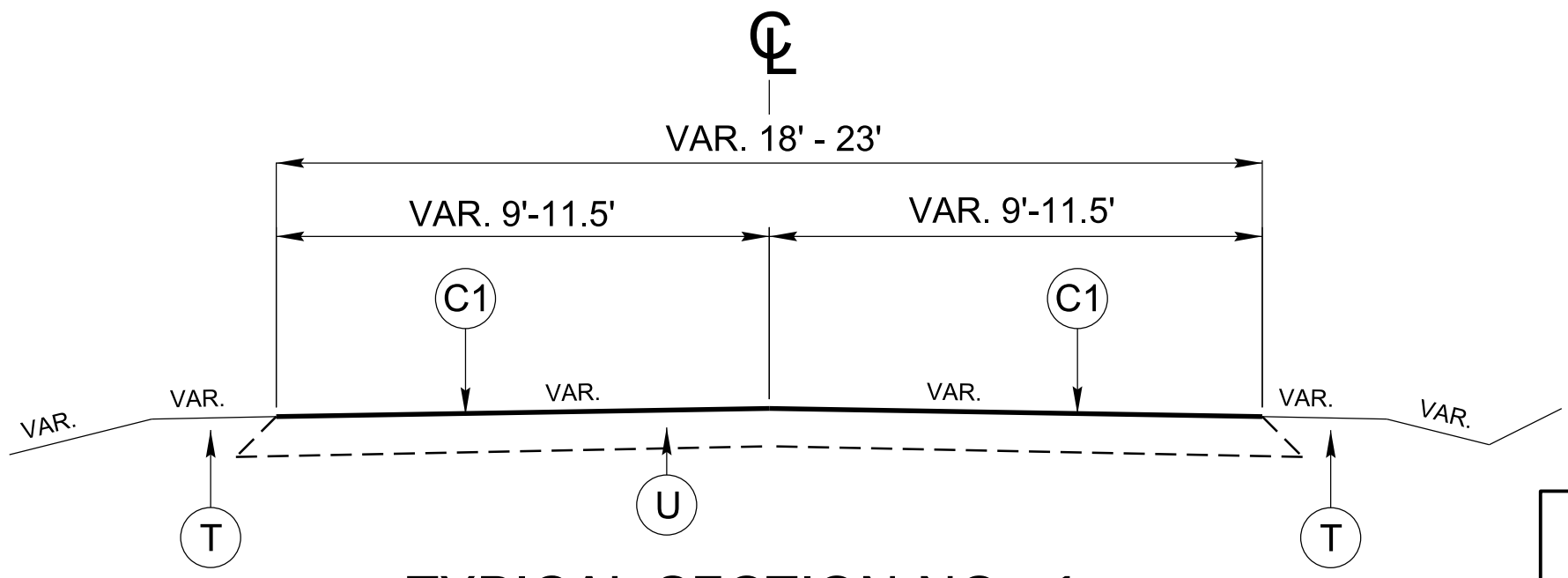


8/17/99

14-SEP-2023 16:50  
 R:\2024\_Resurfacing  
 Mops\Caldwell\DK00371\_Caldwell - Primary\Caldwell1\_2024\_Resurfacing\_typicals.dgn

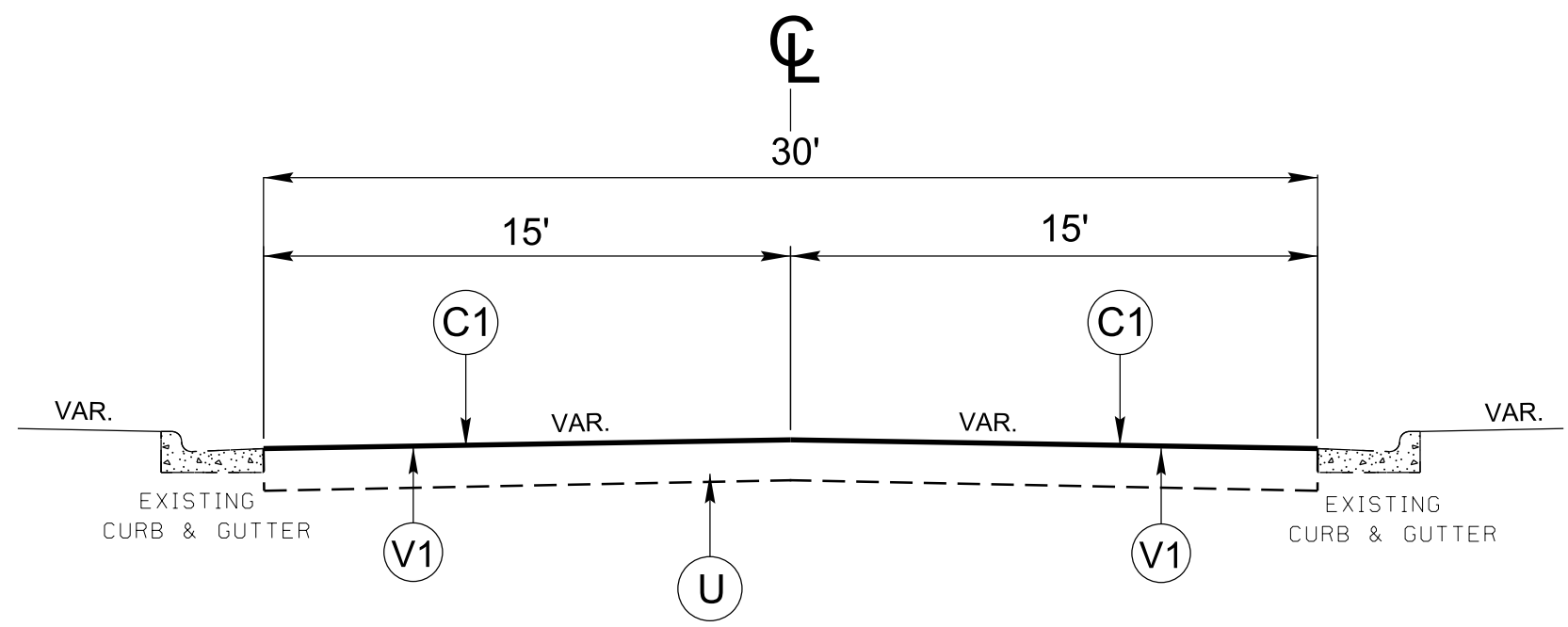
- \* "PATCHING EXISTING PAVEMENT" HAS BEEN INCLUDED AS A PAY ITEM ON MAPS. PATCHING MAY OR MAY NOT BE NEEDED DEPENDING ON CONDITION OF MAP SURFACE AT TIME THAT PAVING SEASON BEGINS. AREAS TO BE DELINIATED BY THE ENGINEER.
- \* INCIDENTAL MILLING AT LOCATIONS AS DIRECTED BY THE ENGINEER
- \*\* LEVELING AT LOCATIONS AS DIRECTED BY ENGINEER THE ENGINEER

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"
V2	INCIDENTAL MILLING (See Tie in Detail)



### TYPICAL SECTION NO. 1

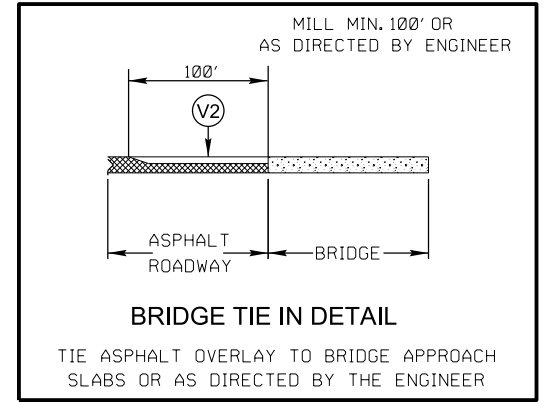
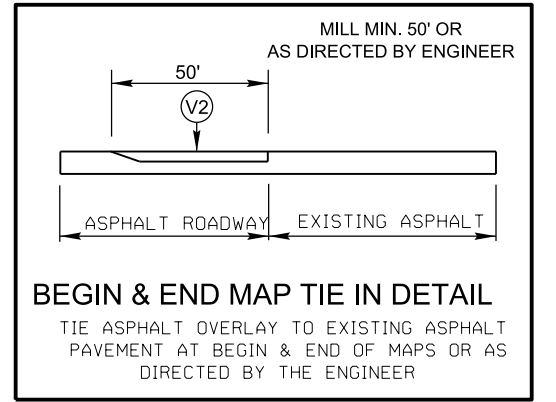
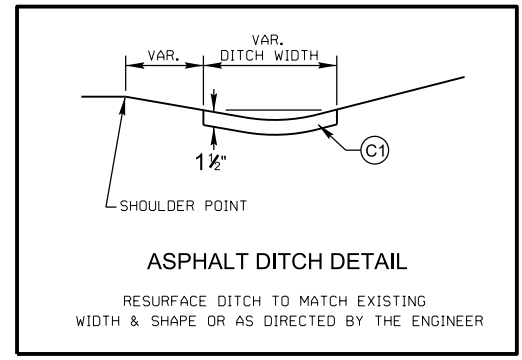
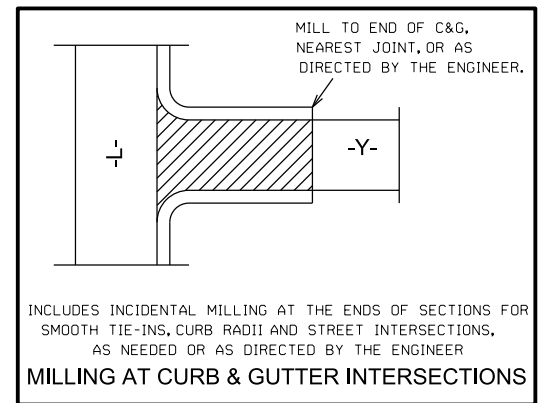
MAP 1 - US 321 ALT FROM .03 MI N. OF SR 1108 TO .05 MI S. OF SR 1127  
 \*\*MAP 3 - NC 90 FROM BEGIN PVMT APPROX. .03 MI N. OF BR#0010 TO 2.0 MI S. AT MM 10.05  
 (Note: Milling of overlay on BR#0010 is included as incidental in the contract.)



