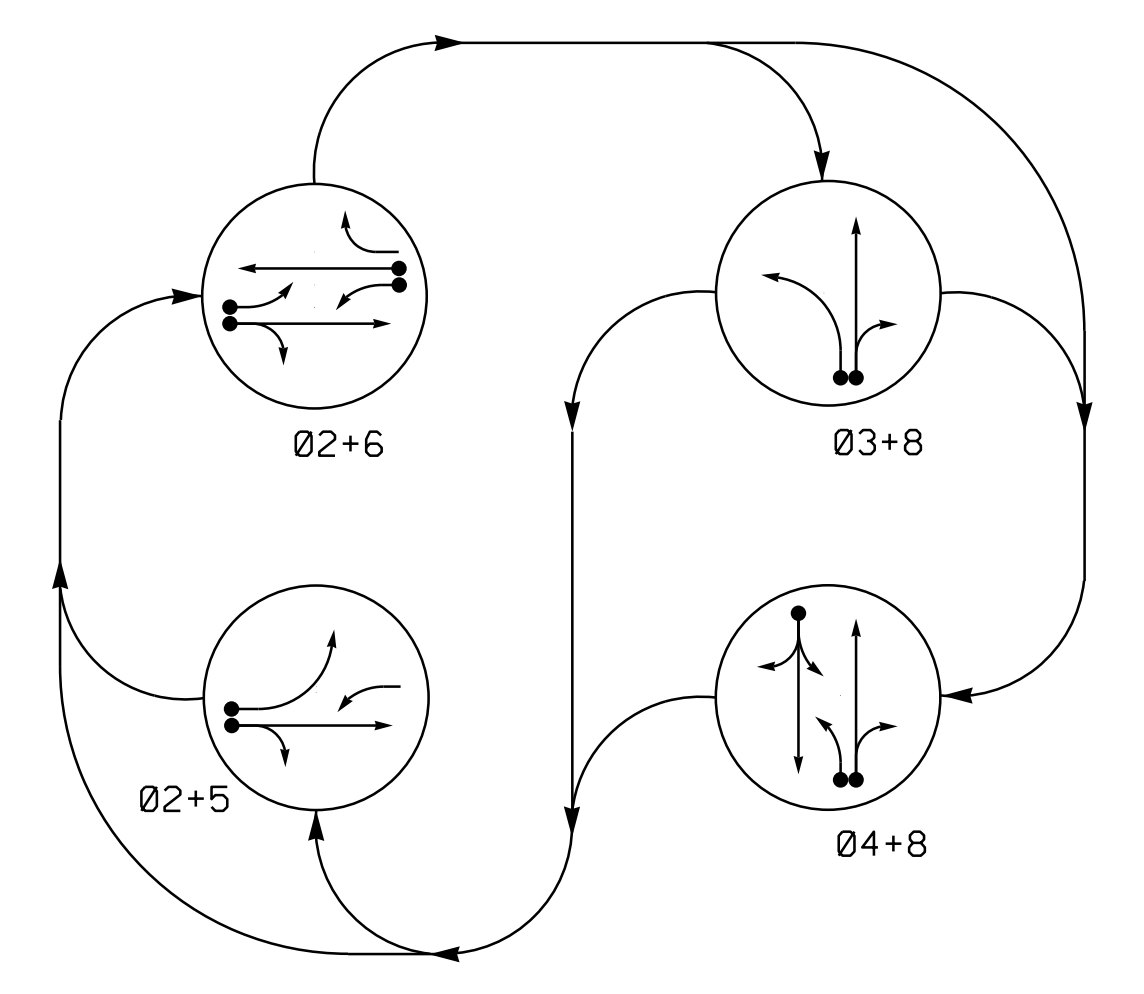


PHASING DIAGRAM



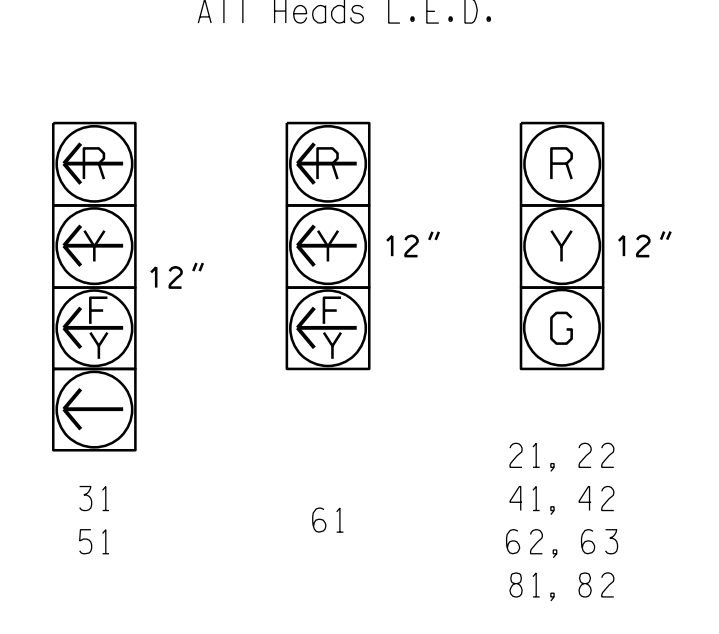
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE				
	02+5	02+6	03+8	04+8	02+5
21, 22	G	G	R	R	Y
31	←	←	←	←	←
41, 42	R	R	R	G	R
51	←	←	←	←	←
61	←	←	←	←	←
62, 63	R	G	R	R	Y
81, 82	R	R	G	G	R

