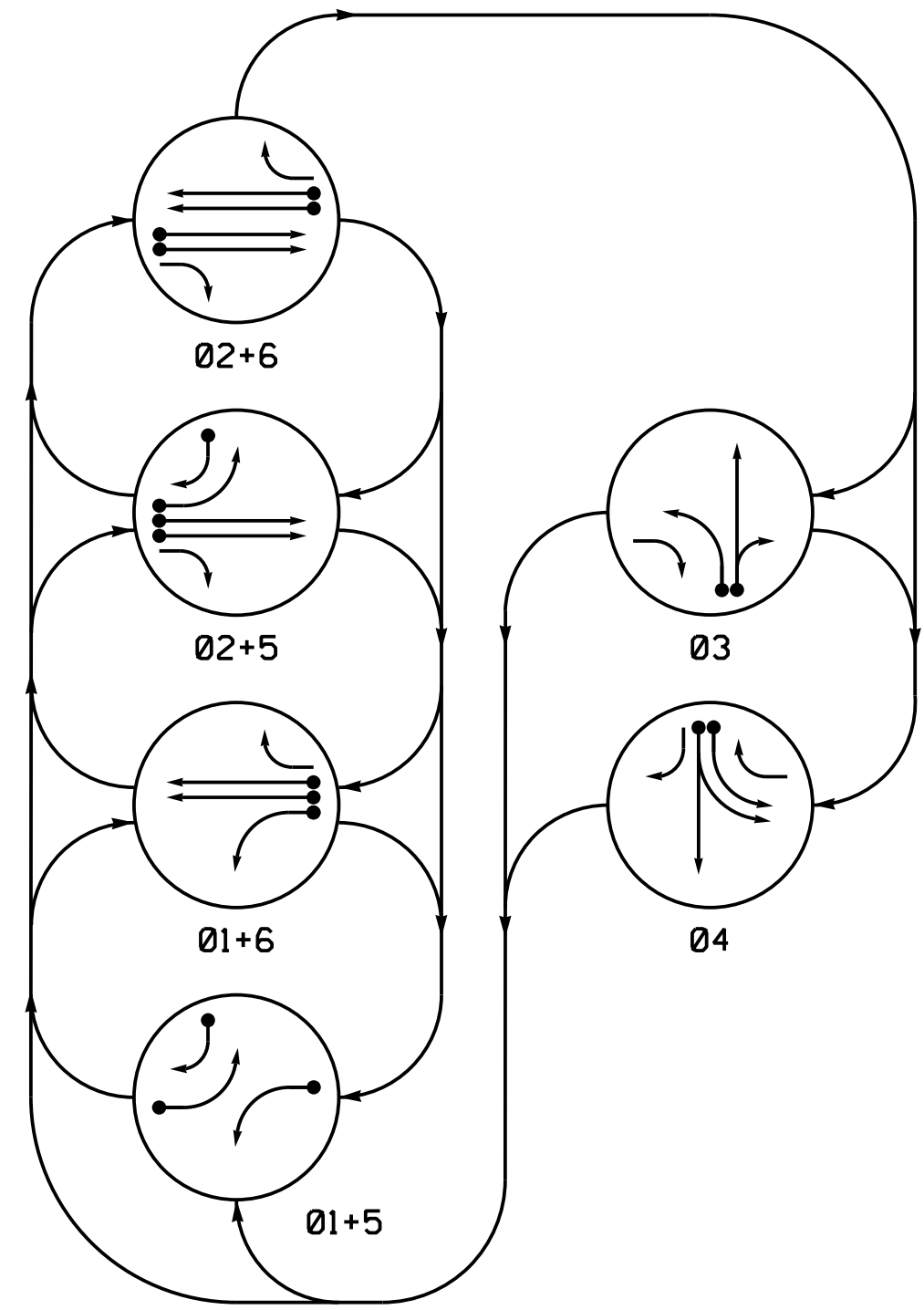


PHASING DIAGRAM



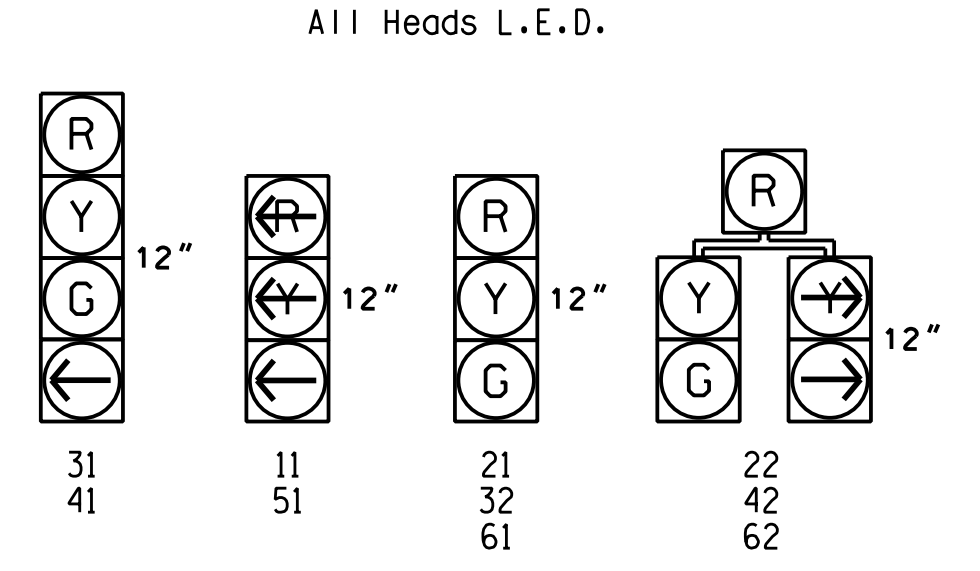
PHASING DIAGRAM DETECTION LEGEND

- ←● DETECTED MOVEMENT
- ← UNDETECTED MOVEMENT (OVERLAP)
- ←..... UNSIGNALIZED MOVEMENT
- ←- - - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	03	04
11	-	-	R	R	R	R
21	R	R	G	G	R	Y
22	R	R	G	G	R	Y
31	R	R	R	R	G	R
32	R	R	R	R	G	R
41	R	R	R	R	G	R
42	R	R	R	R	G	R
51	-	-	R	R	R	R
61	R	G	R	G	R	Y
62	R	G	R	G	R	Y

SIGNAL FACE I.D.



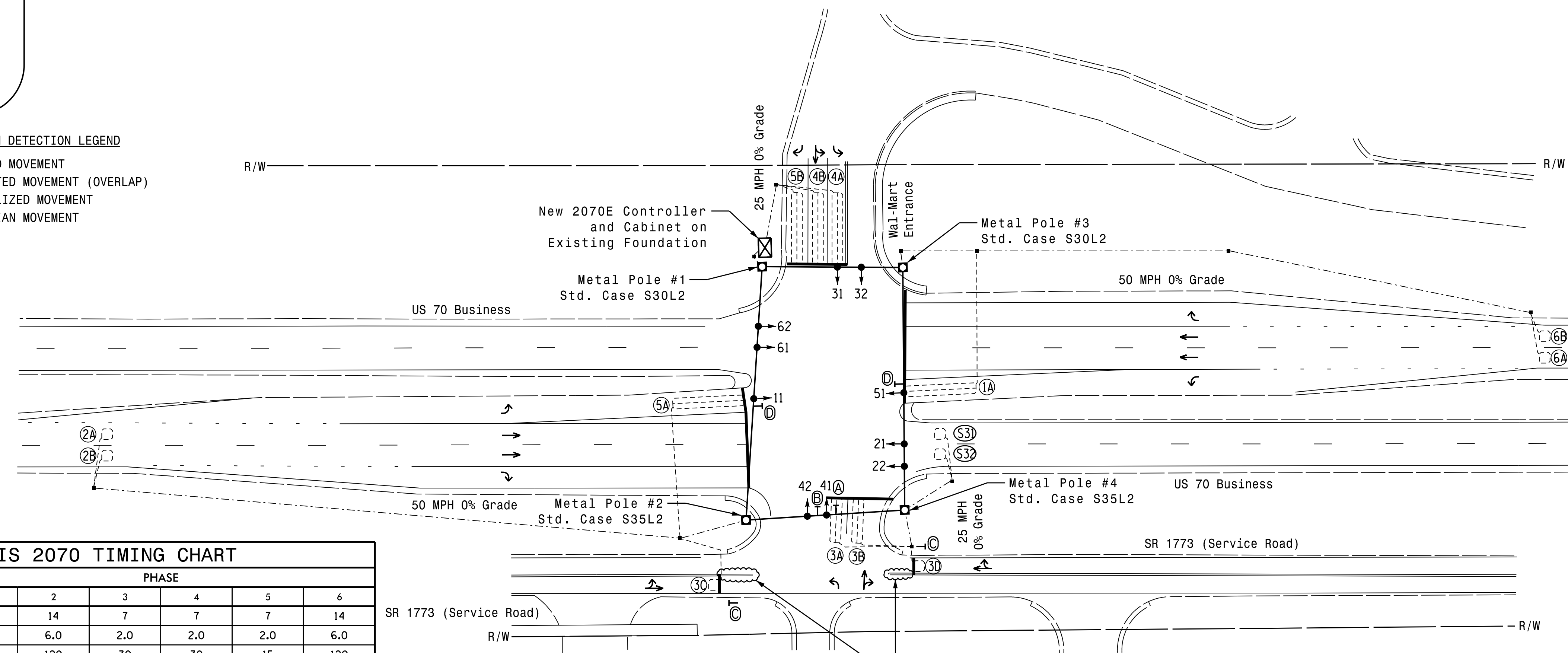
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY		
1A	6X40	0	2-4-2	-	1	Y	Y	-	-	Y
2A	6X6	355	5	-	2	Y	Y	-	-	Y
2B	6X6	355	5	-	2	Y	Y	-	-	Y
3A	6X25	0	2-4-2	-	3	Y	Y	-	-	Y
3B	6X25	0	2-4-2	-	3	Y	Y	-	10	Y
3C	6X6	0	4	-	3	Y	Y	-	2.0	Y
3D	6X6	0	4	-	3	Y	Y	-	1.0	Y
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	Y
4B	6X40	0	2-4-2	-	4	Y	Y	-	-	Y
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	Y
5B	6X40	0	2-4-2	-	5	Y	Y	-	-	Y
6A	6X6	355	5	-	6	Y	Y	-	-	Y
6B	6X6	355	5	-	6	Y	Y	-	-	Y
S31	6X6	+105	5	-	-	-	-	-	-	Y
S32	6X6	+105	5	-	-	-	-	-	-	Y