### TYPICAL SECTION NO. 2

MAP 2 - US 321 ALT FROM .05 MI S. OF SR 1127 TO SR 1160

\*\*\* (Note: Asphalt Ditches may be present on any map. In such cases, the contractor is to clean ditches and refer to the corresponding detail for construction guidance as directed by the engineer.)



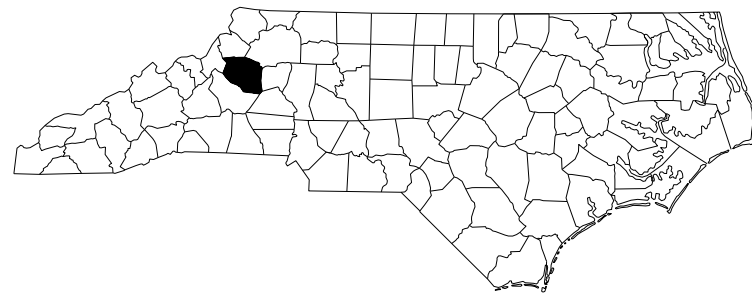
NOTE: TYPICALS ARE NOT TO SCALE

<b>CALDWELL COUNTY          PRIMARY ROADS          2024 ASPHALT RESURFACING</b>			
REVISIONS	INT.	DATE	
			SCALE: N/A DATE: 9/12/2023
N.C. DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS DIVISION ELEVEN			PREPARED BY: DLH REVIEWED BY:

# CALDWELL COUNTY

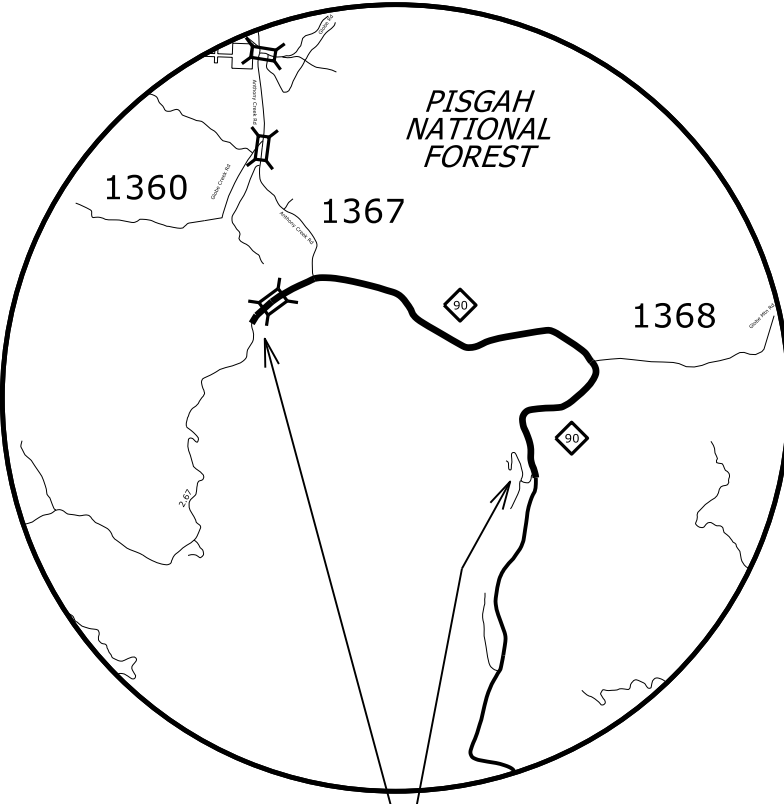
TYPE OF WORK: ASPHALT RESURFACING  
MAPS # 1 THROUGH # 3

2024



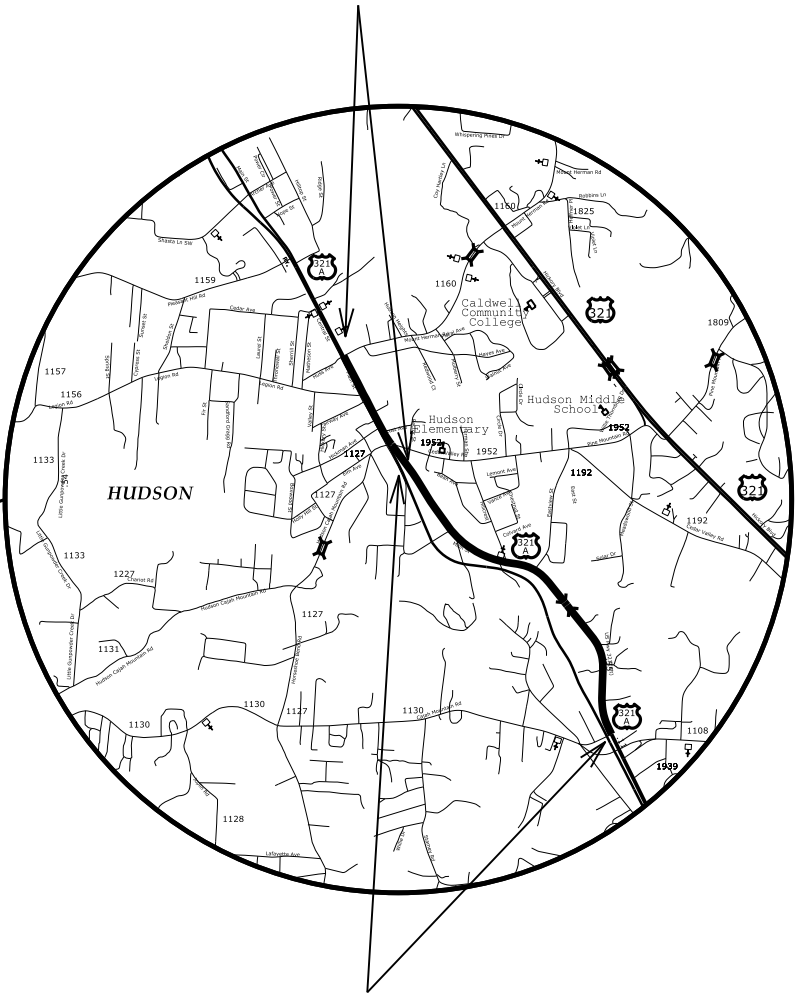
MAP #2

\* US 321 ALT - (0.47mi.)  
(FROM 0.05 MI SOUTH OF SR 1127 TO SR 1160)



MAP #3

\* NC 90 - (2.00mi.)  
(FROM BEGIN PVMT APPROX. 0.03 MI NORTH OF BR#0010  
TO 2.0 MI SOUTH AT MM 10.05)



MAP #1

\* US 321 ALT - (1.52mi.)  
(FROM 0.03 MI NORTH OF SR 1108  
TO 0.05 MI SOUTH OF SR 1127)

