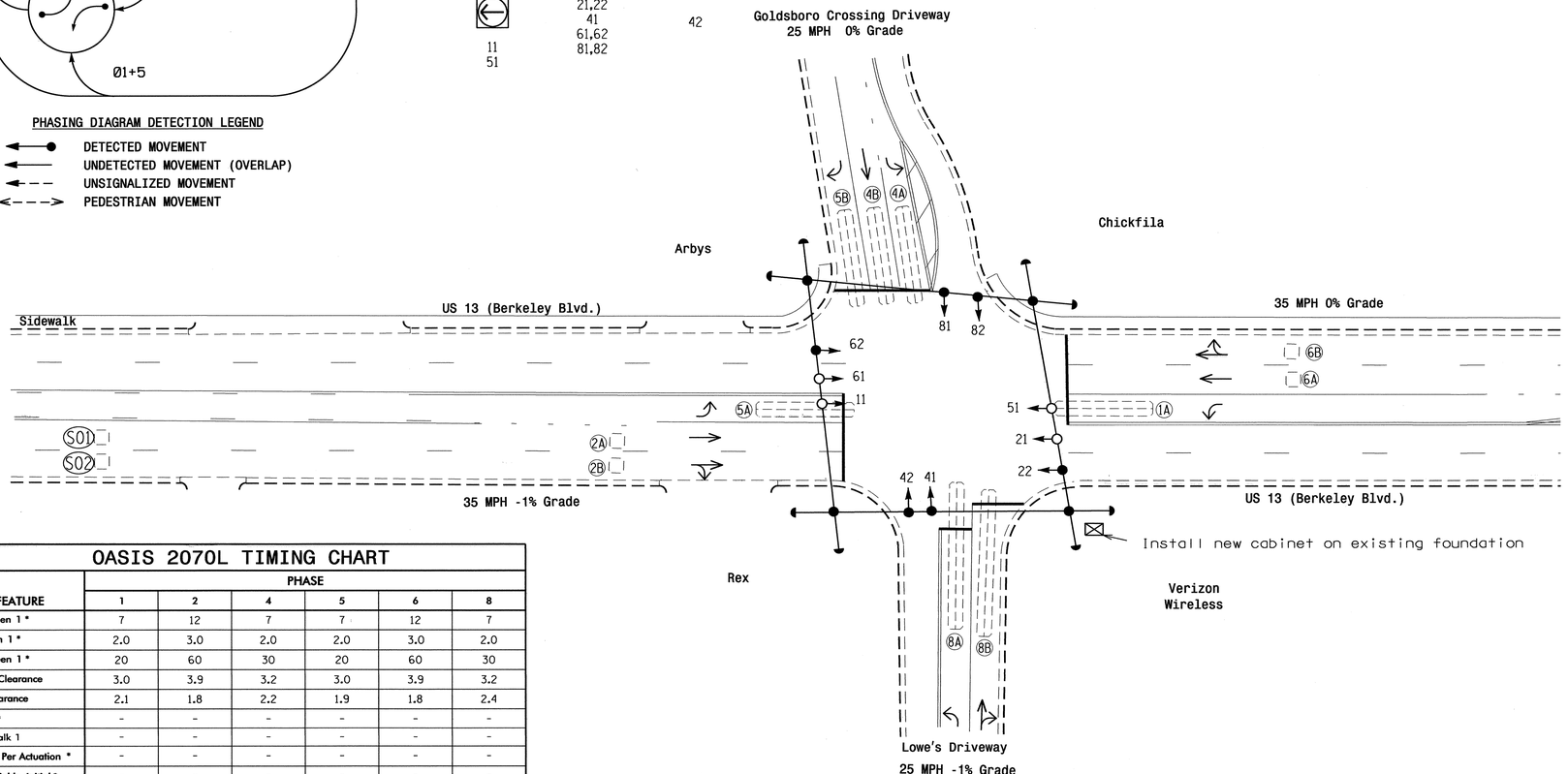
SIGNAL FACE I.D.

All Heads L.E.D.



OASIS 2070L LOOP & DETECTOR INSTALLATION

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	+5	2-4-2	–	1	Y	Y	–	–	15	–	–
					6	Y	Y	–	–	–	–	–
2A	6X6	90	4	–	2	Y	Y	–	–	–	–	–
2B	6X6	90	4	–	2	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	–	–	15	–	–
					2	Y	Y	–	–	–	–	–
5B	6X40	+5	2-4-2	–	5	Y	Y	–	–	15	–	–
6A	6X6	90	4	–	6	Y	Y	–	–	–	–	–
6B	6X6	90	4	–	6	Y	Y	–	–	–	–	–
8A	6X60	+15	2-4-2	–	8	Y	Y	–	–	3	–	–
8B	6X60	+5	2-4-2	–	8	Y	Y	–	–	10	–	–
S01	6X6	300	4	–	–	–	–	–	–	–	Y	–
S02	6X6	300	4	–	–	–	–	–	–	–	Y	–



OASIS 2070L TIMING CHART

FEATURE	PHASE 1	2	4	5	6	8
Min Green 1 *	7	12	7	7	12	7
Extension 1 *	2.0	3.0	2.0	2.0	3.0	2.0
Max Green 1 *	20	60	30	20	60	30
Yellow Clearance	3.0	3.9	3.2	3.0	3.9	3.2
Red Clearance	2.1	1.8	2.2	1.9	1.8	2.4
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	-	-	ON	-	-	ON
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.

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Disable Backup Protect for phase 2+6.
4. Reposition existing signal heads numbered 22 and 62.
5. Set all detector units to presence mode.
6. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
7. Controller Asset # 1173.

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	→

Signal Upgrade - Final

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

US 13 (Berkeley Boulevard)
at
Lowe's Drive /
Goldsboro Crossing Drive

Division 4 Wayne County Goldsboro

PLAN DATE: February 2012 REVIEWED BY:
PREPARED BY: Jeff Spence REVIEWED BY:

REVISIONS	INIT.	DATE

SCALE 0 30 1"=30'

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 23489 PAMELA W. ALEXANDER
SIGNATURE
DATE 4/10/12
SIG. INVENTORY NO. 04-1173

10-APR-2012 08:11
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