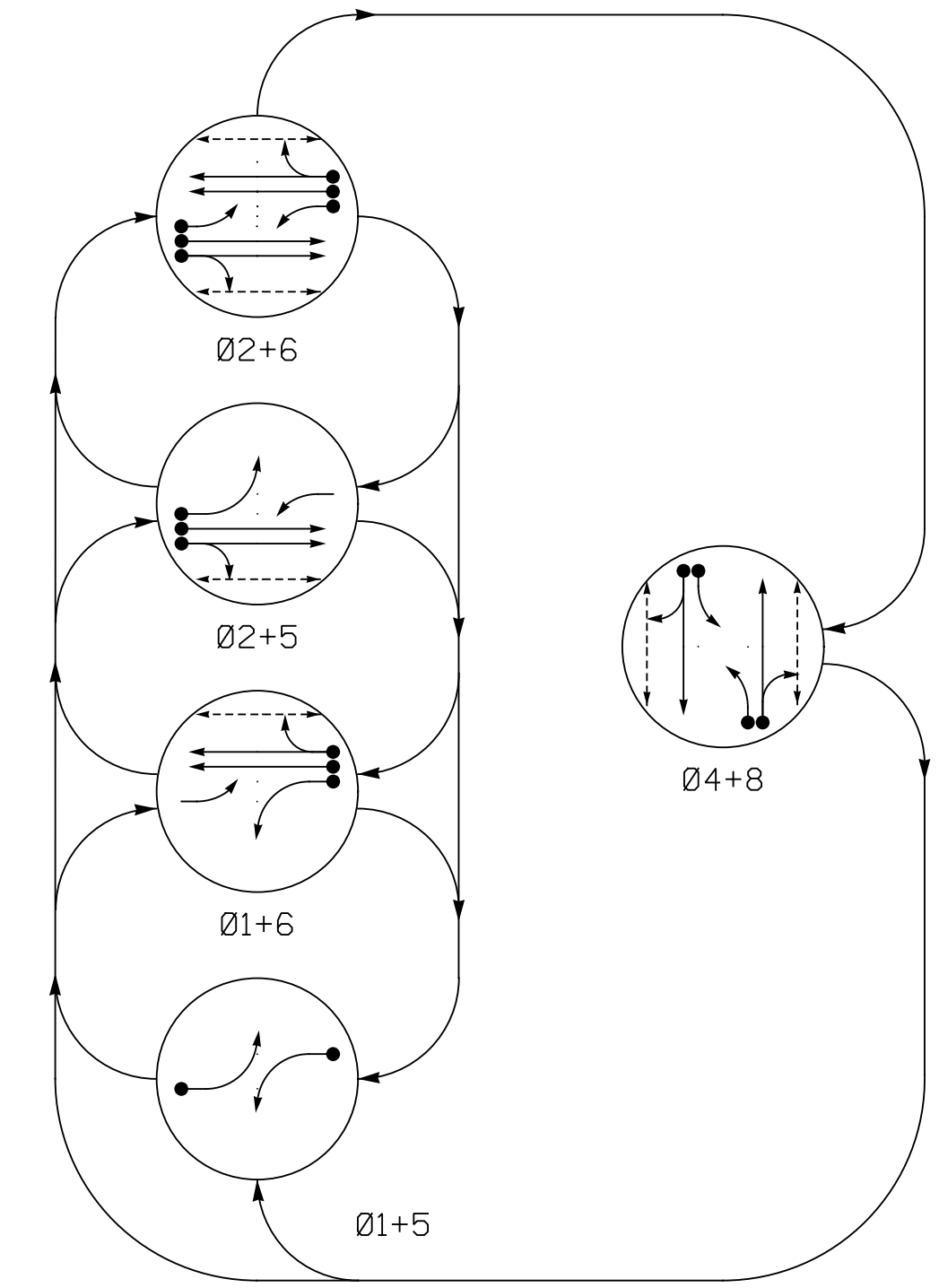


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

- ←●→ DETECTED MOVEMENT
- ←○→ UNDETECTED MOVEMENT (OVERLAP)
- ←---→ UNSIGNALIZED MOVEMENT
- ←---> PEDESTRIAN MOVEMENT

TABLE OF OPERATION

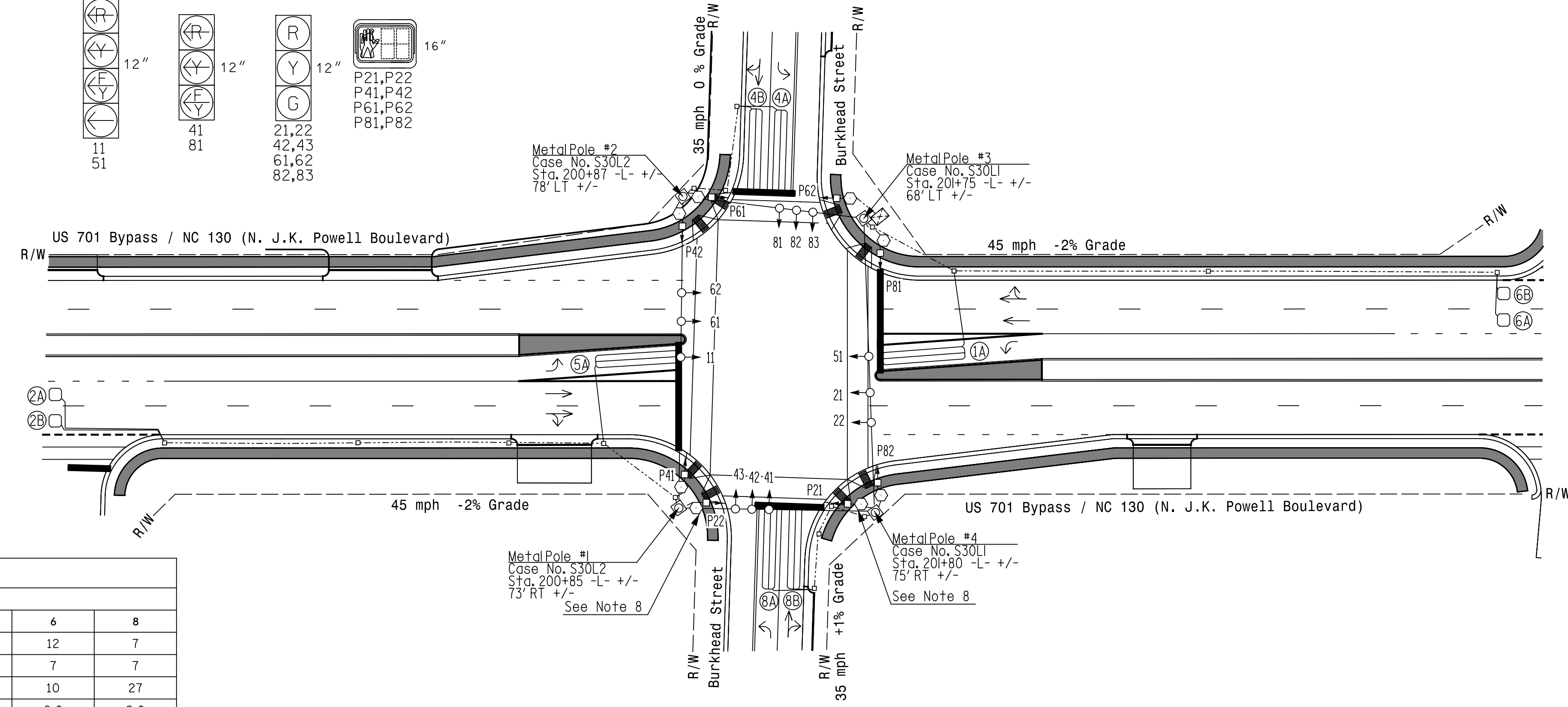
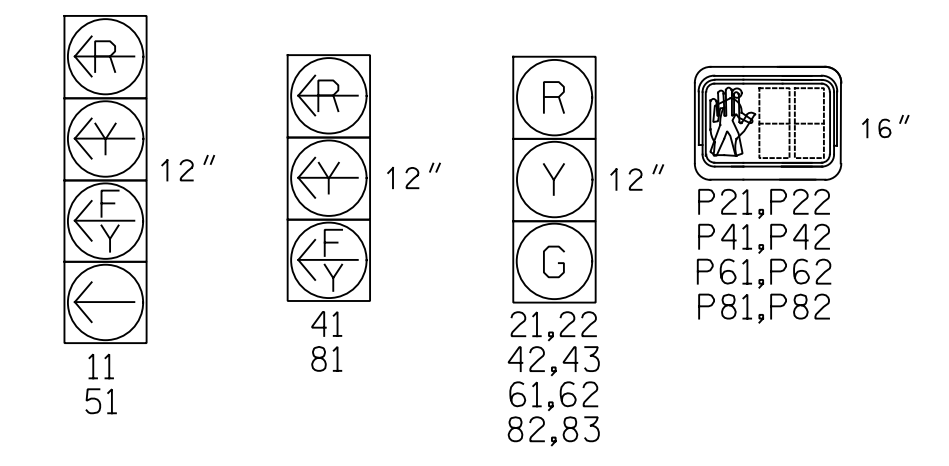
SIGNAL FACE	PHASE					
	Ø 1 + 5	Ø 1 + 6	Ø 2 + 5	Ø 2 + 6	Ø 4 + 8	Ø 4 + 8
11	←	←	←	←	←	←
21,22	R	R	G	G	R	Y
41	←	←	←	←	←	←
42,43	R	R	R	R	G	R
51	←	←	←	←	←	←
61,62	R	G	R	G	R	Y
81	←	←	←	←	←	←
82,83	R	R	R	R	G	R
P21,P22	DW	DW	W	W	DW	DRK
P41,P42	DW	DW	DW	DW	W	DRK
P61,P62	DW	W	DW	W	DW	DRK
P81,P82	DW	DW	DW	DW	W	DRK

ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	X	1	Yes	-	15	-	N	-	X
2A	6X6	300	4	X	2	Yes	-	-	X	N	-	X
2B	6X6	300	4	X	2	Yes	-	-	X	N	-	X
4A	6X40	0	2-4-2	X	4	Yes	-	3	-	N	-	X
4B	6X40	0	2-4-2	X	4	Yes	-	10	-	N	-	X
5A	6X40	0	2-4-2	X	5	Yes	-	15	-	N	-	X
6A	6X6	300	4	X	6	Yes	-	-	X	N	-	X
6B	6X6	300	4	X	6	Yes	-	-	X	N	-	X
8A	6X40	0	2-4-2	X	8	Yes	-	3	-	N	-	X
8B	6X40	0	2-4-2	X	8	Yes	-	10	-	N	-	X

SIGNAL FACE I.D.

All Heads L.E.D.



ASC/3 TIMING CHART

FEATURE	PHASE					
	1	2	4	5	6	8
Min Green *	7	12	7	7	12	7
Walk *	0	7	7	0	7	7
Ped Clear	0	13	30	0	10	27
Veh. Extension *	2.0	6.0	2.0	2.0	6.0	2.0
Max I *	15	90	20	15	90	20
Yellow	3.0	4.7	3.8	3.0	4.7	3.8
Red Clear	3.1	1.4	2.8	3.1	1.4	2.8
Actuations B4 Add *	-	0	-	-	0	-
Seconds /Actuation *	-	1.5	-	-	1.5	-
Max Initial *	-	34	-	-	34	-
Time Before Reduction *	-	15	-	-	15	-
Time To Reduce *	-	30	-	-	30	-
Minimum Gap	-	3.0	-	-	3.0	-
Locking Detector	-	X	-	-	X	-
Recall Position	-	VEH. RECALL	-	-	VEH. RECALL	-
Dual Entry	-	-	X	-	-	X
Simultaneous Gap	X	X	X	X	X	X

