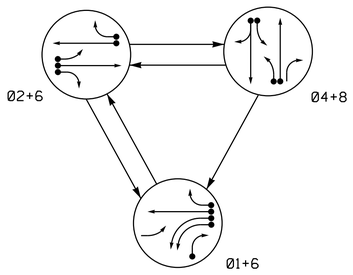
PROJECT REFERENCE NO.	SHEET NO.
R-3826	Sig.4.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

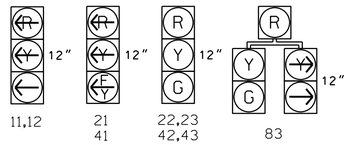
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+6	Ø2+6	Ø4+8	FLASH
11,12	←	~~R~~	~~R~~	~~R~~
21	~~F Y~~	~~F Y~~	~~R~~	~~Y~~
22,23	R	G	R	Y
41	~~R~~	~~R~~	~~F Y~~	~~R~~
42,43	R	R	G	R
61,62	G	G	R	Y
81	~~R~~	~~R~~	~~F Y~~	~~R~~
82	R	R	G	R
83	~~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	6X40	0	2-4-2	Y	1	Y	Y	-	-	3	-	-
1B	6X40	0	2-4-2	Y	1	Y	Y	-	-	3	-	-
1C	6X40	0	2-4-2	Y	1	Y	Y	-	-	15	-	-
2A	6X6	300	4	Y	2	Y	Y	-	-	-	-	-
2B	6X40	0	2-4-2	Y	2	Y	Y	Y	-	3	-	-
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	-	-	-
4B	6X40	0	2-4-2	Y	4	Y	Y	-	-	-	-	-
4C	6X6	0	5	Y	4	Y	Y	-	-	15	-	Y
6A	6X6	300	6	Y	6	Y	Y	-	-	-	-	-
8A	6X40	0	2-4-2	Y	8	Y	Y	-	-	3	-	-
8B	6X40	0	2-4-2	Y	8	Y	Y	-	-	-	-	-

3 Phase
Fully Actuated
Isolated

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 may be lagged.
4. Set all detector units to presence mode.

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 Pole with Mastarm	◁—
DD	Directional Drill	N/A
□	Oversized Junction Box	■

OASIS 2070 TIMING CHART

FEATURE	PHASE 1	2	4	6	8
Min Green 1 *	7	12	7	12	7
Extension 1 *	2.0	6.0	2.0	6.0	2.0
Max Green 1 *	20	100	30	100	30
Yellow Clearance	3.0	4.6	4.7	4.6	4.7
Red Clearance	3.4	1.7	1.6	1.7	1.6
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
Seconds Per Actuation *	-	2.5	-	2.5	-
Max Variable Initial *	-	34	-	34	-
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
Simultaneous Gap	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.

Signal Upgrade - Final

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared In the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

US 64 Alternate
at
NC 125 (Prison Camp Road) /
SR 1458 (Greenville Avenue)

Division 1 Martin County Williamston

PLAN DATE: August 2016 REVIEWED BY: JPG
PREPARED BY: Jeff Spence REVIEWED BY:

SCALE 1"=40' (0 40)

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 029904 ENGINEER JASON P. GALLOWAY

DocuSigned by: Jason P. Galloway 9/22/2016
F7D5EA7D4B1841D... DATE

SIG. INVENTORY NO. 01-0199

PROJECT REFERENCE NO.	SHEET NO.
R-3826	Sig.2.0

PHASING DIAGRAM

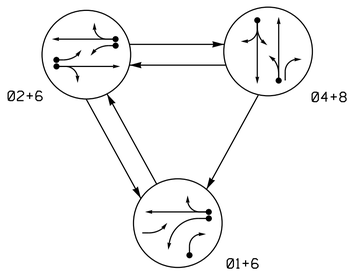


TABLE OF OPERATION

SIGNAL FACE	PHASE 01+6	PHASE 02+6	PHASE 04+8	PHASE FLASH
11	~~←~~	~~F Y~~	~~R~~	~~Y~~
21	~~F Y~~	~~F Y~~	~~R~~	~~Y~~
22,23	R	G	R	Y
41,42	R	R	G	R
61,62	G	G	R	Y
81	R	R	G	R
82	~~R~~ / ←	R	G	R

