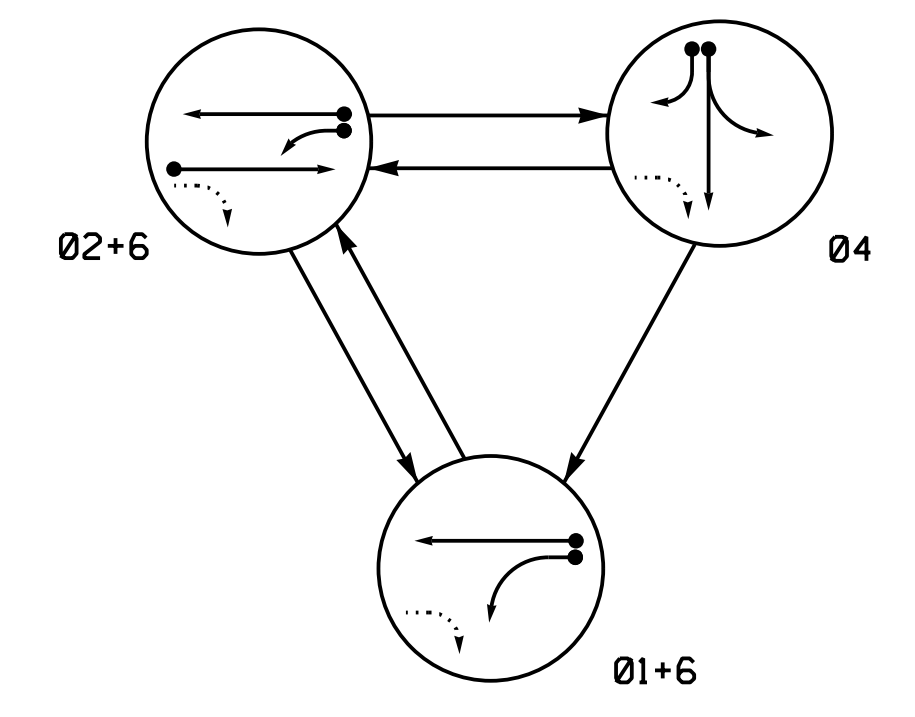


PHASING DIAGRAM

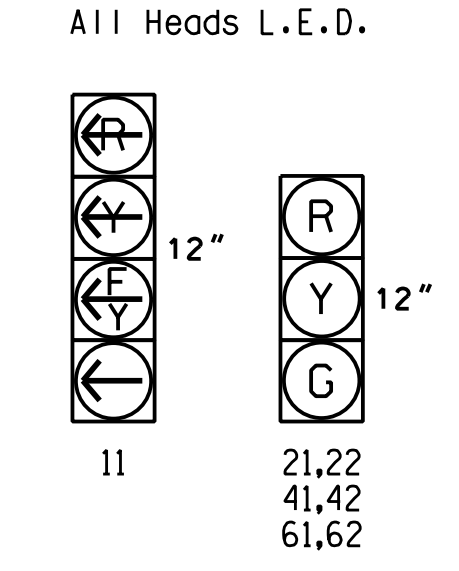


PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE			
	01+6	02+6	04	FLASHT
11	Y	R	Y	Y
21,22	R	G	R	Y
41,42	R	R	G	R
61,62	G	G	R	Y

SIGNAL FACE I.D.



