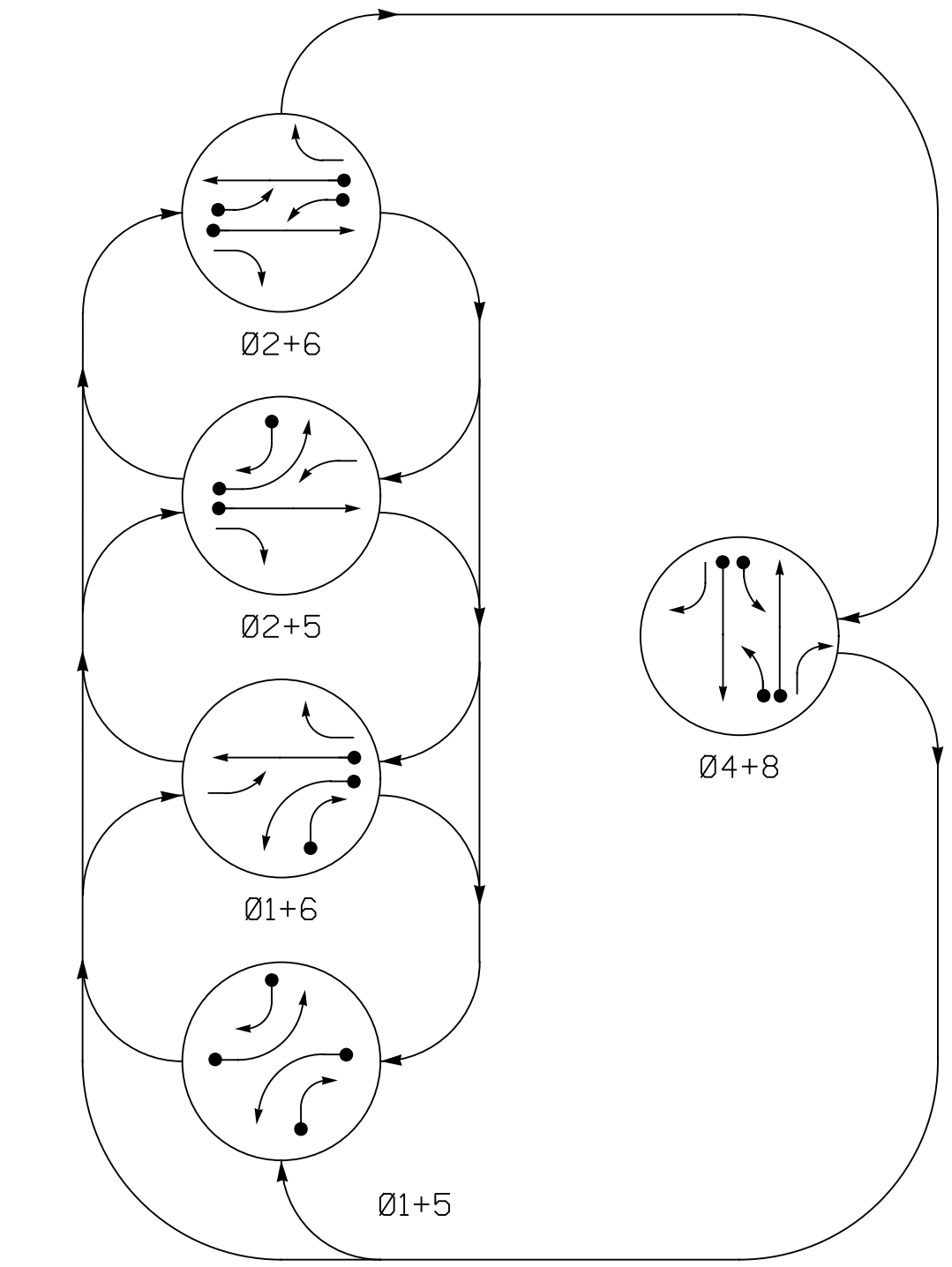


PHASING DIAGRAM



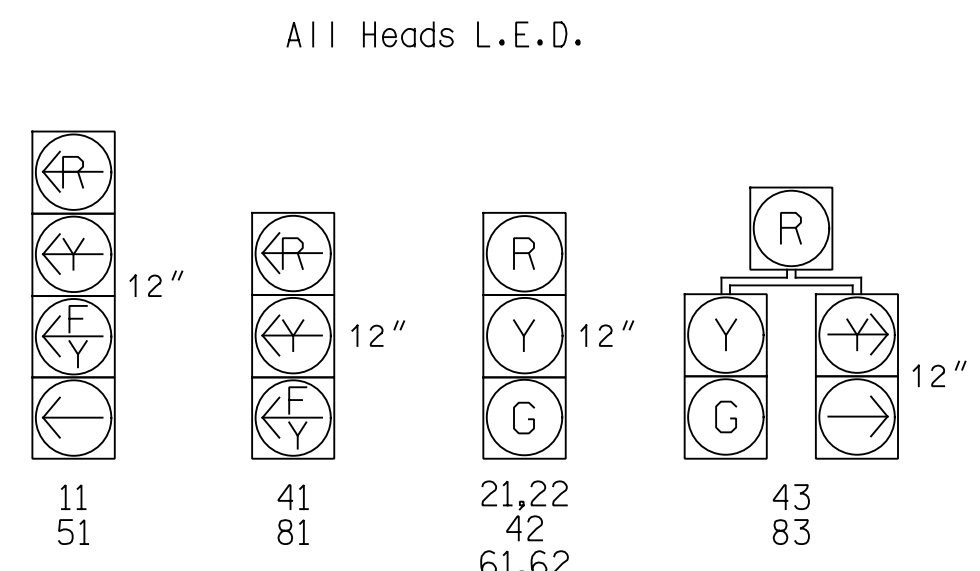
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE					
	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø4+8	Ø4+8
11	←	←	←	←	←	←
21,22	R	R	G	G	R	Y
41	←	←	←	←	←	←
42	R	R	R	R	G	R
43	←	←	←	←	←	←
51	←	←	←	←	←	←
61,62	R	G	R	G	R	Y
81	←	←	←	←	←	←
82	←	←	←	←	←	←
83	←	←	←	←	←	←

SIGNAL FACE I.D.



ASC/3 DETECTOR INSTALLATION CHART

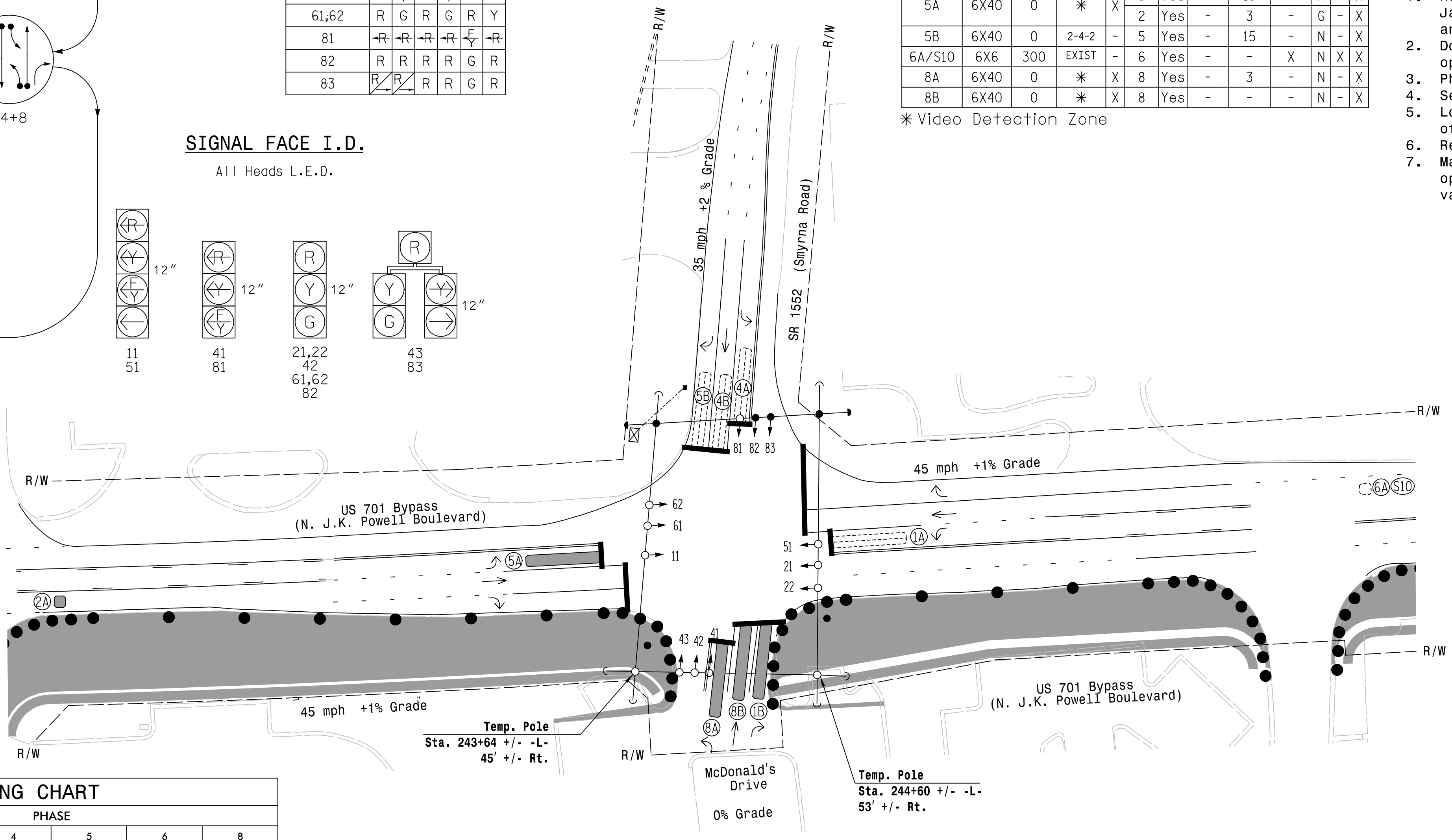
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	LOOP SYSTEM	NEW CARD
1A	6X40	0	2-4-2	-	1	Yes	-	15	-	N	-	X
					6	Yes	-	3	-	G	-	X
1B	6X40	0	*	X	1	Yes	-	15	-	N	-	X
2A	6X6	300	*	X	2	Yes	-	-	X	N	-	X
4A	6X40	0	2-4-2	-	4	Yes	-	3	-	N	-	X
4B	6X40	0	2-4-2	-	4	Yes	-	-	-	N	-	X
5A	6X40	0	*	-	5	Yes	-	15	-	N	-	X
					2	Yes	-	3	-	G	-	X
5B	6X40	0	2-4-2	-	5	Yes	-	15	-	N	-	X
6A/S10	6X6	300	EXIST	-	6	Yes	-	-	X	N	X	X
8A	6X40	0	*	X	8	Yes	-	3	-	N	-	X
8B	6X40	0	*	X	8	Yes	-	-	-	N	-	X

