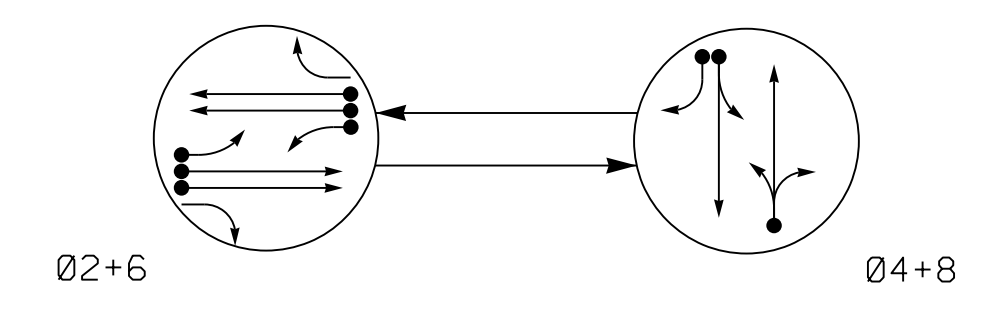


**PHASING DIAGRAM**



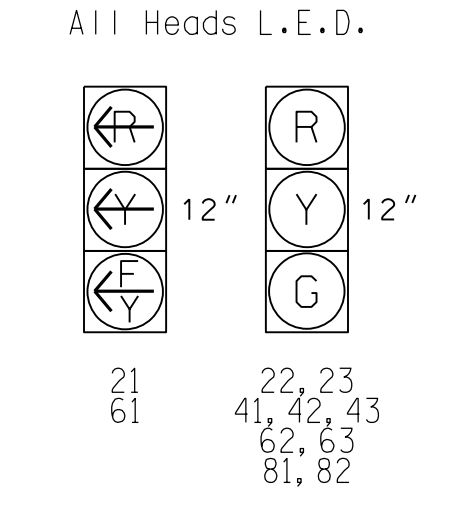
**PHASING DIAGRAM DETECTION LEGEND**

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

**TABLE OF OPERATION**

SIGNAL FACE	PHASE		
	02+6	04+8	F L C S H
21	Y	R	Y
22, 23	G	R	Y
41, 42, 43	R	G	R
61	Y	R	Y
62, 63	G	R	Y
81, 82	R	G	R

**SIGNAL FACE I.D.**



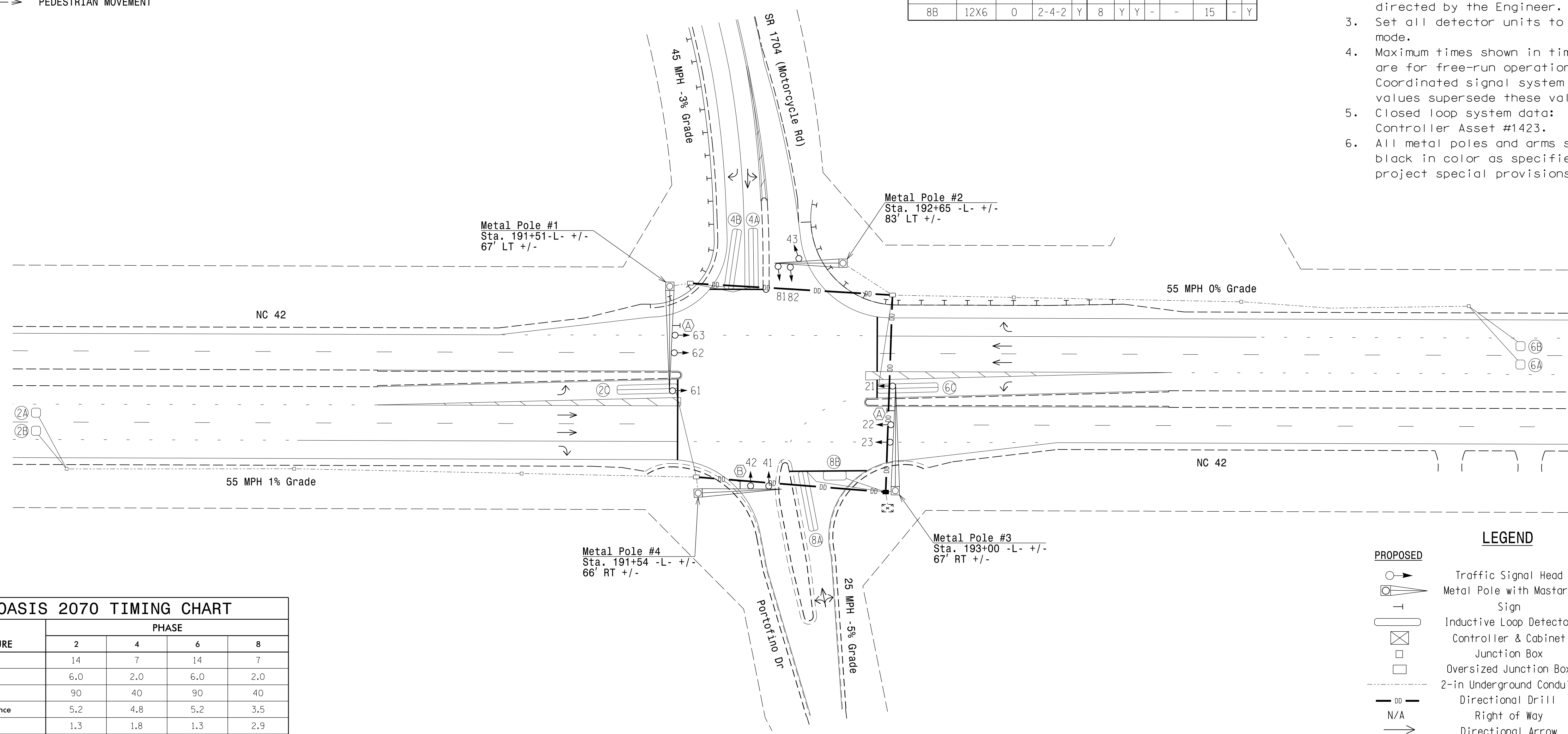
**OASIS 2070 LOOP & DETECTOR INSTALLATION CHART**