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	6X40	0	✳	-	1	Y	Y	-	-	15	-	Y
					6	Y	Y	Y	-	3	-	Y
1B	6X40	0	✳	-	1	Y	Y	-	-	15	-	Y
2A	6X6	300	✳	-	2	Y	Y	-	-	-	-	Y
2B	6X40	0	✳	-	2	Y	Y	Y	2.0	5	-	Y
2C	6X40	0	✳	-	2	Y	Y	Y	-	3	-	Y
4A	6X40	0	✳	-	4	Y	Y	-	-	3	-	Y
6A	6X6	300	✳	-	6	Y	Y	-	-	-	-	Y
6B	6X40	0	✳	-	6	Y	Y	Y	2.0	5	-	Y
8A	6X40	0	✳	-	8	Y	Y	-	-	3	-	Y

✳ Video Detection Zone

3 Phase
Fully Actuated
Isolated

NOTES

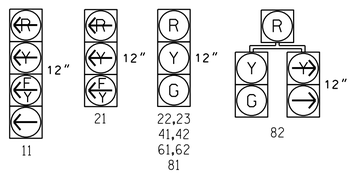
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 may be lagged.
4. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.

PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE I.D.

All Heads L.E.D.



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	→
▬	Video Detection Area	▬

OASIS 2070 TIMING CHART

FEATURE	PHASE 1	PHASE 2	PHASE 4	PHASE 6	PHASE 8
Min Green 1 *	7	12	7	12	7
Extension 1 *	2.0	6.0	2.0	6.0	2.0
Max Green 1 *	20	90	30	90	30
Yellow Clearance	3.0	4.5	4.6	4.5	4.6
Red Clearance	3.2	1.7	1.4	1.7	1.4
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
Seconds Per Actuation *	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-
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	-	-	-	-	-
Dual Entry	-	-	ON	-	ON
Simultaneous Gap	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.

Signal Upgrade - Temporary 1

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared in the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

US 64 Alternate
at
NC 125 (Prison Camp Road) /
SR 1458 (Greenville Avenue)

Division 1 Martin County Williamston

PLAN DATE: August 2016 REVIEWED BY: JPG
PREPARED BY: Jeff Spence REVIEWED BY:

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 029904 ENGINEER JASON P. GALLOWAY

DocuSigned by: Jason P. Galloway 9/22/2016
F700EA704818417D... DATE

SIG. INVENTORY NO. 01-0199

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PROJECT REFERENCE NO.	SHEET NO.
R-3826	Sig.3.0

PHASING DIAGRAM

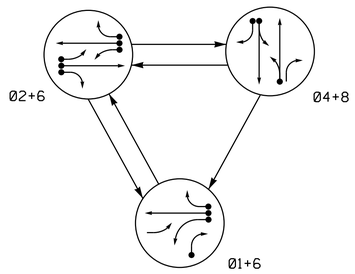


TABLE OF OPERATION				
SIGNAL FACE	PHASE 01+6	PHASE 02+6	PHASE 04+8	FLASH
11	←	~~F~~ Y	~~R~~	~~Y~~
21	~~F~~ Y	~~F~~	~~R~~	~~Y~~
22,23	R	G	R	Y
41,42	R	R	G	R
61,62	G	G	R	Y
81	R	R	G	R
82	R/←	R	G	R

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	6X40	0	2-4-2	Y	1	Y	Y	-	-	15	-	Y
					6	Y	Y	Y	-	3	-	Y
1C	6X40	0	2-4-2	Y	1	Y	Y	-	-	15	-	Y
2A	6X6	300	4	Y	2	Y	Y	-	-	-	-	Y
2B	6X40	0	2-4-2	Y	2	Y	Y	Y	-	3	-	Y
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	3	-	Y
4B	6X40	0	2-4-2	Y	4	Y	Y	-	-	10	-	Y
6A	6X6	300	6	Y	6	Y	Y	-	-	-	-	Y
8A	6X40	0	2-4-2	Y	8	Y	Y	-	-	3	-	Y

3 Phase
Fully Actuated
Isolated

NOTES

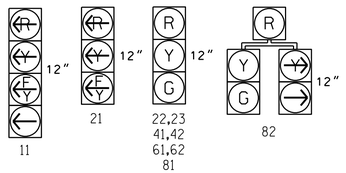
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 may be lagged.
4. Reposition existing signal heads numbered 11,21,41, 42,81and 82.
5. Set all detector units to presence mode.

PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE I.D.

All Heads L.E.D.



OASIS 2070 TIMING CHART

FEATURE	PHASE 1	2	4	6	8
Min Green 1 *	7	12	7	12	7
Extension 1 *	2.0	6.0	2.0	6.0	2.0
Max Green 1 *	20	90	30	90	30
Yellow Clearance	3.0	4.6	4.6	4.6	4.6
Red Clearance	2.9	1.8	2.0	1.8	2.0
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
Seconds Per Actuation *	-	2.5	-	2.5	-
Max Variable Initial *	-	34	-	34	-
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

* 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	

Signal Upgrade - Temporary 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared in the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

US 64 Alternate
at
NC 125 (Prison Camp Road) /
SR 1458 (Greenville Avenue)

Division1 Martin County Williamston

PLAN DATE: August 2016 REVIEWED BY: JPG
PREPARED BY: Jeff Spence REVIEWED BY:

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 029904 ENGINEER JASON P. GALLOWAY

DocuSigned by: Jason P. Galloway 9/22/2016
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SIG. INVENTORY NO. 01-0199

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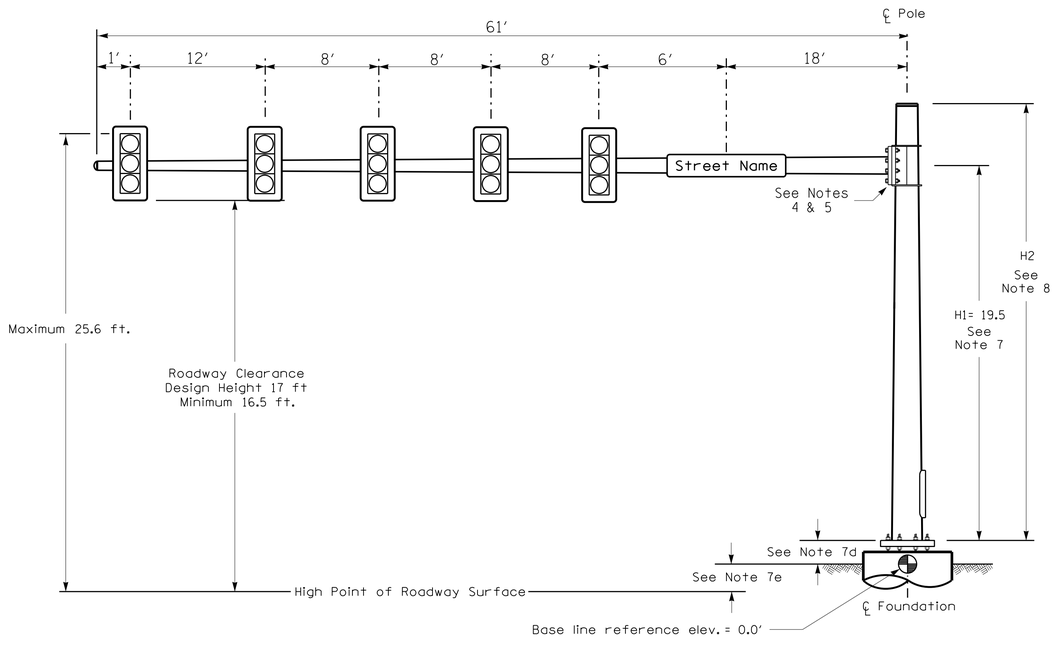
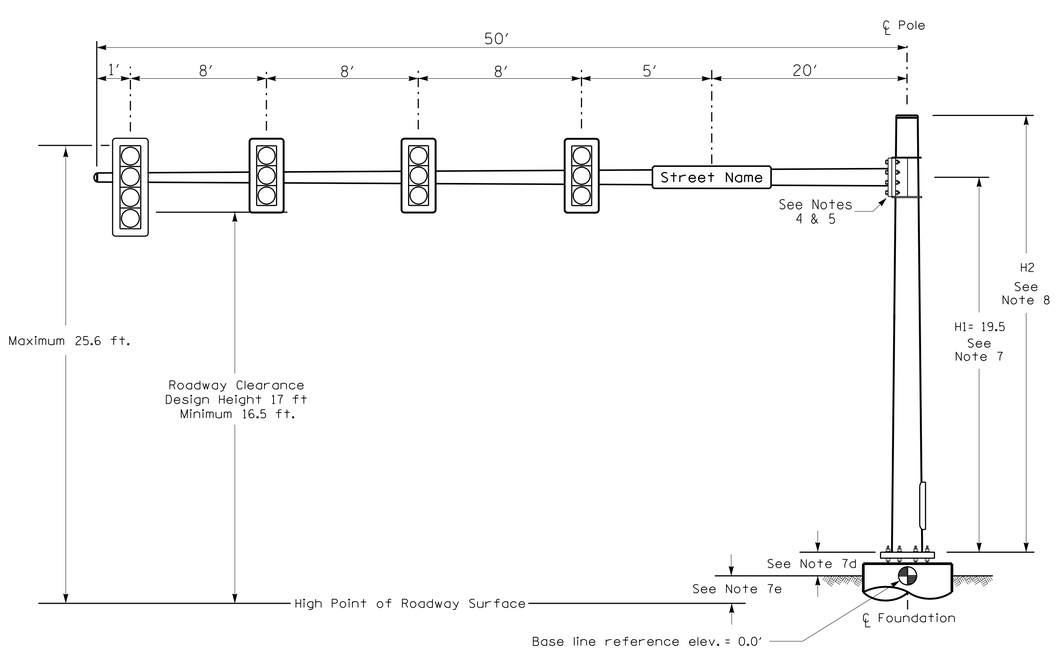
Design Loading for METAL POLE NO. 1



