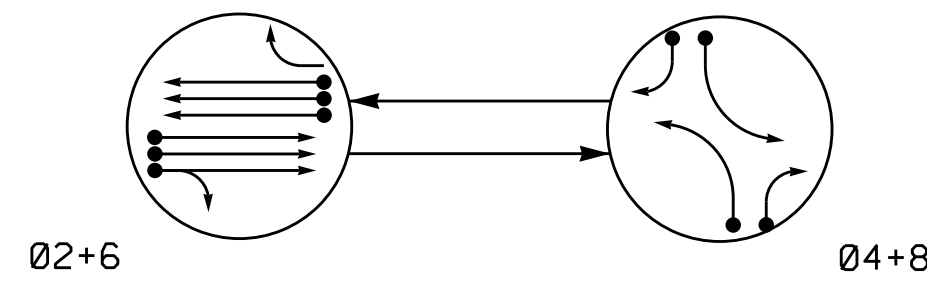
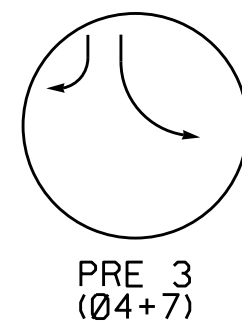


PHASING DIAGRAM



EV PREEMPT PHASES



SIGNAL FACE	PHASE			
	Ø 2+6	Ø 4+8	P L S H	F L S H
21,22,23	G	R	R	Y
41	R	G	G	R
42,43	R	G	G	R
61,62,63	G	R	R	Y
81,82,83	R	G	R	R

SIGNAL FACE	INTERVAL	
	1	2
24,26	ON	OFF
25,27	OFF	ON

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	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	6X6	420	6	Y	2	Y	Y	-	-	-	-	Y
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	3	-	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	6X6	420	6	Y	6	Y	Y	-	-	-	-	Y
8A	6X40	0	2-4-2	Y	8	Y	Y	-	-	3	-	Y
8B	6X40	0	2-4-2	Y	8	Y	Y	-	-	15	-	Y
S1	6X6	+230	4	Y	-	-	-	-	-	-	Y	Y
S2	6X6	+230	4	Y	-	-	-	-	-	-	Y	Y
S3	6X6	+230	4	Y	-	-	-	-	-	-	Y	Y

2 Phase Fully Actuated w/ EV Preempt US 70 (Havelock) CLS

NOTES

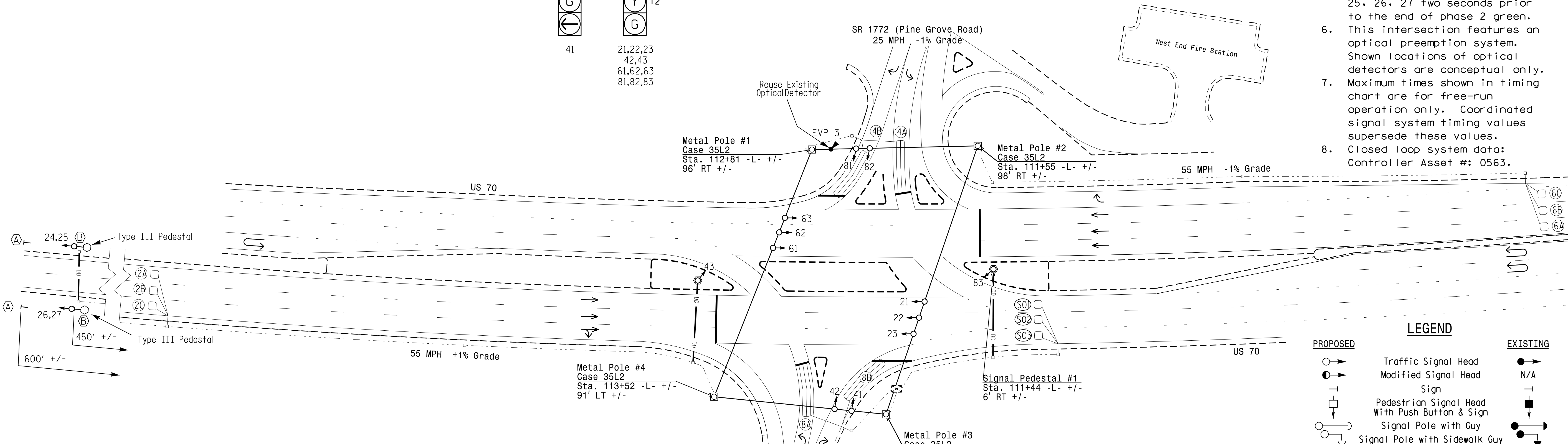
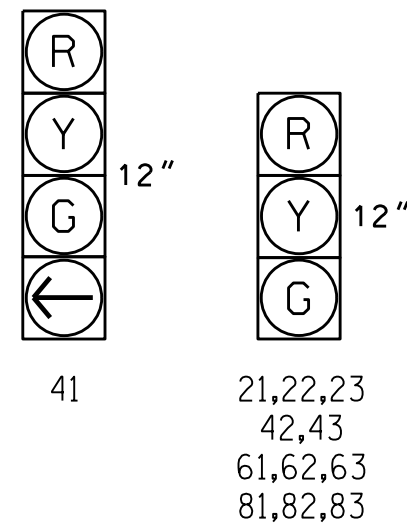
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Flash beacons numbered 24, 25, 26, 27 two seconds prior to the end of phase 2 green.
- This intersection features an optical preemption system. Shown locations of optical detectors are conceptual only.
- 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 #: 0563.