* Video Detection Zone

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 detection zones to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. Reposition existing signal heads numbered # 82,83
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values shall supersede these values.

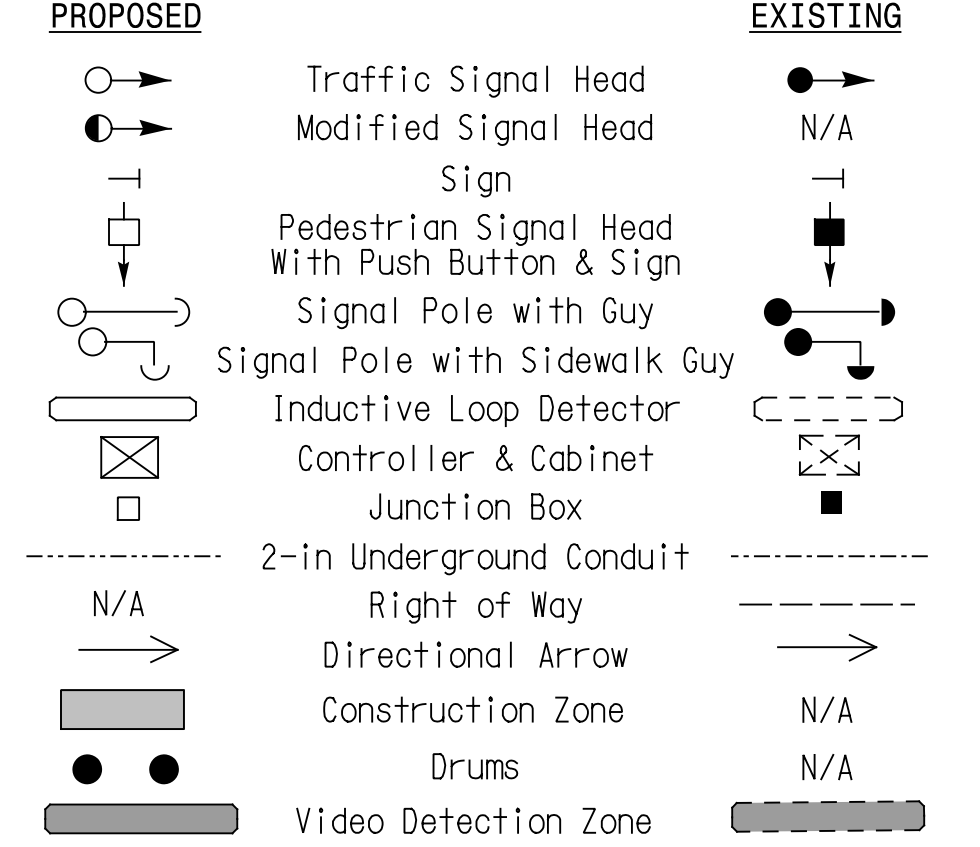


ASC/3 TIMING CHART

FEATURE	PHASE					
	1	2	4	5	6	8
Min Green *	7	12	7	7	12	7
Walk *	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Veh. Extension *	2.0	6.0	2.0	2.0	6.0	2.0
Max I *	15	90	25	15	90	30
Yellow	3.0	4.4	3.7	3.0	4.4	3.0
Red Clear	2.4	1.4	1.9	2.8	1.4	2.8
Actuations B4 Add *	-	0	-	-	0	-
Seconds /Actuation *	-	2.5	-	-	2.5	-
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.

LEGEND



Signal Upgrade Temporary Design 1 - (TMP Phase I)

Prepared For: **US 701 Bypass (N. J.K. Powell Blvd) at SR 1552 (Smyrna Road) - McDonald's D/W**

Division 6 Columbus County Whiteville

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

PREPARED BY: M. Ishak REVIEWED BY:

REVISIONS: INIT. DATE

SCALE: 1" = 40'

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER G. G. MURR, JR. SEAL 14543

DocuSigned by: Gene G. Murr, Jr. DATE: 11/13/2019 14:43:00

SIG. INVENTORY NO. 06-128311

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