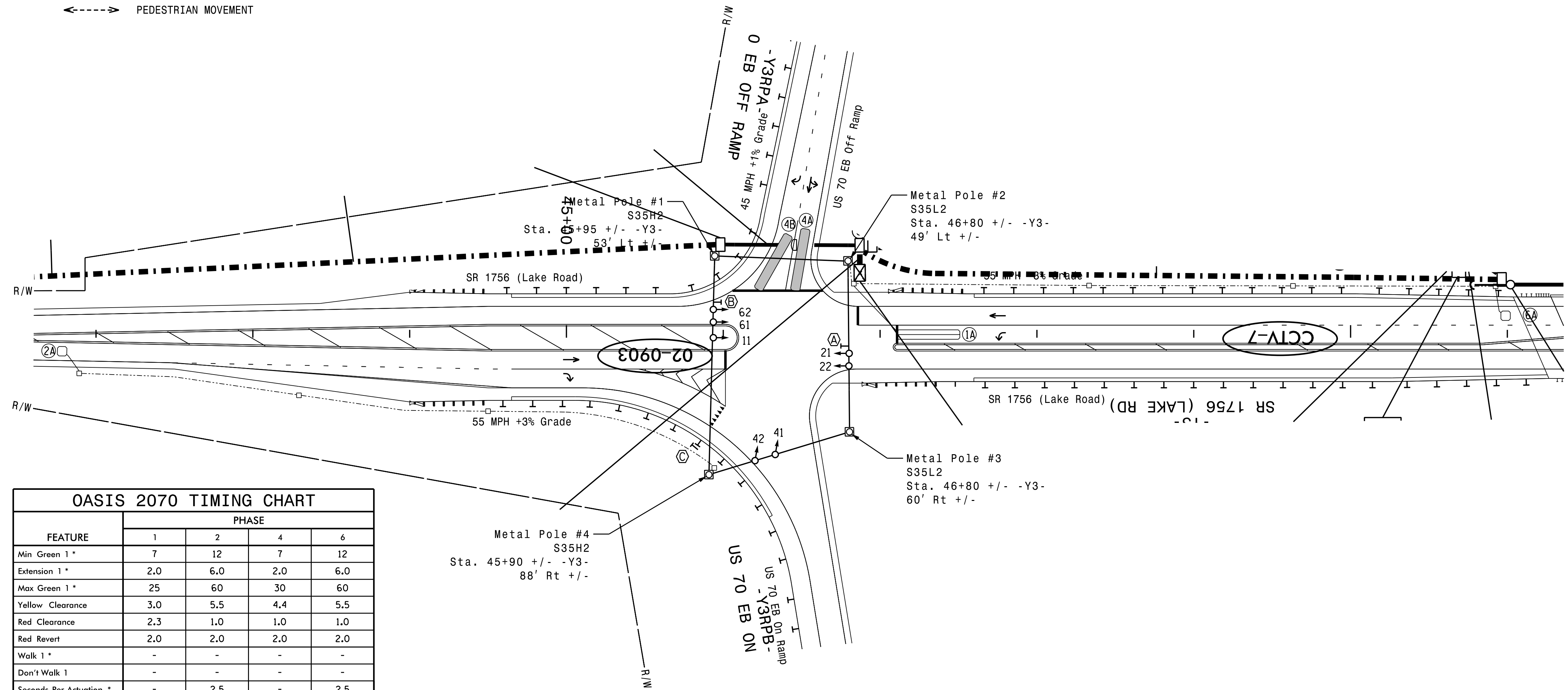
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	Y	1	Y	Y	-	-	15	-	Y
2A	6X6	420	6	Y	2	Y	Y	-	-	3	-	Y
4A	6X40	0	*	Y	4	Y	Y	-	-	-	-	Y
4B	6X40	0	*	Y	4	Y	Y	-	-	15	-	Y
6A	6X6	410	6	Y	6	Y	Y	-	-	-	-	Y

* Multizone Microwave Detection

3 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 may be lagged.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Incorporate Microwave Detection system for vehicle detection.
- Provide the Engineer with the Manufacturer's approved Microwave Detection locations and mounting heights to obtain detection zones as shown.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Signal system data: Controller Asset #0903



FEATURE	PHASE			
	1	2	4	6
Min Green 1 *	7	12	7	12
Extension 1 *	2.0	6.0	2.0	6.0
Max Green 1 *	25	60	30	60
Yellow Clearance	3.0	5.5	4.4	5.5
Red Clearance	2.3	1.0	1.0	1.0
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	-	2.5	-	2.5
Max Variable Initial *	-	46	-	45
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

* 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.

PROPOSED	LEGEND	EXISTING
○	Traffic Signal Head	●
○	Modified Signal Head	N/A
○	Sign	N/A
○	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	○
—	Guardrail	—
○	Microwave Detection Zone	○
(A)	No U-Turn/No Left Turn Sign (R3-18)	(A)
(B)	No Right Turn Sign (R3-1)	(B)
(C)	"YIELD" Sign (R1-2)	(C)

New Installation

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

	SR 1756 (Lake Road) at US 70 EB Ramp		
	Division 02 Craven Co. Havelock PLAN DATE: March 2018 PREPARED BY: A.H. Thornburg	REVIEWED BY: A.D. Klinskies REVIEWED BY: N.R. Simmons	
HNTB NORTH CAROLINA, P.C. 343 E. Six Forks Road, Suite 200 Raleigh, North Carolina 27609 NC License No: C-1554 (919) 546-8997	SCALE 0 40 1"=40'	REVISIONS INIT. DATE	DocuSigned by: Natasha R. Simmons DATE: 12/7/2018 SIG. INVENTORY NO. 02-0903