Elevation View

Design Loading for METAL POLE NO. 2



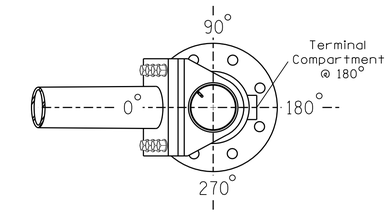
Elevation View

SPECIAL NOTE

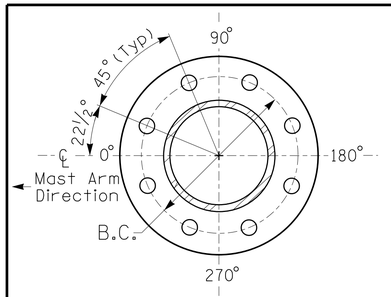
The contractor is responsible for verifying that the mast arm attachment height (H1) will provide the "Design Height" clearance from the roadway before submitting final shop drawings for approval. Verify elevation data below which was obtained by field measurement or from available project survey data.

Elevation Data for Mast Arm Attachment (H1)

Elevation Differences for:	Pole 1	Pole 2
Baseline reference point at ⊕ Foundation @ ground level	0.0 ft.	0.0 ft.
Elevation difference at High point of roadway surface	+0.2	+0.3
Elevation difference at Edge of travelway or face of curb	+/-0.0 ft.	+/-0.0 ft.

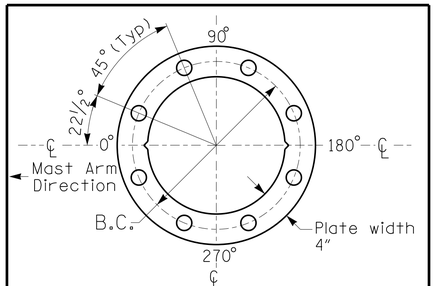


POLE RADIAL ORIENTATION



8 BOLT BASE PLATE DETAIL

See Note 6



BASE PLATE TEMPLATE & ANCHOR BOLT LOCK PLATE DETAIL
For 8 Bolt Base Plate

MAST ARM LOADING SCHEDULE

LOADING SYMBOL	DESCRIPTION	AREA	SIZE	WEIGHT
	RIGID MOUNTED SIGNAL HEAD 12"-3 SECTION-WITH BACKPLATE	9.3 S.F.	25.5" W X 52.5" L	60 LBS
	RIGID MOUNTED SIGNAL HEAD 12"-4 SECTION-WITH BACKPLATE	11.5 S.F.	25.5" W X 66.0" L	74 LBS
Street Name	STREET NAME SIGN RIGID MOUNTED	12.0 S.F.	18.0" W X 96.0" L	27 LBS