6 Phase Fully Actuated Havelock US 70 Business CLS

NOTES

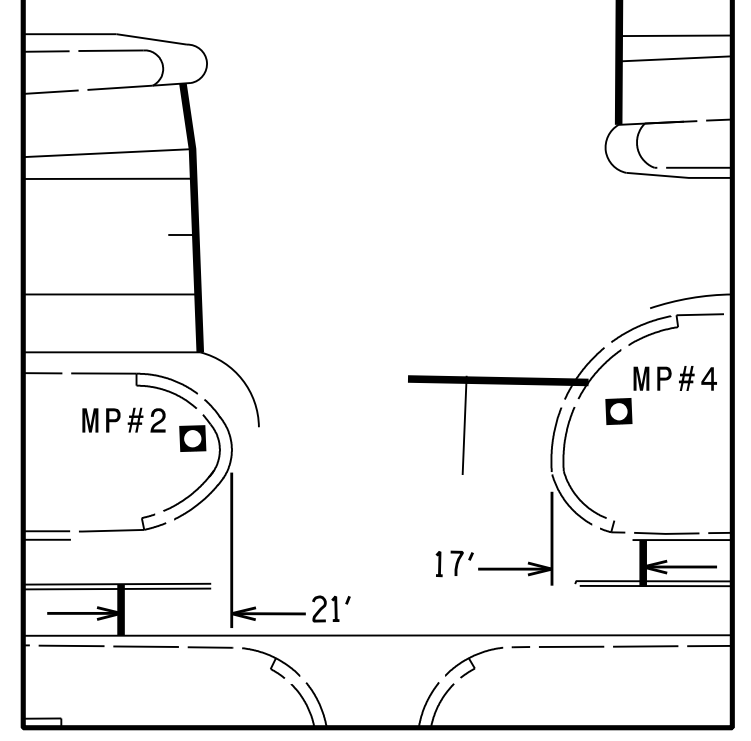
- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or 5 may be lagged.
- The order of phase 3 and phase 4 may be reversed.
- Set all detector units to presence mode.
- 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.
- The cabinet should be designed to include Auxiliary Output file for future use.
- Revise pavement markings as shown.
- 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 #0873



OASIS 2070 TIMING CHART

FEATURE	PHASE					
	1	2	3	4	5	6
Min Green 1 *	7	14	7	7	7	14
Extension 1 *	2.0	6.0	2.0	2.0	2.0	6.0
Max Green 1 *	15	120	30	30	15	120
Yellow Clearance	3.0	4.8	3.2	3.2	3.0	4.8
Red Clearance	2.6	1.1	3.0	3.3	2.9	1.0
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 *	-	40	-	-	-	40
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	-	-	-	-	-	-
Simultaneous Gap	ON	ON	ON	ON	ON	ON

STOP BAR LOCATION



LEGEND

PROPOSED	EXISTING
○→ Traffic Signal Head	●→ Traffic Signal Head
○→ Modified Signal Head	N/A
⊥ Sign	⊥ Sign
⊥ Pedestrian Signal Head With Push Button & Sign	⊥ Pedestrian Signal Head With Push Button & Sign
⊥ Signal Pole with Guy	⊥ Signal Pole with Guy
⊥ Signal Pole with Sidewalk Guy	⊥ Signal Pole with Sidewalk Guy
⊠ Inductive Loop Detector	⊠ Inductive Loop Detector
⊠ Controller & Cabinet	⊠ Controller & Cabinet
⊠ Junction Box	⊠ Junction Box
⊠ 2-in Underground Conduit	⊠ 2-in Underground Conduit
N/A → Right of Way	→ Right of Way
→ Directional Arrow	→ Directional Arrow
⊠ Metal Strain Pole	⊠ Metal Strain Pole
⊠ Left Arrow "ONLY" Sign (R3-5L)	⊠ Left Arrow "ONLY" Sign (R3-5L)
⊠ Combined Through and Left Arrow Sign (R3-6L)	⊠ Combined Through and Left Arrow Sign (R3-6L)
⊠ "STOP" Sign (R1-1)	⊠ "STOP" Sign (R1-1)
⊠ No U-Turn Sign (R3-4)	⊠ No U-Turn Sign (R3-4)

Signal Upgrade

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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US 70 Business at Wal-Mart Entrance/SR 1773 (Service Road)

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: 1"=40'

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 031464
NATASHA R. SIMMONS

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

SIG. INVENTORY NO. 02-0873