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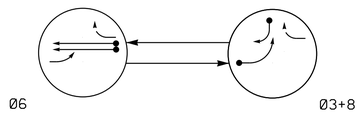
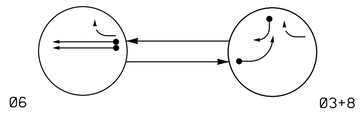
PROJECT REFERENCE NO.	SHEET NO.
36249.4164	Sig-2.0

DEFAULT PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION			
SIGNAL FACE	PHASE Ø6	PHASE Ø3+8	FLASH
31	~~F~~ Y	←	~~Y~~
61,62	G	R	Y
81,82	R	→	R

ALTERNATE PHASING DIAGRAM



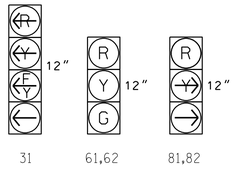
ALTERNATE PHASING TABLE OF OPERATION			
SIGNAL FACE	PHASE Ø6	PHASE Ø3+8	FLASH
31	~~R~~	←	~~Y~~
61,62	G	R	Y
81,82	R	→	R

PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE I.D.

All Heads L.E.D.



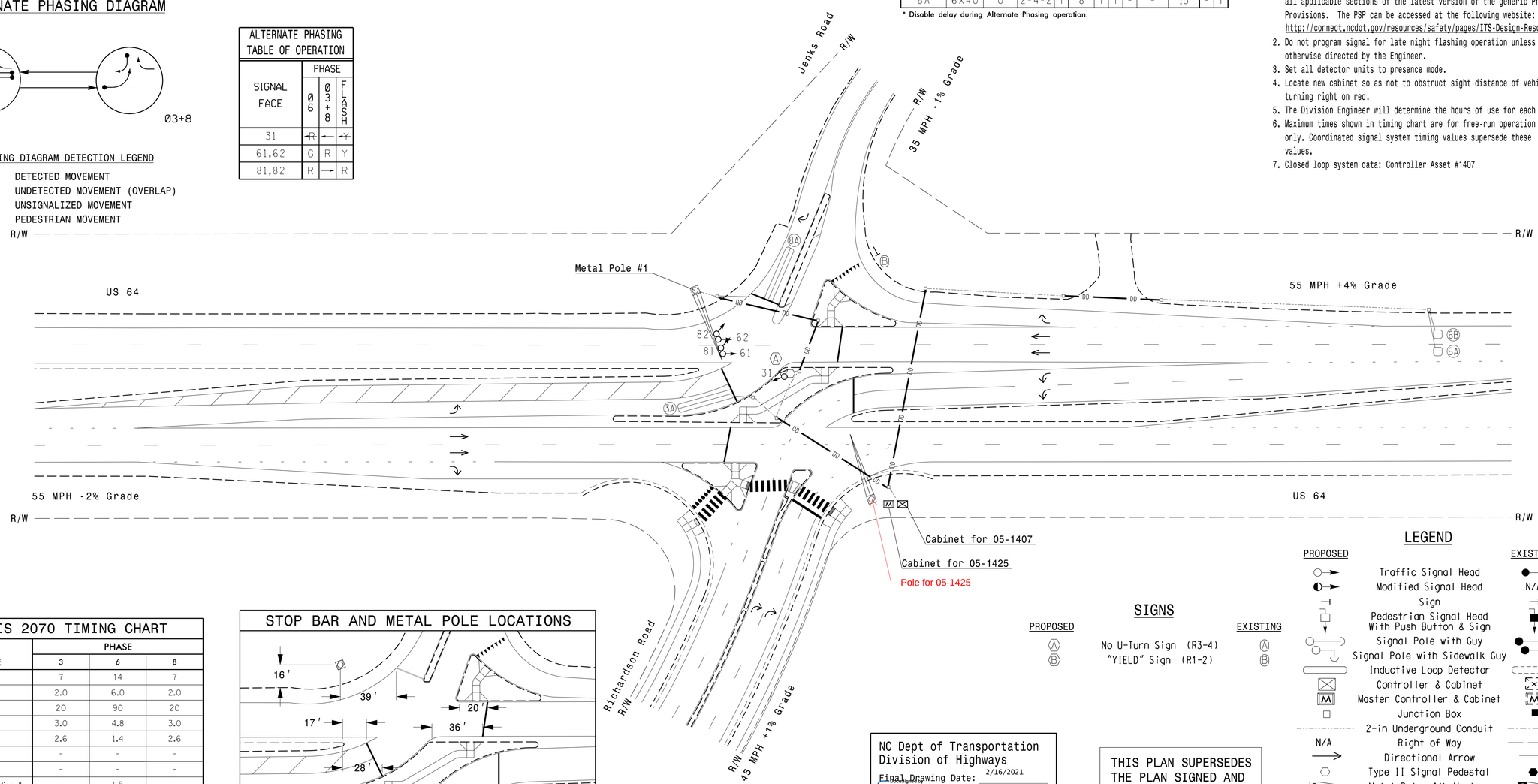
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
3A	6X40	0	2-4-2	Y	3	Y	Y	-	-	15*	-	Y
6A	6X6	420	6	Y	6	Y	Y	-	-	-	-	Y
6B	6X6	420	6	Y	6	Y	Y	-	-	-	-	Y
8A	6X40	0	2-4-2	Y	8	Y	Y	-	-	15	-	Y