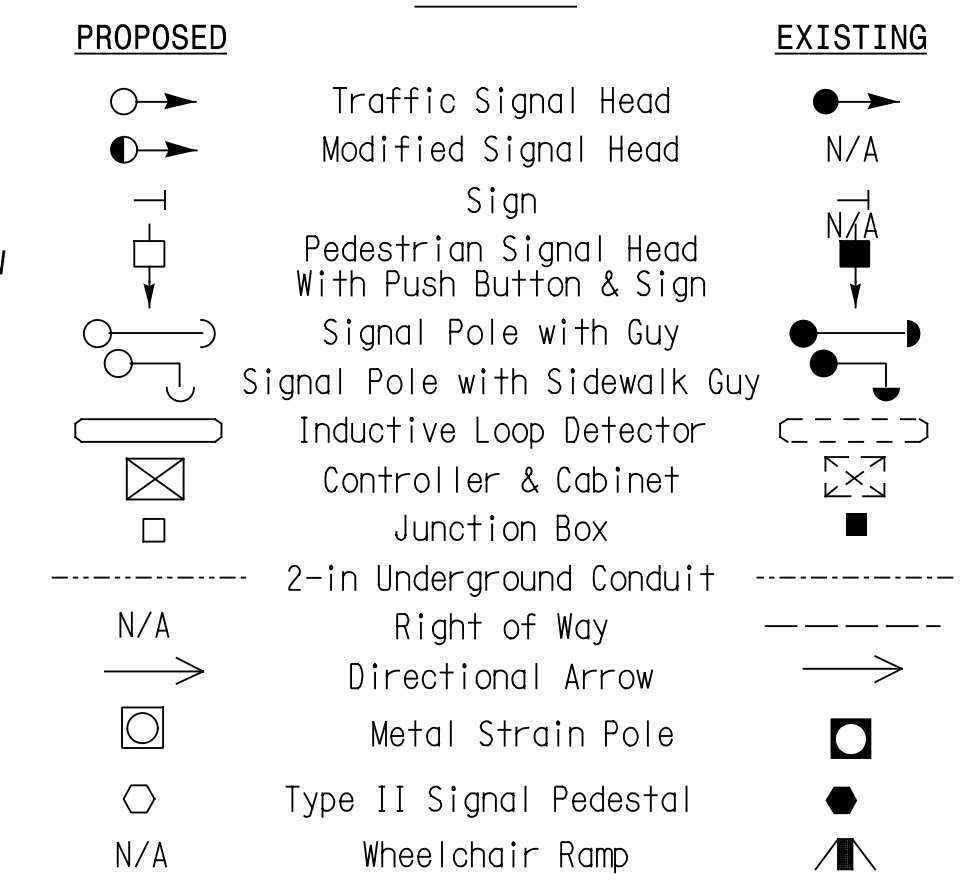
* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

5 Phase Fully Actuated SYSTEM # 10605

NOTES

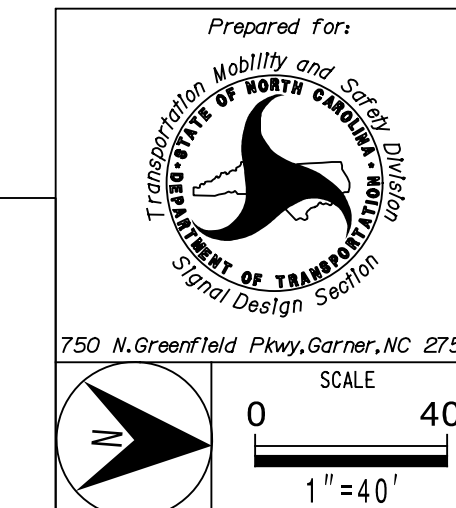
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or 5 may be lagged.
4. Set all detector units to presence mode.
5. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
6. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values shall supersede these values.
8. Reuse the stockpiled pedestrian heads P21 & P22 along with the Type II signal pedestals from Temporary Design 2

LEGEND



Signal Upgrade - Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



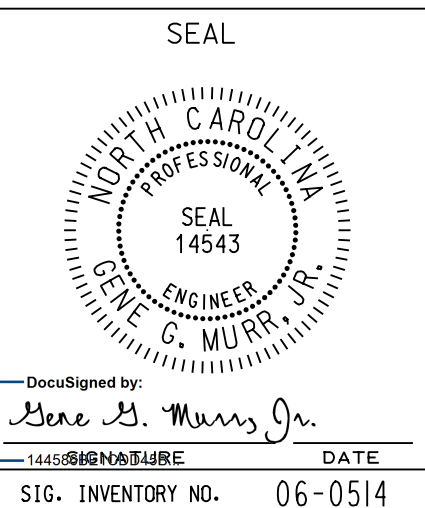
Prepared For:
US 701 Bypass/NC 130 (N. J.K. Powell Blvd) at Burkhead Street

Division 06 Columbus County Whiteville

PLAN DATE: November 2019 REVIEWED BY: G.G. Murr, Jr.

PREPARED BY: M. Ishak REVIEWED BY:

REVISIONS: INIT. DATE



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