PROJECT NO.	SHEET NO.	TOTAL NO.
DK00371	3	8

**SUMMARY OF QUANTITIES**

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	BEGIN MP	END MP	0106000000-E	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1330000000-E	1523000000-E	1524000000-E	1575000000-E	1704000000-E	2473000000-N	2815000000-N	2830000000-N	2845000000-N	5255000000-N	6084000000-E	7324000000-N	7444000000-E		
														BORROW	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	1 1/2" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5C	LEVELING COURSE, TYPE S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJUST OVERSIZED MANHOLE	ADJUST DROP INLET	ADJUST MANHOLES	ADJUST METER OR VALVE BOX	PORTABLE LIGHTING	SEED & MULCHING	JUNCTION BOX (STANDARD SIZE)	INDUCTIVE LOOP SAWCUT		
														MI	FT																		
														CY	TONS	SMI	TON	SY	SY	TONS	TON	TON	TONS	EA	EA	EA	EA	LS	AC	EA	LF		
2024CPT.11.02.10141	Caldwell	1	US-321 ALT	FROM 150' NORTH OF SR 1108 TO 250' SOUTH OF SR 1127	1	2	2WU	NO	NO	1.52	23	6.09	7.61	46	30	3.04	836		128	1,992		137	409			1	1	0.5	0.02				
2024CPT.11.02.10141	Caldwell	2	US-321 ALT	FROM 250' SOUTH OF SR 1127 TO 100' NORTH OF SR 1160	2	3	MU	NO	NO	0.47	30	7.61	8.08		20			8,272	500	698		41		6	6		8	0.5		2	2,100		
2024CPT.11.02.10141	Caldwell	3	NC-90	FROM BEGIN PVMNT/BR # FOR 2.0 MILES TO MILEPOST 10.05	3	2	2WU	NO	NO	2	18	8.05	10.05	60	40	4.00	1,100		1,000	2,054	1,024	182						0.02					
<b>TOTAL FOR PROJ NO. 2024CPT.11.02.10141</b>										<b>3.99</b>	<b>21.75</b>	<b>25.74</b>		<b>106</b>	<b>90</b>	<b>7.04</b>	<b>1,936</b>	<b>8,272</b>	<b>1,628</b>	<b>4,744</b>	<b>1,024</b>	<b>360</b>	<b>409</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>9</b>	<b>1.0</b>	<b>0.04</b>	<b>2</b>	<b>2,100</b>		
<b>GRAND TOTAL</b>										<b>3.99</b>	<b>21.75</b>	<b>25.74</b>		<b>106</b>	<b>90</b>	<b>7.04</b>	<b>1,936</b>	<b>8,272</b>	<b>1,628</b>	<b>4,744</b>	<b>1,024</b>	<b>360</b>	<b>409</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>9</b>	<b>1.0</b>	<b>0.04</b>	<b>2</b>	<b>2,100</b>		

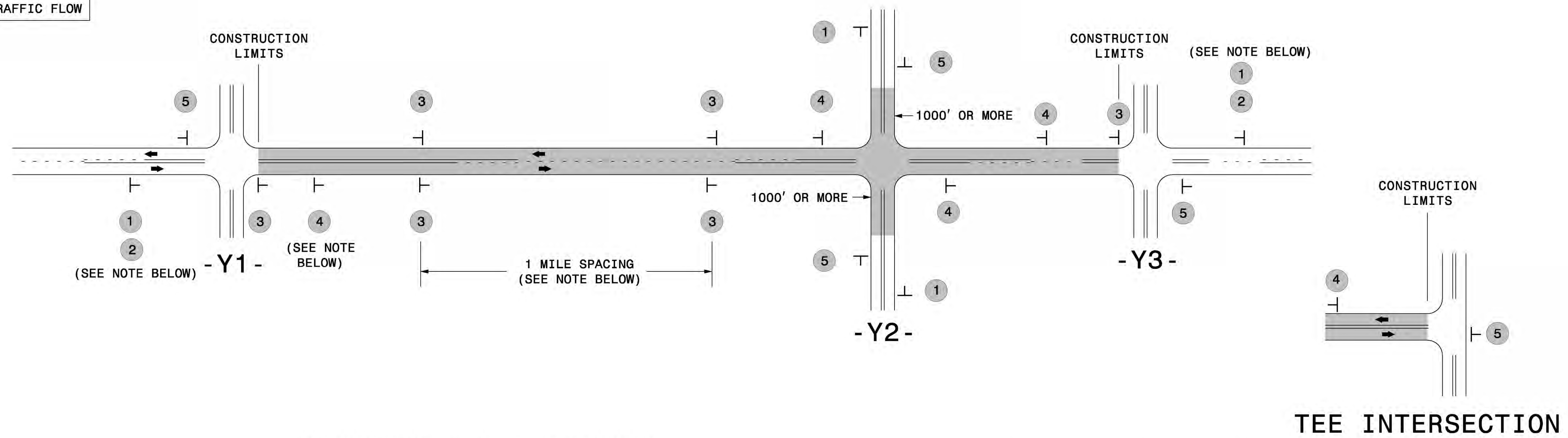
PROJECT NO.	SHEET NO.	TOTAL NO.
DK00371	4	8

**THERMOPLASTIC AND PAINT QUANTITIES**

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4413000000-E	4457000000-N	4510000000-N	4685000000-E		4695000000-E	4709000000-E	4725000000-E				4905100000-N	
												WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	LAW ENFORCEMENT	4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	8" X 90 M WHITE THERMO	THERMOPLASTIC PAVEMENT MARKING LINES (24", 90 MILS)	THERMO LT ARROW 90 M	THERMO STR ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR & RT ARROW 90 M	THERMO YIELD TRIANGLE 90M	NON-CAST IRON SNOWPLOWABLE PAVEMENT MARKER
												SF	LS	HR	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA
2024CPT.11.02.10141	Caldwell	1	US-321 ALT	FROM 150' NORTH OF SR 1108 TO 250' SOUTH OF SR 1127	1	2	2WU	1.52	23	6.09	7.61	198	0.38	40	16,355	16,355							100	
2024CPT.11.02.10141	Caldwell	2	US-321 ALT	FROM 250' SOUTH OF SR 1127 TO 100' NORTH OF SR 1160	2	3	MU	0.47	30	7.61	8.08	61	0.11	40	611	5,057	120	125	13	3	2	6	6	31
2024CPT.11.02.10141	Caldwell	3	NC-90	FROM BEGIN PVMNT/BR # FOR 2.0 MILES TO MILEPOST 10.05	1	2	2WU	2	18	8.05	10.05	260	0.51		21,520	21,520								
TOTAL FOR PROJ NO. 2024CPT.11.02.10141								3.99		21.75	25.74	519	1.000	80	38,486	42,932	120	125	13	3	2	6	6	131
GRAND TOTAL								3.99		21.75	25.74	519	1.000	80	38,486	42,932	120	125	13	3	2	6	6	131
												81,418					30							

# SIGNING FOR RESURFACING PROJECTS

**LEGEND**  
 ┆ STATIONARY SIGN  
 ← DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

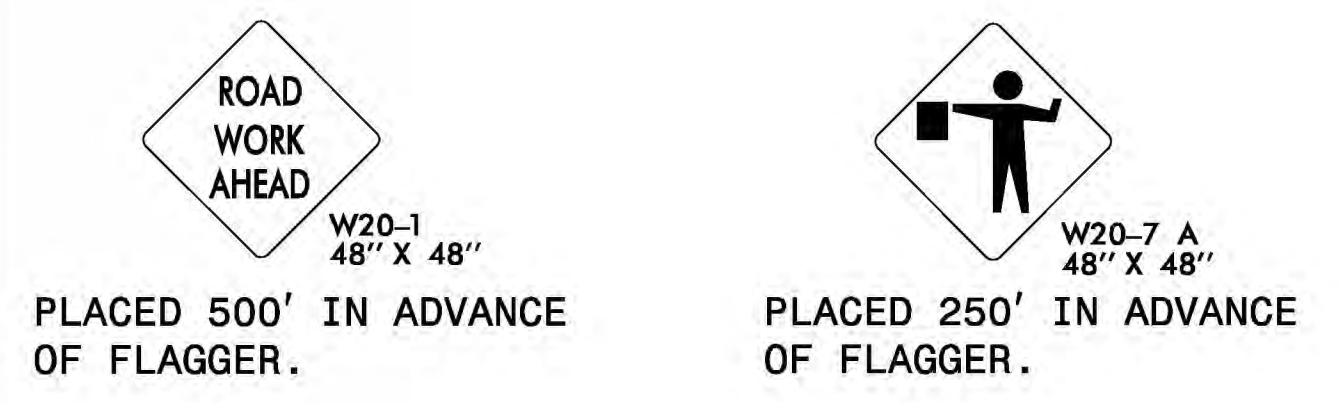
## -Y- LINE SIGNING

<b>SIGNING NOTES AND PLACEMENT PER DIRECTION</b>	1	 <small>W20-1 48" X 48"</small>	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	
	2	 <small>W7-3aP 24" X 18"</small>	#2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	
	3	 <small>SP 13107 48" X 48"</small>	- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.	
	4	 <small>SP 13106 48" X 48"</small>	- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. - DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. - INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. - FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. - A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.	
	5	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

**NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:**

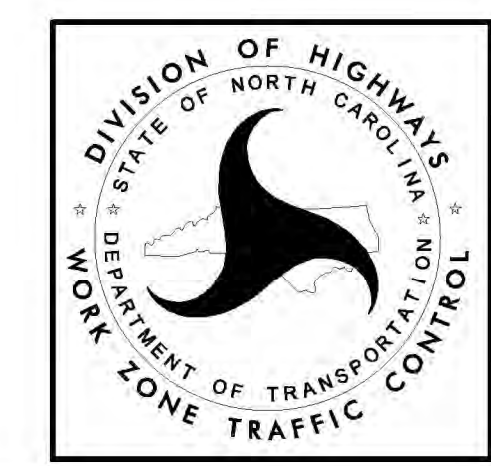
- 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE
- 2) SUBDIVISION ROADS
- 3) DEAD END ROADS

WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.