* Disable delay during Alternate Phasing operation.

2 Phase
Fully Actuated
(US 64 & Jenks/Richardson Road
Closed Loop System)
Signal System: 10534

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018, "Standard Specifications for Roads and Structures" dated January 2018, and all applicable sections of the latest version of the generic Project Special Provisions. The PSP can be accessed at the following website: http://connect.ncdot.gov/resources/safety/pages/ITS-Design-Resources.aspx
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Set all detector units to presence mode.
4. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
5. The Division Engineer will determine the hours of use for each phasing plan.
6. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
7. Closed loop system data: Controller Asset #1407



SIGNS

PROPOSED		EXISTING
Ⓐ	No U-Turn Sign (R3-4)	Ⓐ
Ⓑ	"YIELD" Sign (R1-2)	Ⓑ

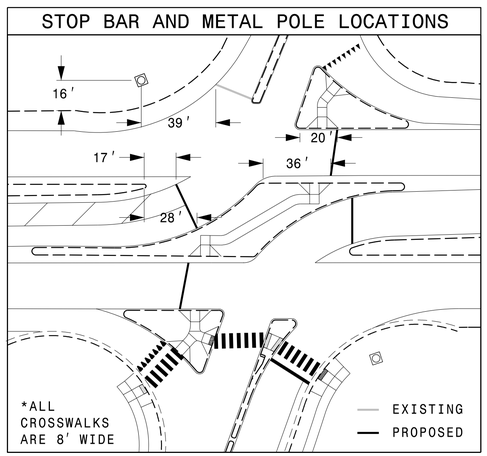
LEGEND

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	
M	Master Controller & Cabinet	M
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
	Directional Arrow	
	Type II Signal Pedestal	
	Metal Pole with Mastarm	
DD	Directional Drill	N/A

OASIS 2070 TIMING CHART			
FEATURE	PHASE 3	PHASE 6	PHASE 8
Min Green 1 *	7	14	7
Extension 1 *	2.0	6.0	2.0
Max Green 1 *	20	90	20
Yellow Clearance	3.0	4.8	3.0
Red Clearance	2.6	1.4	2.6
Walk 1 *	-	-	-
Don't Walk 1	-	-	-
Seconds Per Actuation *	-	1.5	-
Max Variable Initial *	-	46	-
Time Before Reduction *	-	15	-
Time To Reduce *	-	45	-
Minimum Gap	-	3.4	-
Recall Mode	-	MIN RECALL	-
Vehicle Call Memory	-	YELLOW	-
Dual Entry	ON	-	ON
Simultaneous Gap	ON	ON	ON

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

STOP BAR AND METAL POLE LOCATIONS



NC Dept of Transportation
Division of Highways
Final Drawing Date: 2/16/2021
Changed Back
ITS & Signals Unit

THIS PLAN SUPERSEDES THE PLAN SIGNED AND SEALED ON 10-29-2020.

New Installation

RKA
RAMEY KEMP ASSOCIATES
8210 University Executive Park Drive Suite 220 Charlotte, North Carolina 28262
Phone: 704-545-6200 | www.rameykemp.com | NC License No. C-0910

Prepared For:
NC Department of Transportation Mobility and Safety Division
Traffic Engineering Branch
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

SCALE 0 40 1"=40'

US 64 WB
at
Jenks Road

Division 5 Wake County Apex

PLAN DATE:	February 2021	REVIEWED BY:	WJ Hamilton
PREPARED BY:	ZM Esposito	RKA PROJ. NO.:	19331 (040)

REVISIONS	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 32396 ENGINEER WILLIAM J. HAMILTON
Docusigned by: William J. Hamilton
SIGNATURE 2/9/2021 DATE

SIG. INVENTORY NO. 05-1407