SIGNAL FACE I.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

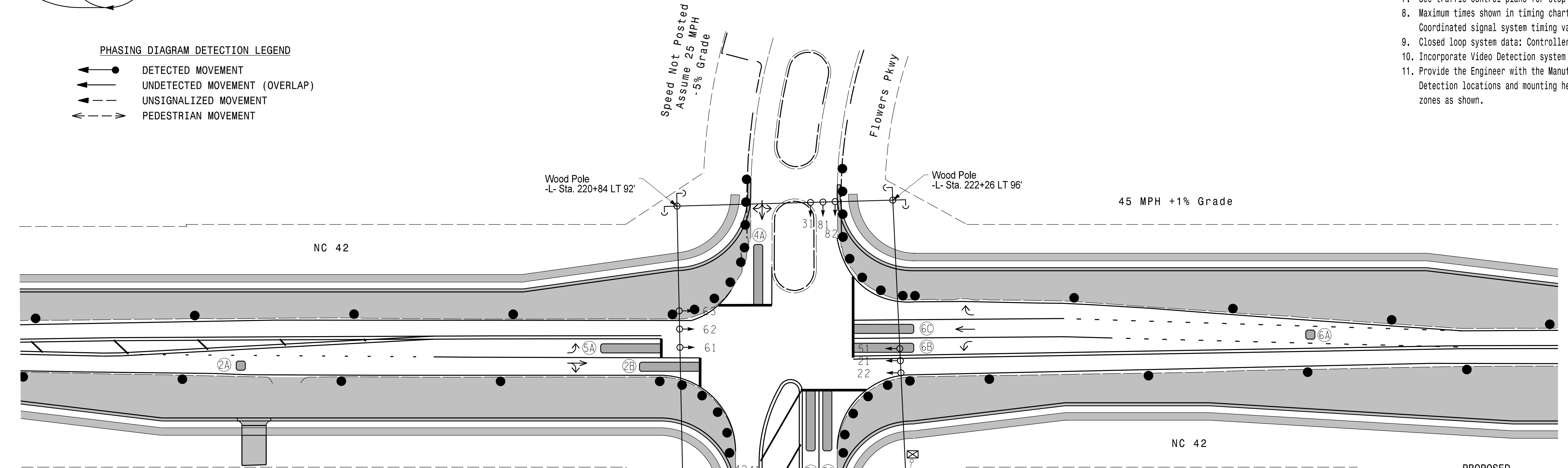
LOOP/ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING					SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME			
2A	6X6	300	*	*	2	Y	Y	-	-	-	-	-
2B	6X40	0	*	*	2	Y	Y	Y	2.0	5	-	-
3A	6X40	0	*	*	3	Y	Y	-	-	15	-	-
4A	6X40	0	*	*	4	Y	Y	-	-	10	-	-
5A	6X40	0	*	*	5	Y	Y	-	-	15	-	-
6A	6X6	300	*	*	6	Y	Y	-	-	-	-	-
6B	6X40	0	*	*	6	Y	Y	Y	-	3	-	-
6C	6X40	0	*	*	6	Y	Y	Y	2.0	5	-	-
8A	6X40	0	*	*	8	Y	Y	-	-	10	-	-

* Video Detection

4 Phase Fully Actuated NC 42 (East of Clayton) CLS Signal System #: 10411

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018, "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Omit phase 3 during phase 4 on.
- Phase 5 may be lagged.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- See traffic control plans for stop bar locations.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Closed loop system data: Controller Asset #1432.
- Incorporate Video Detection system for vehicle detection.
- Provide the Engineer with the Manufacturer's approved Video Detection locations and mounting heights to obtain detection zones as shown.



OASIS 2070 TIMING CHART

FEATURE	PHASE							
	2	3	4	5	6	8	8	8
Min Green 1 *	12	7	7	7	12	7	7	7
Extension 1 *	6.0	2.0	2.0	2.0	6.0	2.0	2.0	2.0
Max Green 1 *	90	25	45	25	90	45	45	45
Yellow Clearance	4.7	3.0	3.5	3.0	4.7	3.5	3.5	3.5
Red Clearance	1.7	2.4	2.2	3.4	1.7	2.2	2.2	2.2
Red Revert	2.0	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 *	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	-	ON
Simultaneous Gap	ON	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.

LEGEND

PROPOSED	EXISTING
○ Traffic Signal Head	● N/A
● Modified Signal Head	○ N/A
□ Pedestrian Signal Head With Push Button & Sign	□ N/A
○ Signal Pole with Guy	● Signal Pole with Sidewalk Guy
□ Inductive Loop Detector	□ Junction Box
□ Controller & Cabinet	□ Junction Box
□ 2-in Underground Conduit	□ Junction Box
N/A Right of Way	--- Right of Way
→ Directional Arrow	→ Directional Arrow
■ Construction Zone	■ Construction Zone
■ Video Detector	■ Video Detector
■ Construction Zone Drums	■ Construction Zone Drums

New Installation
Temporary Design 1 - (TMP Phase 1, Step 1)

NC 42 at Flowers Parkway

Division 4 Johnston County Clayton

PLAN DATE: April 2020 REVIEWED BY: WJ Hamilton

PREPARED BY: JT Stiff RKA PROJ. NO: 19160 (040)

REVISIONS	INIT.	DATE

SIGNATURE: William J. Hamilton DATE: 4/30/20

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL NORTH CAROLINA PROFESSIONAL ENGINEER WILLIAM J. HAMILTON

SIGNATURE: William J. Hamilton DATE: 4/30/20

SIG. INVENTORY NO. 04-1432T1