### MAPS LESS THAN 2 MILES

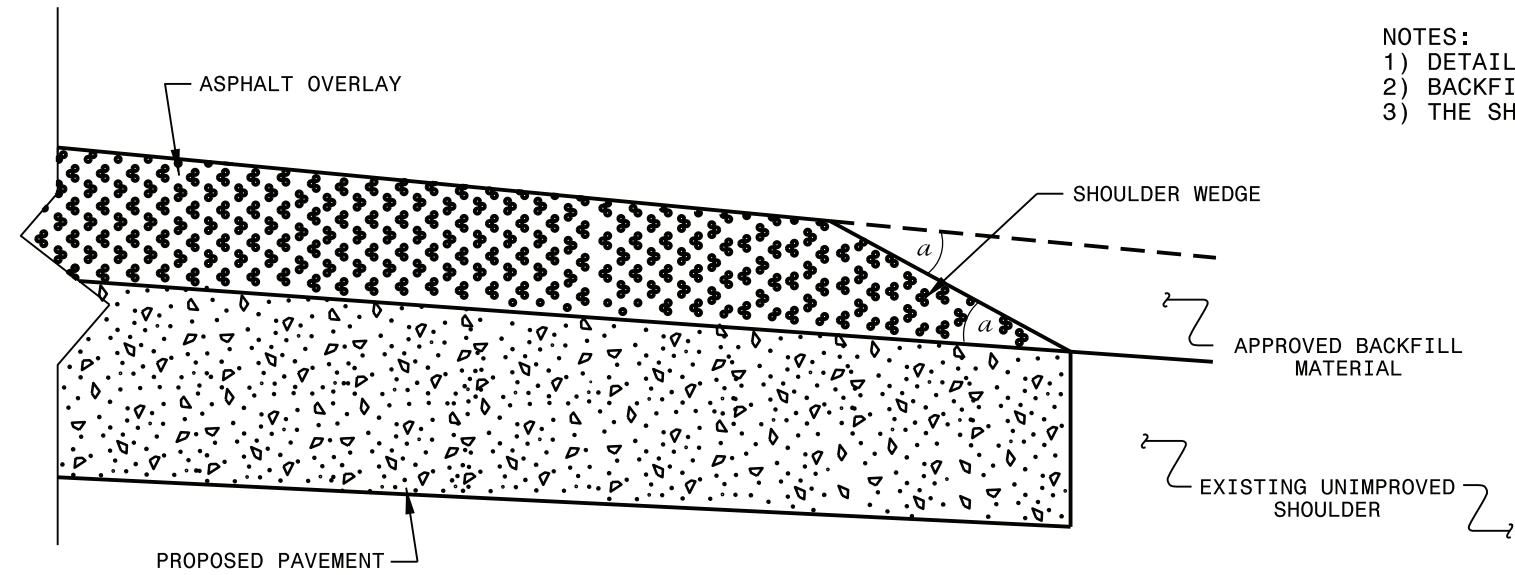
FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.



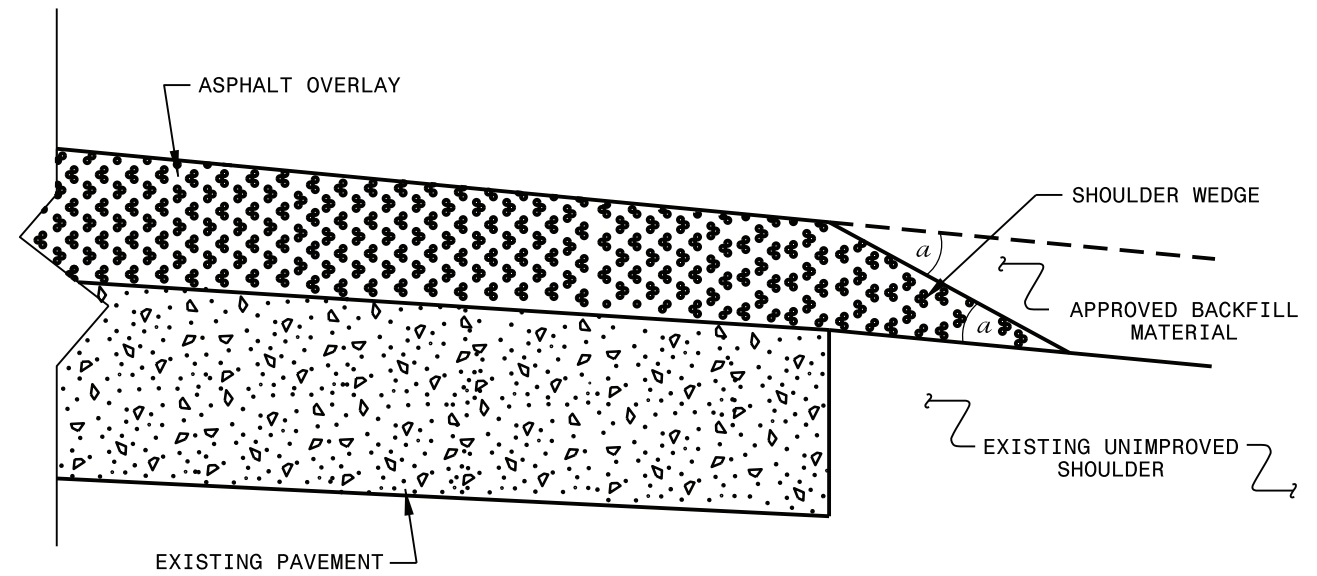
**ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING**

5/15/2017 5:11:10 PM \\S:\Users\jztc\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing\_AdvWarn\_2Ln.dgn User:keads

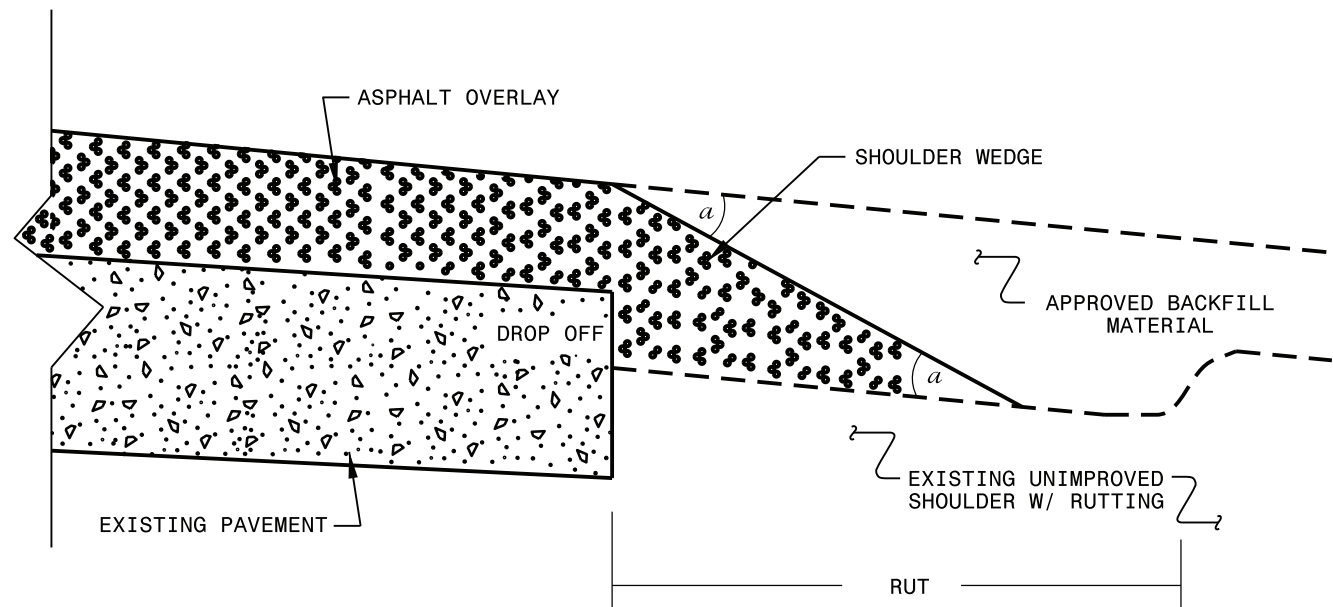
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**SHOULDER WEDGE DETAIL**  
(Resurfacing Projects w/ Widening or  
with Existing Paved Shoulder having no dropoffs)