PHASING DIAGRAM DETECTION LEGEND

- ←● DETECTED MOVEMENT
- ← UNDETECTED MOVEMENT (OVERLAP)
- ←- UN SIGNALIZED MOVEMENT
- ←- PEDESTRIAN MOVEMENT

SIGNAL FACE I.D.

All Heads L.E.D.



FEATURE	PHASE			
	2	4	6	8
Min Green 1*	14	7	14	7
Extension 1*	6.0	1.0	6.0	1.0
Max Green 1*	45	20	45	20
Yellow Clearance	5.3	3.8	5.3	3.8
Red Clearance	1.9	3.3	1.9	3.3
Walk 1*	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation*	1.2	-	1.2	-
Max Variable Initial*	46	-	46	-
Time Before Reduction*	15	-	15	-
Time To Reduce*	45	-	45	-
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.

FUNCTION	PRE 3
Interval 1 - Dwell Green	255
Interval 1 - Dwell Yellow	3.8
Interval 1 - Dwell Red	3.3
Interval 5 - Exit Green	1
Interval 5 - Yellow	0.0
Interval 5 - Red	0.0
Exit Phase(s)	2,6
Priority	Medium
Delay Time	0.0
Min Green Before Pre	1
Ped Clear Before Pre	0
Yellow Clear Before Pre	0.0*
Red Clear Before Pre	0.0*
Dwell Min Time	7
Enable Backup Protection	Y
Ped Clear Through Yellow	N
Omit Overlaps	-
Preempt Extend**	2

* Time defaults to time used for phase during normal operation ** Program Timing on Optical Detection Unit.

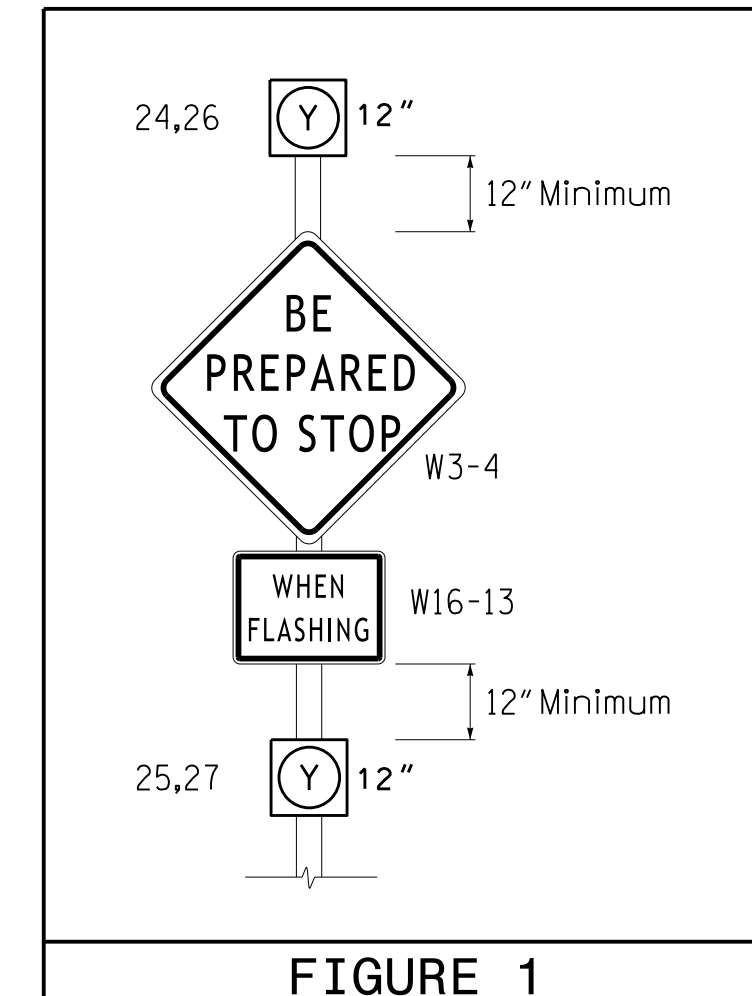


FIGURE 1

LEGEND

- | PROPOSED | EXISTING |
|----------|----------|
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Signal Upgrade - Final

<p>750 N. Greenfield Pkwy, Garner, NC 27529</p>	<p>US 70 at SR 1761 (Hickman Hill Loop Rd.) / SR 1772 (Pine Grove Rd.)</p>		<p>SEAL</p>
	<p>Division 2 Craven County Havelock</p> <p>PLAN DATE: October 2016 REVIEWED BY: JPG</p> <p>PREPARED BY: KGP, Jr. REVIEWED BY:</p>		
<p>SCALE 0 40 1"=40'</p>		<p>SIG. INVENTORY NO. 02-0563</p>	

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