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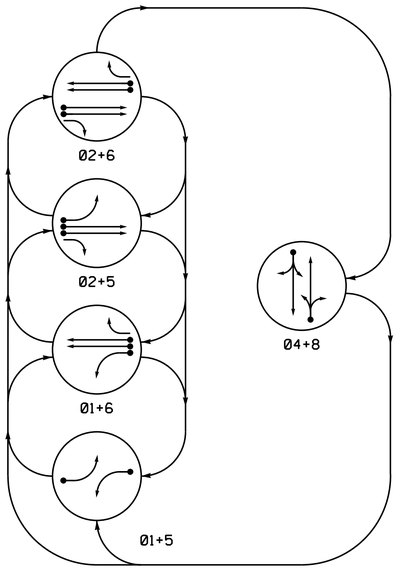
PROJECT REFERENCE NO.	SHEET NO.
R-1015	Sig. 12.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

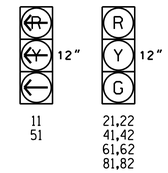
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE 01+5	01+6	02+5	02+6	04+8	FLASH
11	~~-~~	~~-~~	~~R~~	~~R~~	~~R~~	~~R~~
21,22	R	R	G	G	R	Y
41,42	R	R	R	R	G	R
51	~~-~~	~~R~~	~~-~~	~~R~~	~~R~~	~~R~~
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.



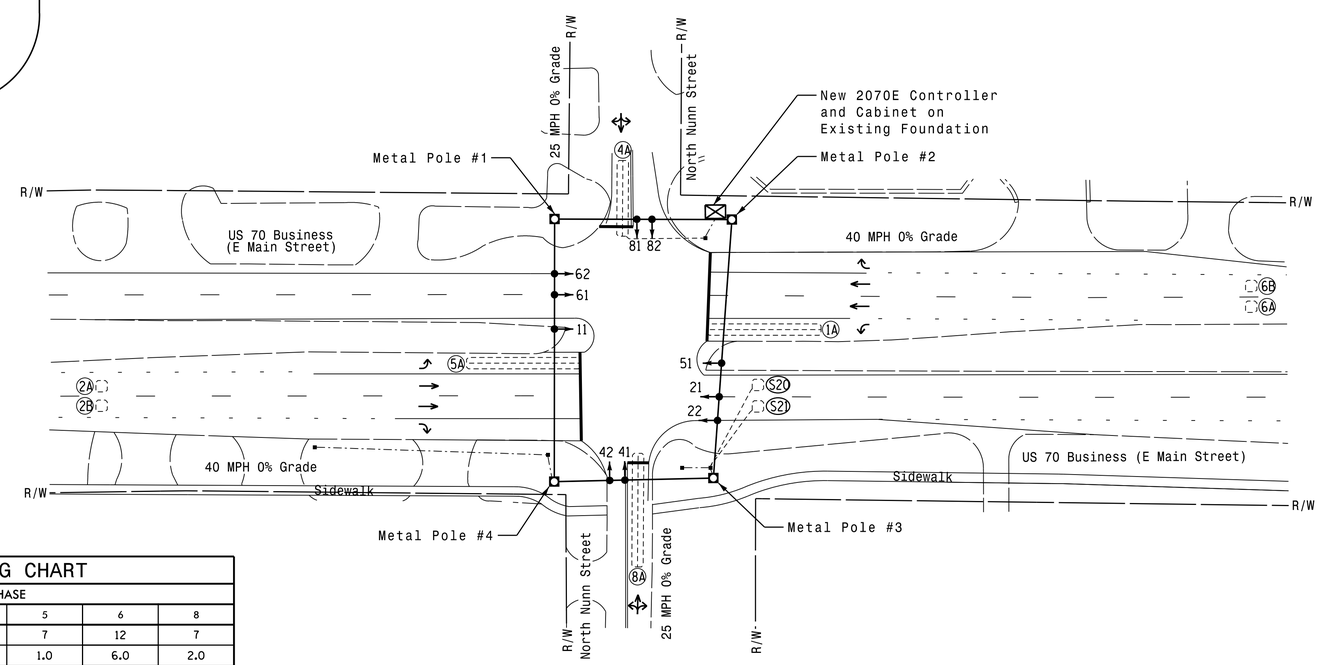
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

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
1A	6X60	0	2-4-2	-	1	Y	Y	-	-	-	-	Y
2A	6X6	250	5	-	2	Y	Y	-	-	-	-	Y
2B	6X6	250	5	-	2	Y	Y	-	-	-	-	Y
4A	6X60	+5	2-4-2	-	4	Y	Y	-	-	-	-	Y
5A	6X60	0	2-4-2	-	5	Y	Y	-	-	-	-	Y
6A	6X6	285	4	-	6	Y	Y	-	-	-	-	Y
6B	6X6	285	4	-	6	Y	Y	-	-	-	-	Y
8A	6X60	+5	2-4-2	-	8	Y	Y	-	-	-	-	Y
S20	6X6	+105	4	-	-	-	-	-	-	-	Y	Y
S21	6X6	+105	4	-	-	-	-	-	-	-	Y	Y

5 Phase
Fully Actuated
Havelock US 70 Business CLS

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or 5 may be lagged.
4. Set all detector units to presence mode.
5. In the event of loop replacement, refer to the current ITS and Signals Design Manual and submit a Plan of Record to the Signal Design Section.
6. The cabinet should be designed to include Auxiliary Output file for future use.
7. Pavement markings are existing.
8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
9. Closed loop system data: Controller Asset #0392



OASIS 2070 TIMING CHART

FEATURE	PHASE 1	2	4	5	6	8
Min Green 1 *	7	12	7	7	12	7
Extension 1 *	1.0	6.0	2.0	1.0	6.0	2.0
Max Green 1 *	25	75	25	25	75	25
Yellow Clearance	3.0	4.2	3.2	3.0	4.2	3.2
Red Clearance	2.8	1.0	3.1	2.4	1.0	3.1
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-
Seconds Per Actuation *	-	1.5	-	-	1.5	-
Max Variable Initial *	-	29	-	-	33	-
Time Before Reduction *	-	15	-	-	15	-
Time To Reduce *	-	45	-	-	45	-
Minimum Gap	-	3.0	-	-	3.0	-
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.

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	
	Metal Strain Pole	

HNTB
HNTB NORTH CAROLINA, P.C.
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Signal Upgrade

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared for: Transportation Mobility and Safety Division, Signal Design Section, Department of Transportation, State of North Carolina
750 N.Greenfield Pkwy,Garner,NC 27529

US 70 Business (E Main Street)
at
North Nunn Street

Division 02 Craven Co. Havelock

PLAN DATE: March 2018 | REVIEWED BY: A.D. Klinksiek
PREPARED BY: A.H. Thornburg | REVIEWED BY: N.R. Simmons

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL: NORTH CAROLINA PROFESSIONAL SEAL 031464 ENGINEER NATASHA R. SIMMONS

DocuSigned by: Natasha R. Simmons 12/7/2018
SIGNATURE DATE

SIG. INVENTORY NO. 02-0392