**SHOULDER WEDGE DETAIL**  
(Resurfacing Projects w/ NO Widening)



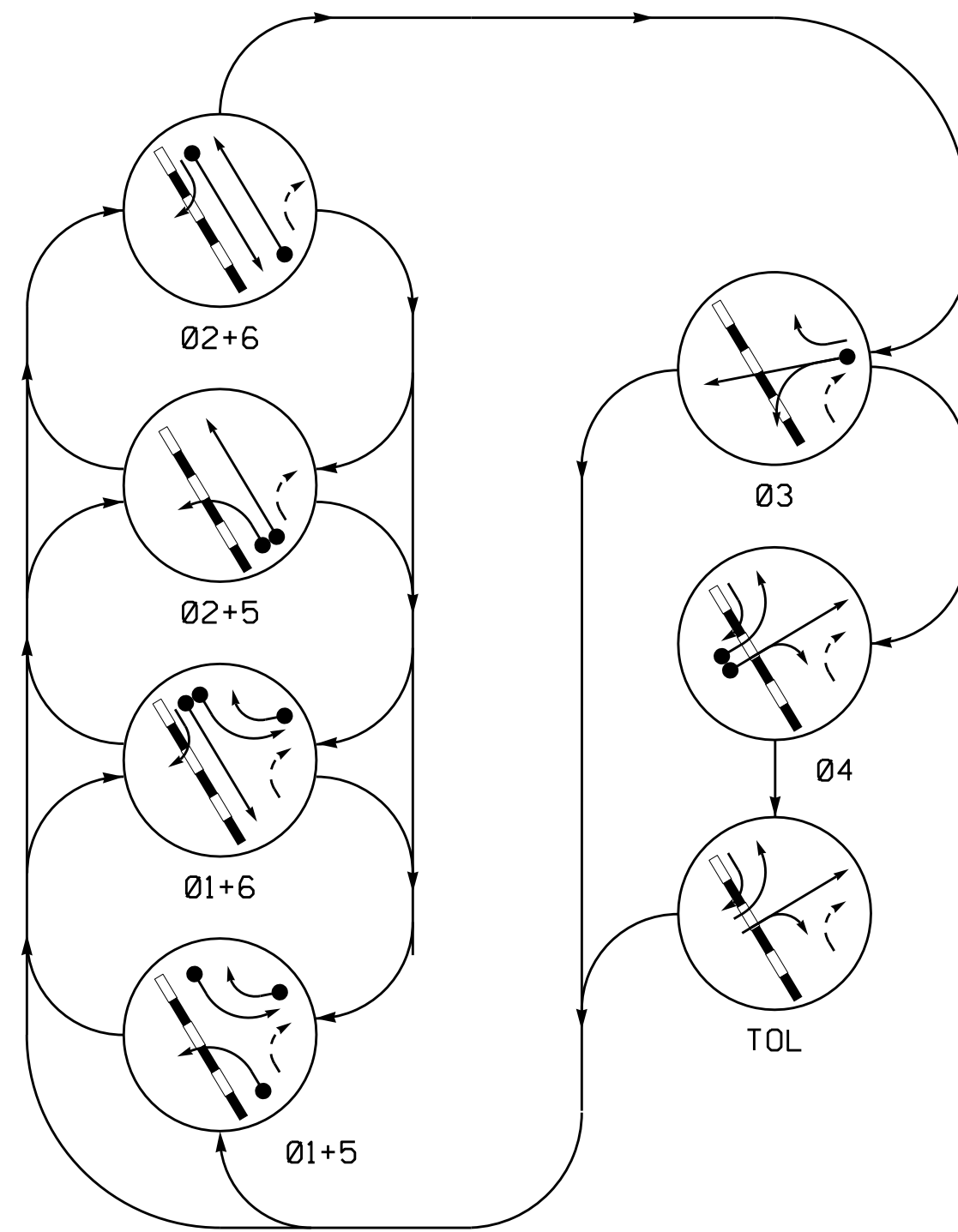
**SHOULDER WEDGE DETAIL**  
(Resurfacing Adjacent to  
Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-707-6950	FAX 919-250-4119
<b>SHOULDER WEDGE DETAILS</b>	
ORIGINAL BY: T.SPELL	DATE: 7-19-11
MODIFIED BY:	DATE: 10/16/12
CHECKED BY:	DATE:
FILE SPEC.: susr/details/stand/shoulderwedgedetail.dgn	

SYSTEMS DESIGN  
USER NAME

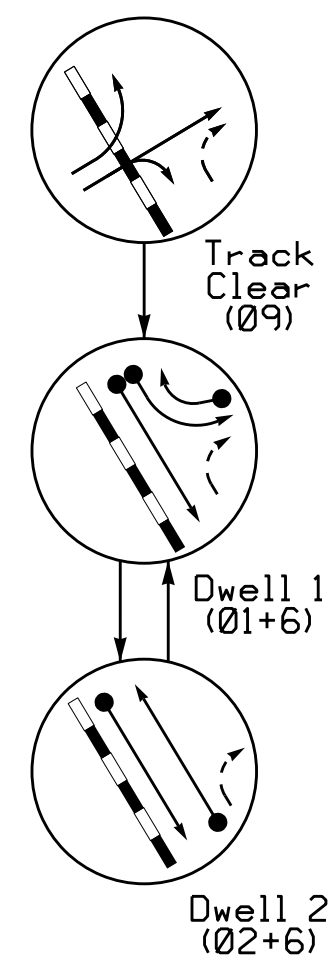
**PHASING DIAGRAM**



**PHASING DIAGRAM DETECTION LEGEND**

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

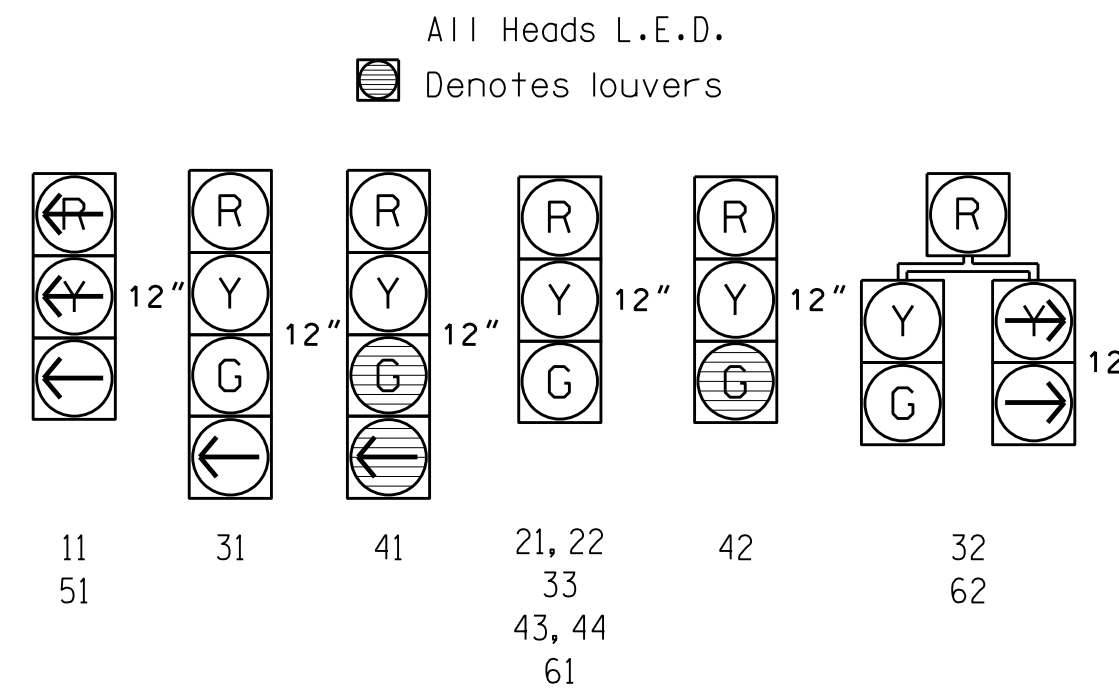
**RAIL PREEMPT PHASES (High Priority)**



SIGNAL FACE	PHASE										
	01+5	01+6	02+5	02+6	03	04	TOL	R09	R1	R2	R3
11	---	---	---	---	---	---	---	---	---	---	---
21, 22	R	R	G	G	R	R	R	R	R	G	Y
31	R	R	R	R	G	R	R	R	R	R	R
32	R	R	R	R	G	R	R	R	R	R	R
33	R	R	R	R	G	R	R	R	R	R	R
41	R	R	R	R	G	G	G	R	R	R	R
42	R	R	R	R	G	G	G	R	R	R	R
43, 44	R	R	R	R	G	R	R	R	R	R	R
51	---	---	---	---	---	---	---	---	---	---	---
61	R	G	R	G	R	R	R	R	G	G	Y
62	R	G	R	G	R	R	R	R	G	G	Y
Sign A	OFF	OFF	OFF	OFF	OFF	OFF	OFF	ON	ON	ON	**