NOTES

DESIGN REFERENCE MATERIAL

1. Design the traffic signal structure and foundation in accordance with:
   - The 6th Edition 2013 AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, including all of the latest interim revisions.
   - The 2012 NCDOT "Standard Specifications for Roads and Structures." The latest addenda to the specifications can be found in the traffic signal project special provisions.
   - The 2012 NCDOT Roadway Standard Drawings.
   - The traffic signal project plans and special provisions.
   - The NCDOT "Metal Pole Standards" located at the following NCDOT website: https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx

DESIGN REQUIREMENTS

2. Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signal plans for the actual loads that will be applied at the time of the installation.
3. Design all signal supports using stress ratios that do not exceed 0.9.
4. The camber design for the mast arm deflection should provide an appearance of a low pitched arch where the tip or the free end of the mast arm does not deflect below horizontal when fully loaded.
5. A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design requirements.
6. Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts.
7. The mast arm attachment height (H1) shown is based on the following design assumptions:
   a. Mast arm slope and deflection are not considered in determining the arm attachment height as they are assumed to offset each other.
   b. Signal heads are rigidly mounted and vertically centered on the mast arm.
   c. The roadway clearance height for design is as shown in the elevation views.
   d. The top of the pole base plate is 0.75 feet above the ground elevation.
   e. Refer to the Elevation Data Chart for the elevation differences between the proposed foundation ground level and the high point of the roadway.
8. The pole manufacturer will determine the total height (H2) of each pole using the greater of the following:
   - Mast arm attachment height (H1) plus 2 feet, or
   - H1 plus 1/2 of the total height of the mast arm attachment assembly plus 1 foot.
9. If pole location adjustments are required, the contractor must gain approval from the Engineer as this may affect the mast arm lengths and arm attachment heights. The contractor may contact the Signal Design Section Senior Structural Engineer for assistance at (919) 773-2800.
10. The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway.
11. The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.

NCDOT Wind Zone 2 (130 mph)

Prepared in the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

US 64 Alternate
at
NC 125 (Prison Camp Road) / SR 1458 (Greenville Avenue)

Division 1 Martin County Williamston

PLAN DATE: August 2016 REVIEWED BY: JPG

PREPARED BY: Jeff Spence REVIEWED BY:

SCALE 0 N/A N/A

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 029904 ENGINEER JASON P. GALLOWAY

DocuSigned by: Jason P. Galloway 9/22/2016
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DATE