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING							
				NEW LOOP	PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A	6X6	420	6	Y	2	Y	Y	-	-	-	Y
2B	6X6	420	6	Y	2	Y	Y	-	-	-	Y
2C	6X40	0	2-4-2	Y	2	Y	Y	Y	-	3	Y
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	-	Y
4B	6X40	0	2-4-2	Y	4	Y	Y	-	-	15	Y
6A	6X6	420	6	Y	6	Y	Y	-	-	-	Y
6B	6X6	420	6	Y	6	Y	Y	-	-	-	Y
6C	6X40	0	2-4-2	Y	6	Y	Y	Y	-	3	Y
8A	6X40	0	2-4-2	Y	8	Y	Y	-	-	10	Y
8B	12X6	0	2-4-2	Y	8	Y	Y	-	-	15	Y

**2 Phase Fully Actuated NC 42 (East of Clayton)**

**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.
- 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.
- Closed loop system data: Controller Asset #1423.
- All metal poles and arms should be black in color as specified in the project special provisions.



**OASIS 2070 TIMING CHART**

FEATURE	PHASE			
	2	4	6	8
Min Green 1 *	14	7	14	7
Extension 1 *	6.0	2.0	6.0	2.0
Max Green 1 *	90	40	90	40
Yellow Clearance	5.2	4.8	5.2	3.5
Red Clearance	1.3	1.8	1.3	2.9
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	1.8	-	1.8	-
Max Variable Initial *	46	-	46	-
Time Before Reduction *	15	-	15	-
Time To Reduce *	30	-	30	-
Minimum Gap	3.4	-	3.4	-
Recall Mode	MIN RECALL	-	MIN RECALL	-
Vehicle Call Memory	YELLOW	-	YELLOW	-
Dual Entry	-	ON	-	ON
Simultaneous Gap	ON	ON	ON	ON

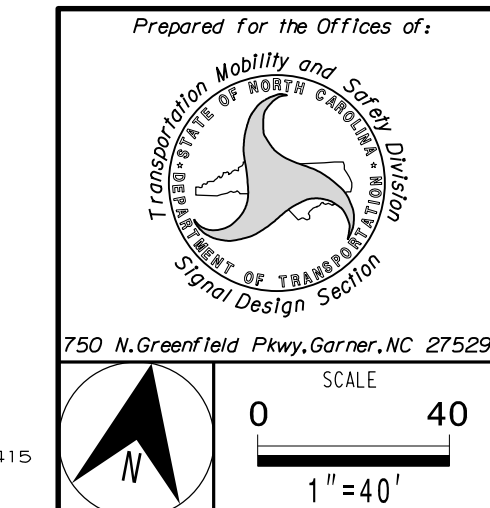
\* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

**LEGEND**

	PROPOSED Traffic Signal Head		EXISTING Traffic Signal Head
	PROPOSED Metal Pole with Mastarm Sign		EXISTING Metal Pole with Mastarm Sign
	PROPOSED Inductive Loop Detector		EXISTING Inductive Loop Detector
	PROPOSED Controller & Cabinet		EXISTING Controller & Cabinet
	PROPOSED Junction Box		EXISTING Junction Box
	PROPOSED Oversized Junction Box		EXISTING Oversized Junction Box
	PROPOSED 2-in Underground Conduit		EXISTING 2-in Underground Conduit
	PROPOSED Directional Drill		N/A
	PROPOSED Right of Way		N/A
	PROPOSED Directional Arrow		EXISTING Directional Arrow
	PROPOSED Street Name Sign (D3-1)		EXISTING Street Name Sign (D3-1)
	PROPOSED Right Arrow "ONLY" Sign (R3-SR)		EXISTING Right Arrow "ONLY" Sign (R3-SR)

**New Installation - Final Design**

Prepared by  
**URS**  
URS Corporation - North Carolina  
1600 Perimeter Park Drive  
Morrisville, North Carolina 27560  
TELEPHONE (919) 461-1100 FAX (919) 461-1415  
NC LICENSE # C-2243



NC 42 at SR 1704 (Motorcycle Rd)/Portofino Dr

Division 4 Johnston County Clayton

PLAN DATE: January 2018 REVIEWED BY: C. L. Kalencik

PREPARED BY: S. W. COX REVIEWED BY:

REVISIONS	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Seal of C. L. Kalencik, Professional Engineer, License No. 040715, State of North Carolina.

5/25/2018

SIG. INVENTORY NO. 04-1423

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