\*\* SEE NOTE 7

**SIGNAL FACE I.D.**



OASIS 2070 RR PREEMPT	
FUNCTION	PRE 1
Interval 1 - Track Clearance Green	10
Interval 1 - Track Clearance Yellow	3.1
Interval 1 - Track Clearance Red	2.2
Interval 2 - Dwell Green	255
Interval 2 - Dwell Yellow	0.0*
Interval 2 - Dwell Red	0.0*
Interval 5 - Exit Green	1
Interval 5 - Yellow	0.0
Interval 5 - Red	0.0
Exit Phase(s)	2,6
Priority	High
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	N
Ped Clear Through Yellow	N
Inhibit Overlap Green Extension	Y
Omit Overlaps	-

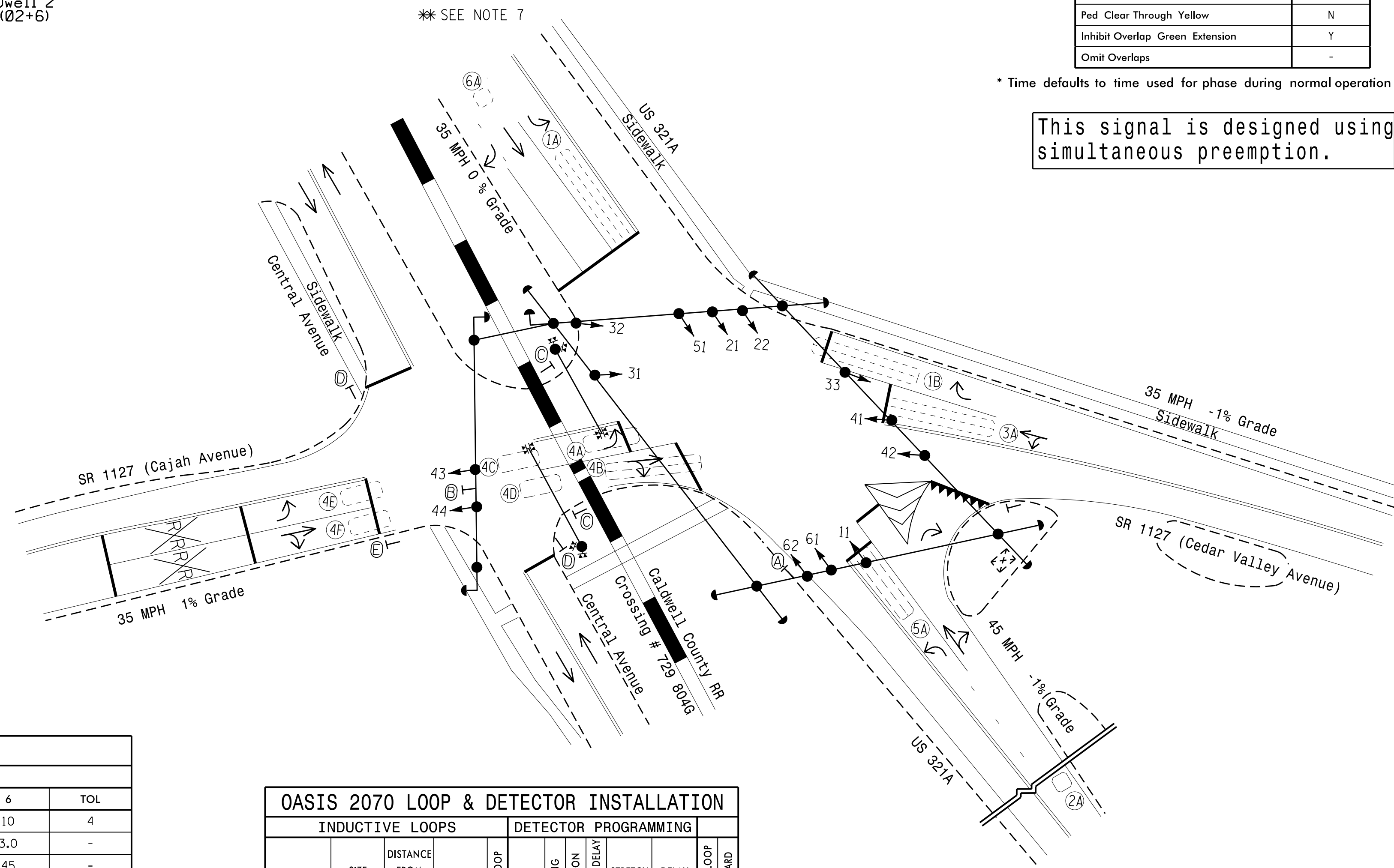
\* Time defaults to time used for phase during normal operation

This signal is designed using simultaneous preemption.

6 Phase Fully Actuated With RR Preemption Isolated

**NOTES**

- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- This location contains railroad preemption phasing. Do not program signal for late night flashing operation.
- Phase 1 and/or phase 5 may be lagged.
- The order of phase 3 and phase 4 may be reversed.
- Set all detector units to presence mode.
- Pavement markings are existing.
- Ensure flashing operation does not alter operation of blankout signs.
- Tether signal heads numbered 41 and 42.



**LEGEND**

- |  |                 |
|--|-----------------|
| <b>PROPOSED</b>                                  | <b>EXISTING</b> |
| ○ Traffic Signal Head                            | ● N/A           |
| ● Modified Signal Head                           | ○ N/A           |
| ○ Sign   | ○ N/A           |
| ○ Pedestrian Signal Head With Push Button & Sign | ○ N/A           |
| ○ Signal Pole with Guy                           | ○ N/A           |
| ○ Signal Pole with Sidewalk Guy                  | ○ N/A           |
| ○ Inductive Loop Detector                        | ○ N/A           |
| ○ Controller & Cabinet                           | ○ N/A           |
| ○ Junction Box                                   | ○ N/A           |
| ○ 2-in Underground Conduit                       | ○ N/A           |
| N/A Right of Way                                 | ○ N/A           |
| ➔ Directional Arrow                              | ➔ N/A           |
| ➔ Pavement Marking Arrow                         | ➔ N/A           |
| N/A Railroad Cantilever "NO RIGHT TURN - TRAIN"  | ➔ N/A           |
| Ⓐ L.E.D. Blankout Sign                           | Ⓐ               |
| Ⓑ "DO NOT BLOCK INTERSECTION" Sign (R10-7)       | Ⓑ               |
| Ⓒ "DO NOT STOP ON TRACKS" Sign (R8-8)            | Ⓒ               |
| Ⓓ "STOP" Sign (R1-1)                             | Ⓓ               |
| Ⓔ "STOP HERE ON RED" Sign (R1-1)                 | Ⓔ               |
| Ⓕ "YIELD" Sign (R1-2)                            | Ⓕ               |
| ▼ Yield Pavement Marking                         | N/A             |

FEATURE	PHASE						
	1	2	3	4	5	6	TOL
Min Green 1 *	7	12	7	7	7	10	4
Extension 1 *	2.0	3.0	2.0	2.0	2.0	3.0	-
Max Green 1 *	25	45	30	35	20	45	-
Yellow Clearance	3.0	4.6	3.9	3.1	3.0	4.6	3.1
Red Clearance	3.3	2.1	2.0	2.2	3.1	2.1	2.2
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-	-
Seconds Per Actuation *	-	2.5	-	-	-	-	-
Max Variable Initial *	-	34	-	-	-	-	-
Time Before Reduction *	-	15	-	-	-	-	-
Time To Reduce *	-	30	-	-	-	-	-
Minimum Gap	-	3.0	-	-	-	-	-
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL	-
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW	-
Dual Entry	-	-	-	-	-	-	-
Simultaneous Gap	ON	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.