SIG. INVENTORY NO. 01-0199

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jrspence

METAL POLE No. 3 and 4

PROJECT REFERENCE NO.	SHEET NO.
R-3826	Sig.4.4

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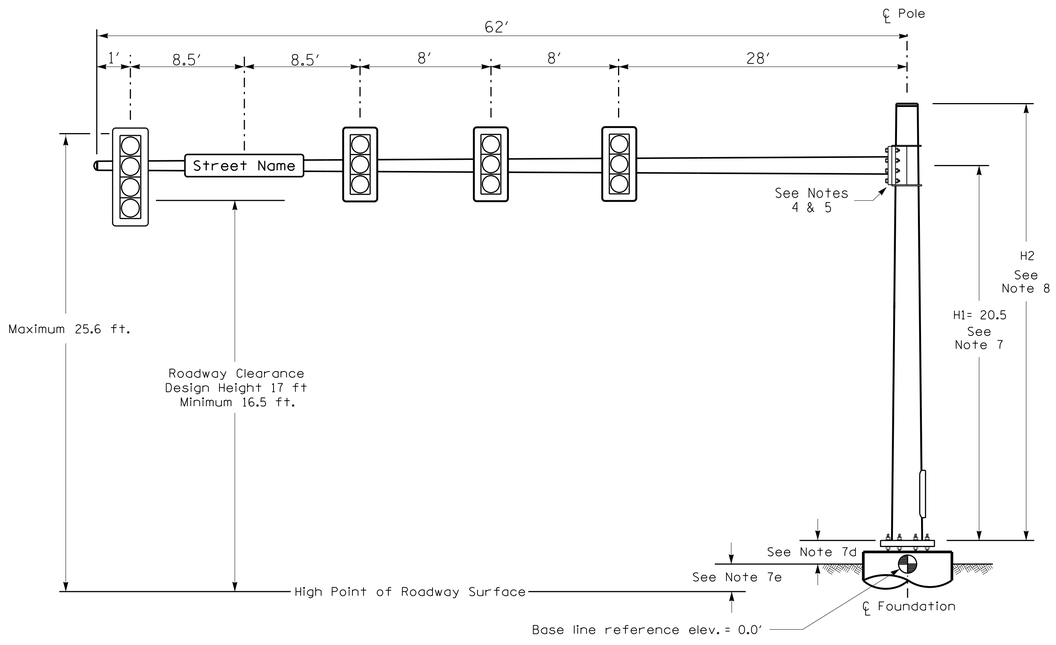
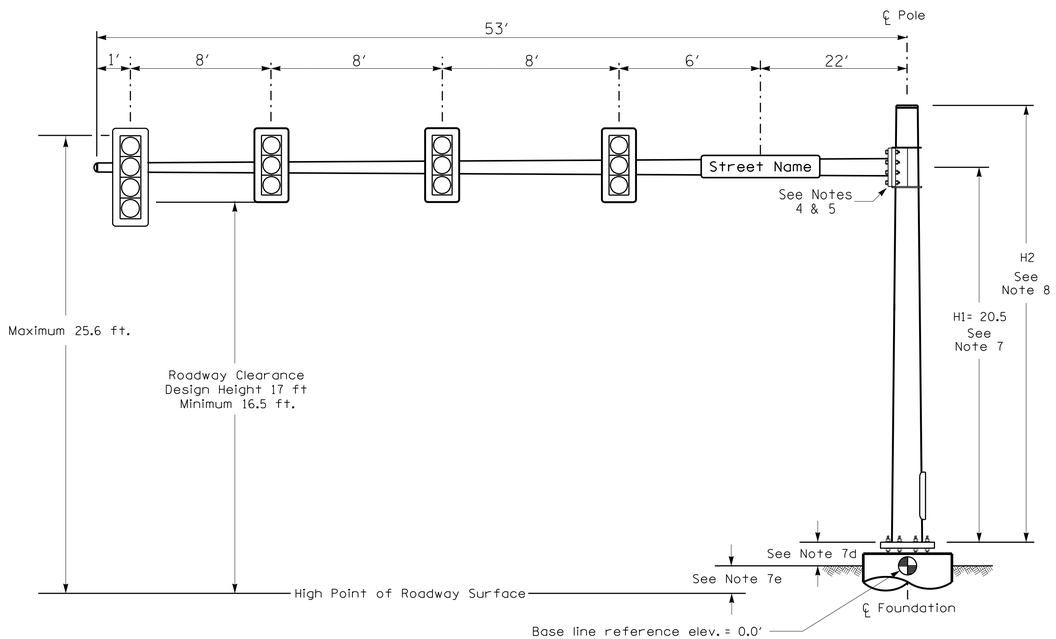


Elevation View

Design Loading for METAL POLE NO. 4



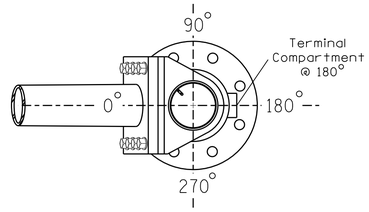
Elevation View

SPECIAL NOTE

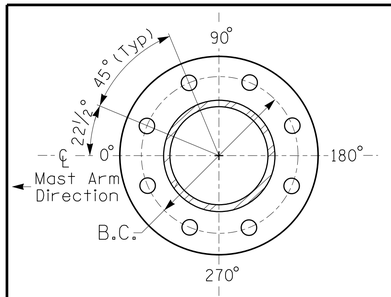
The contractor is responsible for verifying that the mast arm attachment height (H1) will provide the "Design Height" clearance from the roadway before submitting final shop drawings for approval. Verify elevation data below which was obtained by field measurement or from available project survey data.