**OASIS 2070 LOOP & DETECTOR INSTALLATION**

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	STRETCH TIME		
1A	6X40	0	2-4-2	-	1	Y	Y	-	3	-
1B	6X40	+5	2-4-2	-	1	Y	Y	-	15	-
2A	6X6	300	5	Y	2	Y	Y	-	-	-
3A	6X40	0	2-4-2	-	3	Y	Y	-	3	-
4A	6X20	+5	3	-	4	Y	Y	-	3	-
4B	6X35	+5	2-4-2	-	4	Y	Y	-	10	-
4C,4D	6X15	32/45	3	-	4	Y	Y	-	-	-
4E	6X15	+5	3	-	4	Y	Y	-	10	-
4F	6X15	+5	3	-	4	Y	Y	-	10	-
5A	6X30	0	2-4-2	-	5	Y	Y	-	3	-
6A	6X6	70	3	-	6	Y	Y	-	-	-

**Signal Upgrade**

Prepared in the Offices of:  
  
 TRANSPORTATION MOBILITY AND SAFETY SOLUTIONS, INC.  
 SIGNAL DESIGN SECTION  
 750 N. Greenfield Pkwy, Garner, NC 27529

US 321A (Main Street)  
 At  
 SR 1127 (Cedar Valley Avenue/  
 Cajah Avenue)  
 Caldwell County Hudson

Division 11  
 PLAN DATE: January 2016  
 PREPARED BY: C. Pierce  
 REVIEWED BY: [Signature]

SCALE 0 30  
 1"=30'

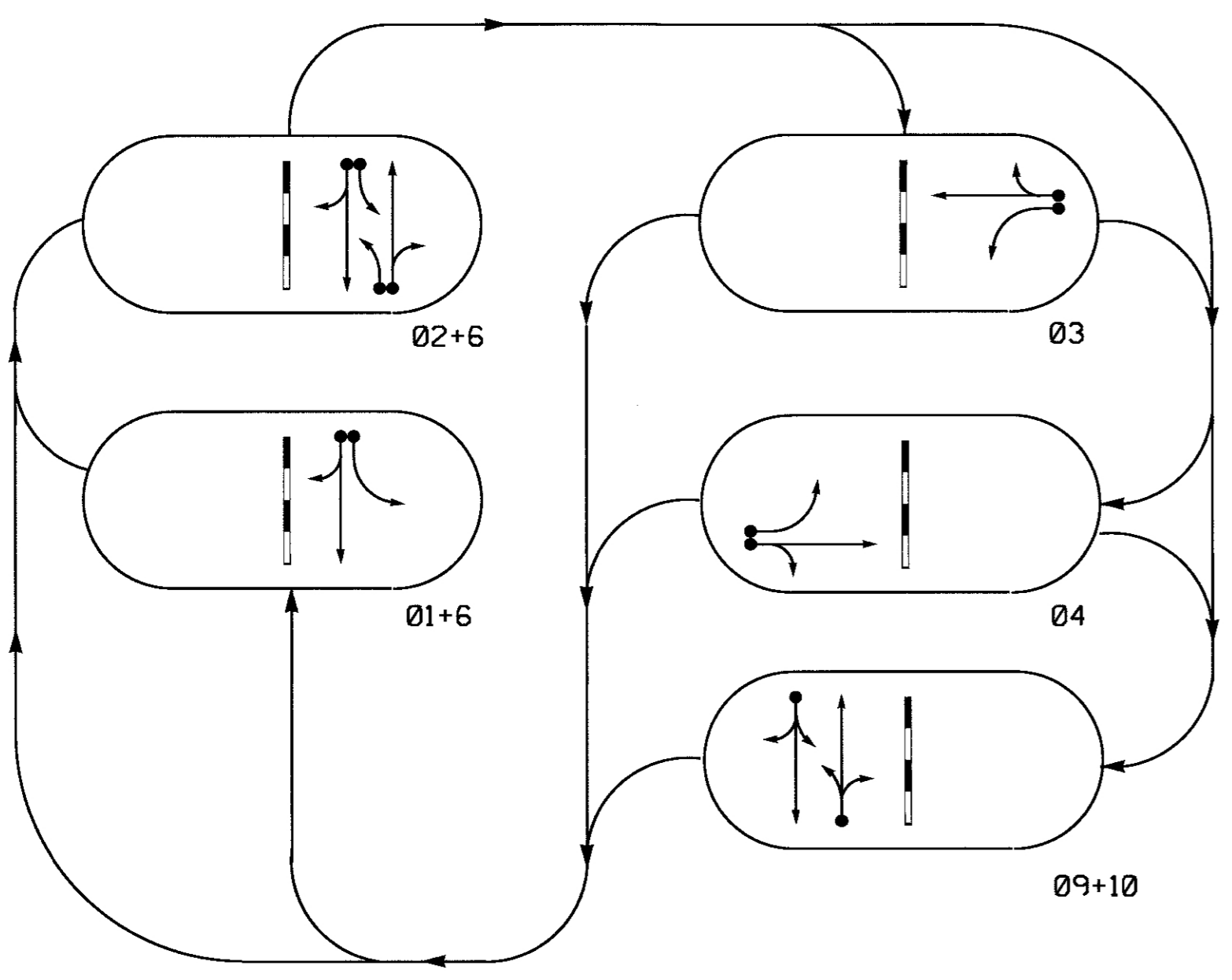
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL  
 NORTH CAROLINA PROFESSIONAL ENGINEER  
 ZACHARY M. LITTLE  
 030530  
 2/10/2016  
 DATE

SIG. INVENTORY NO. 11-0838

10-1-15-2016 13:58  
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**PHASING DIAGRAM**



**PHASING DIAGRAM DETECTION LEGEND**

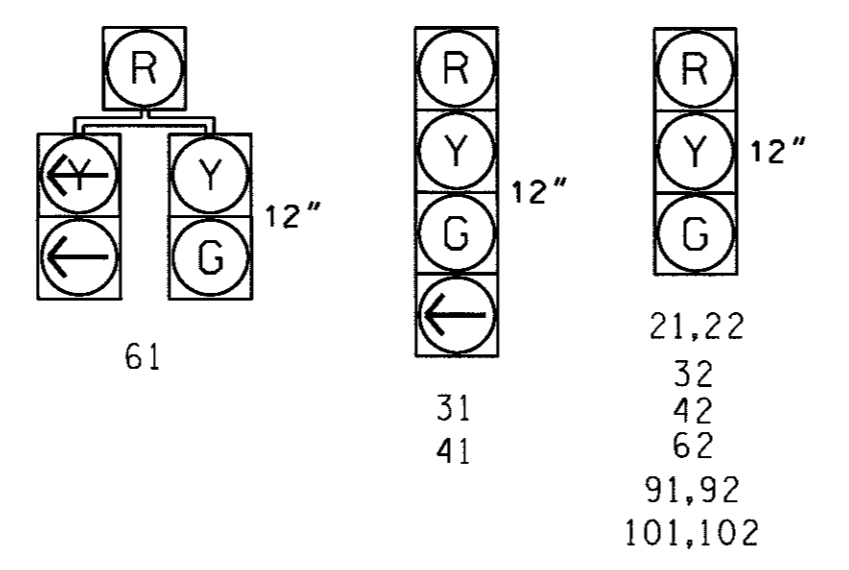
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ⚡ PEDESTRIAN MOVEMENT

**TABLE OF OPERATION**

SIGNAL FACE	PHASE					FLASH
	01+6	02+6	03	04	09+10	
21,22	R	G	R	R	R	Y
31	R	R	C	R	R	R
32	R	R	G	R	R	R
41	R	R	R	C	R	R
42	R	R	R	G	R	R
61	G	G	R	R	R	Y
62	G	G	R	R	R	Y
91,92	R	R	R	R	G	R
101,102	R	R	R	R	G	R

**SIGNAL FACE I.D.**

All Heads L.E.D.