Elevation Data for Mast Arm Attachment (H1)

Elevation Differences for:	Pole 3	Pole 4
Baseline reference point at ⊕ Foundation @ ground level	0.0 ft.	0.0 ft.
Elevation difference at High point of roadway surface	+1.4	+1.5
Elevation difference at Edge of travelway or face of curb	+/-0.0 ft.	+/-0.0 ft.

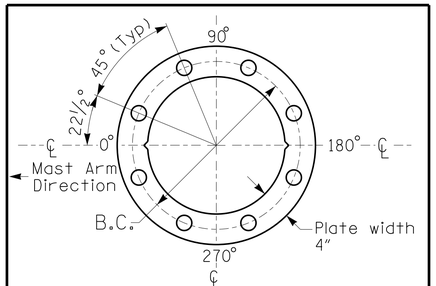


POLE RADIAL ORIENTATION



8 BOLT BASE PLATE DETAIL

See Note 6



BASE PLATE TEMPLATE & ANCHOR BOLT LOCK PLATE DETAIL
For 8 Bolt Base Plate

MAST ARM LOADING SCHEDULE

LOADING SYMBOL	DESCRIPTION	AREA	SIZE	WEIGHT
	RIGID MOUNTED SIGNAL HEAD 12″-3 SECTION-WITH BACKPLATE	9.3 S.F.	25.5″ W X 52.5″L	60 LBS
	RIGID MOUNTED SIGNAL HEAD 12″-4 SECTION-WITH BACKPLATE	11.5 S.F.	25.5″ W X 66.0″L	74 LBS
Street Name	STREET NAME SIGN RIGID MOUNTED	12.0 S.F.	18.0″ W X 96.0″L	27 LBS

NOTES

DESIGN REFERENCE MATERIAL

1. Design the traffic signal structure and foundation in accordance with:
   - The 6th Edition 2013 AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, including all of the latest interim revisions.
   - The 2012 NCDOT "Standard Specifications for Roads and Structures." The latest addenda to the specifications can be found in the traffic signal project special provisions.
   - The 2012 NCDOT Roadway Standard Drawings.
   - The traffic signal project plans and special provisions.
   - The NCDOT "Metal Pole Standards" located at the following NCDOT website: https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx

DESIGN REQUIREMENTS

2. Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signal plans for the actual loads that will be applied at the time of the installation.
3. Design all signal supports using stress ratios that do not exceed 0.9.
4. The camber design for the mast arm deflection should provide an appearance of a low pitched arch where the tip or the free end of the mast arm does not deflect below horizontal when fully loaded.
5. A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design requirements.
6. Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts.
7. The mast arm attachment height (H1) shown is based on the following design assumptions:
   a. Mast arm slope and deflection are not considered in determining the arm attachment height as they are assumed to offset each other.
   b. Signal heads are rigidly mounted and vertically centered on the mast arm.
   c. The roadway clearance height for design is as shown in the elevation views.
   d. The top of the pole base plate is 0.75 feet above the ground elevation.
   e. Refer to the Elevation Data Chart for the elevation differences between the proposed foundation ground level and the high point of the roadway.
8. The pole manufacturer will determine the total height (H2) of each pole using the greater of the following:
   - Mast arm attachment height (H1) plus 2 feet, or
   - H1 plus 1/2 of the total height of the mast arm attachment assembly plus 1 foot.
9. If pole location adjustments are required, the contractor must gain approval from the Engineer as this may affect the mast arm lengths and arm attachment heights. The contractor may contact the Signal Design Section Senior Structural Engineer for assistance at (919) 773-2800.
10. The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway.
11. The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.

NCDOT Wind Zone 2 (130 mph)

Prepared in the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

US 64 Alternate
at
NC 125 (Prison Camp Road) / SR 1458 (Greenville Avenue)

Division 1 Martin County Williamston

PLAN DATE: August 2016 REVIEWED BY: JPG

PREPARED BY: Jeff Spence REVIEWED BY:

SCALE 0 N/A N/A

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 029904 ENGINEER JASON P. GALLOWAY

DocuSigned by: Jason P. Galloway 9/22/2016
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DATE

SIG. INVENTORY NO. 01-0199

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