**OASIS 2070L LOOP & DETECTOR INSTALLATION CHART**

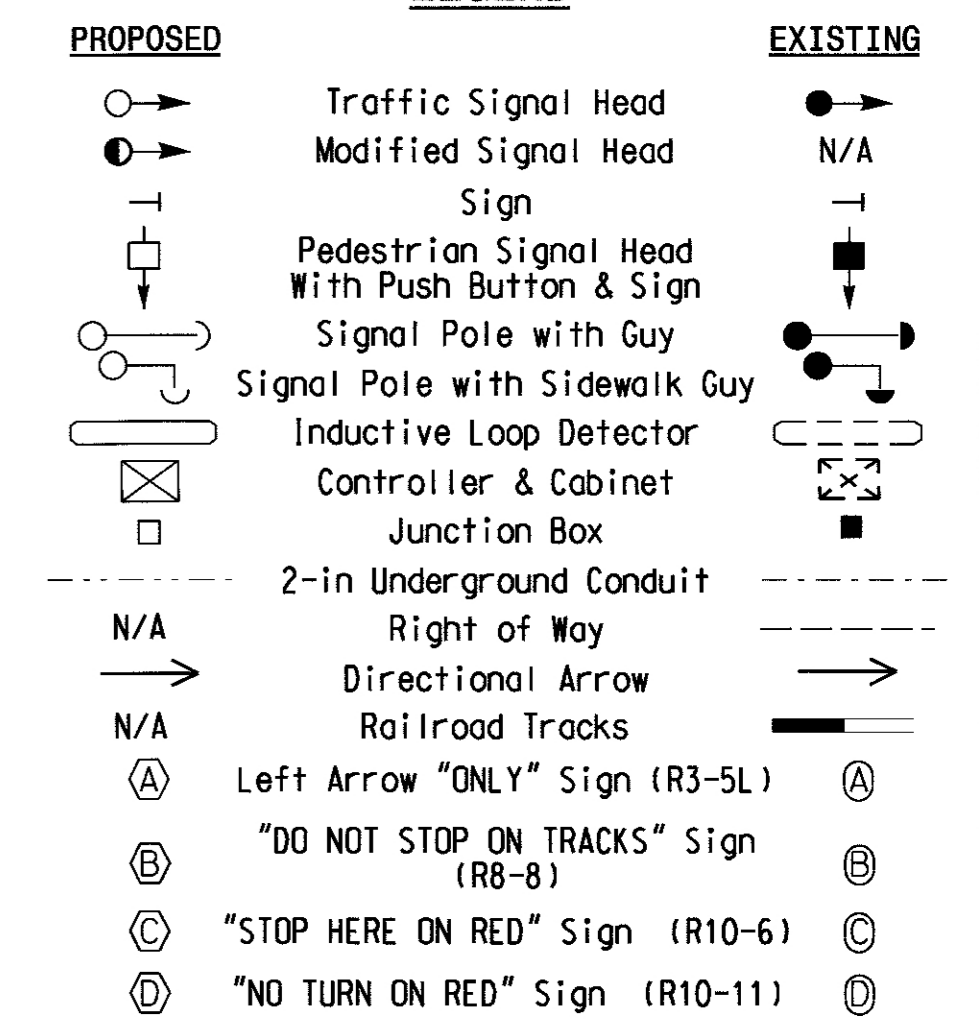
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD
					PHASE	CALLING EXTENSION	FULL TIME DELAY	STRETCH TIME		
2A	6X6	70	EXISTING	-	2	Y	Y	-	-	-
2B	6X40	+5	2-4-2	-	2	Y	Y	-	-	-
3A	6X40	+5	2-4-2	-	3	Y	Y	-	-	3
3B	6X40	+5	2-4-2	-	3	Y	Y	-	-	10
4A	6X40	+5	2-4-2	-	4	Y	Y	-	-	3
4B	6X40	+5	2-4-2	-	4	Y	Y	-	-	10
4C	6X20	+20	EXISTING	-	4	Y	Y	-	-	-
6A	6X6	70	EXISTING	-	6	Y	Y	-	-	-
6B	6X60	+5	2-4-2	-	1	Y	Y	-	-	15
9A	6X40	0	2-4-2	-	9	Y	Y	-	-	-
10A	6X40	0	2-4-2	-	10	Y	Y	-	-	-

**5 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. Omit phase 1 during phase 2 on.
4. Program controller to clear from phase 2+6 to phase 1+6 by progressing through phase 4 (see Electrical Details).
5. Set all detector units to presence mode.
6. 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.

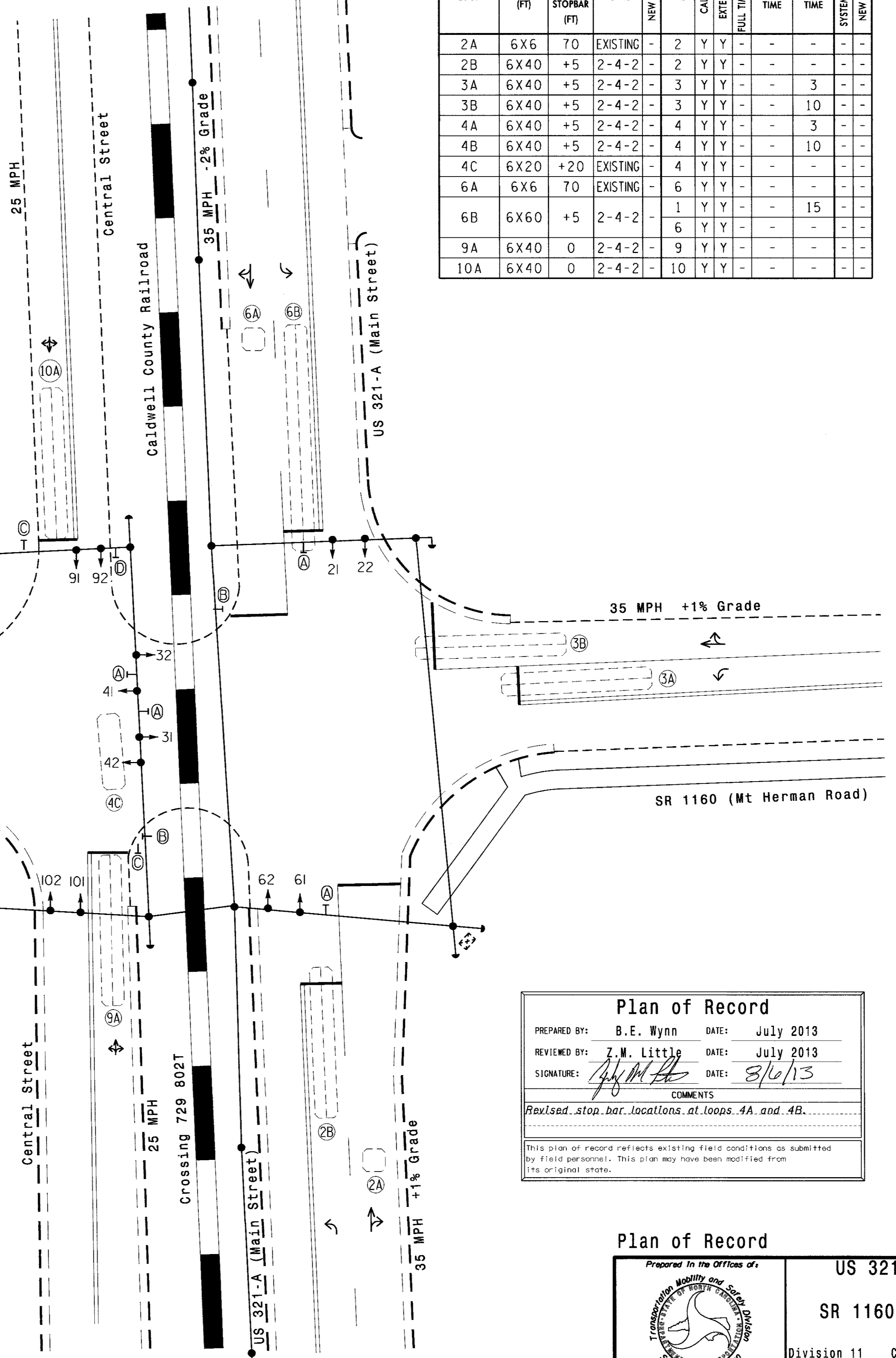
**LEGEND**



**OASIS 2070L TIMING CHART**

FEATURE	PHASE						
	1	2	3	4	6	9	10
Min Green 1 *	7	12	7	7	12	7	7
Extension 1 *	1.0	3.0	1.0	1.0	3.0	1.0	1.0
Max Green 1 *	15	45	20	20	45	20	20
Yellow Clearance	3.0	3.8	3.8	3.3	4.0	3.1	3.3
Red Clearance	2.3	2.5	2.8	3.2	1.3	2.0	3.2
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-	-
Seconds Per Actuation *	-	-	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-	-
Recall Mode	-	MIN RECALL	-	-	MIN RECALL	-	-
Vehicle Call Memory	-	YELLOW	-	-	YELLOW	-	-
Dual Entry	-	-	-	-	-	ON	ON
Simultaneous Gap	ON	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.



**Plan of Record**

PREPARED BY: B.E. Wynn DATE: July 2013

REVIEWED BY: Z.M. Little DATE: July 2013

SIGNATURE: [Signature] DATE: 8/16/13

COMMENTS: Revised stop bar locations at loops 4A and 4B.

This plan of record reflects existing field conditions as submitted by field personnel. This plan may have been modified from its original state.

**Plan of Record**

Prepared in the Offices of:

**US 321-A (Main Street) at SR 1160 (Mt Herman Road)/ Huss Avenue**

Division 11 Caldwell County Hudson

PLAN DATE: September 2011 REVIEWED BY:

PREPARED BY: B.E. Wynn REVIEWED BY:

SCALE: 0 20 1"=20'

REVISIONS	INIT.	DATE

Not a certified document. This document originally issued and sealed by Zachary M. Little, PE #30530 on October 5, 2011. This document shall not be considered a certified document.

SIG. INVENTORY NO. II-0040

C:\Users\B.E. Wynn\Desktop\Signal Design Section\Region6\11-11-11\11-0040\110040.dwg (11-0040) - 2013-xxxx.dgn  
 B.E. Wynn