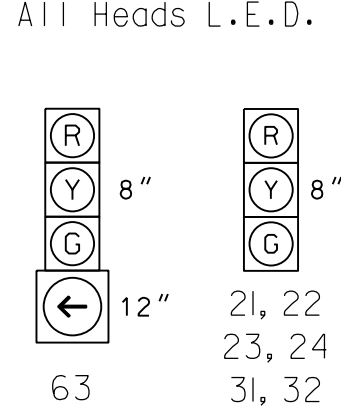


| SIGNAL FACE | PHASE |     |     |          |            |       |          |       |
|-------------|-------|-----|-----|----------|------------|-------|----------|-------|
|             | 02+6  | 03  | 04  | RR CLEAR | RR PREEMPT | FLASH | BLANKOUT | FLASH |
| 21, 22      | G     | R   | G   | R        | R          | Y     |          |       |
| 23, 24      | G     | G   | R   | G        | R          | Y     |          |       |
| 31, 32      | R     | G   | R   | R        | G          | R     |          |       |
| 33, 34      | R     | G   | R   | R        | G          | R     |          |       |
| 41, 42      | R     | R   | G   | R        | G          | R     |          |       |
| 43, 44      | R     | R   | G   | R        | G          | R     |          |       |
| 61, 62, 65  | G     | G   | R   | R        | R          | Y     |          |       |
| 63          | G     | R   | G   | R        | R          | Y     |          |       |
| 64          | G     | R   | G   | R        | R          | Y     |          |       |
| SIGN B      | OFF   | OFF | OFF | ON       | ON         | *     |          |       |
| SIGN C      | OFF   | OFF | OFF | ON       | ON         | *     |          |       |

\*SEE NOTE 6.

SIGNAL FACE I.D.

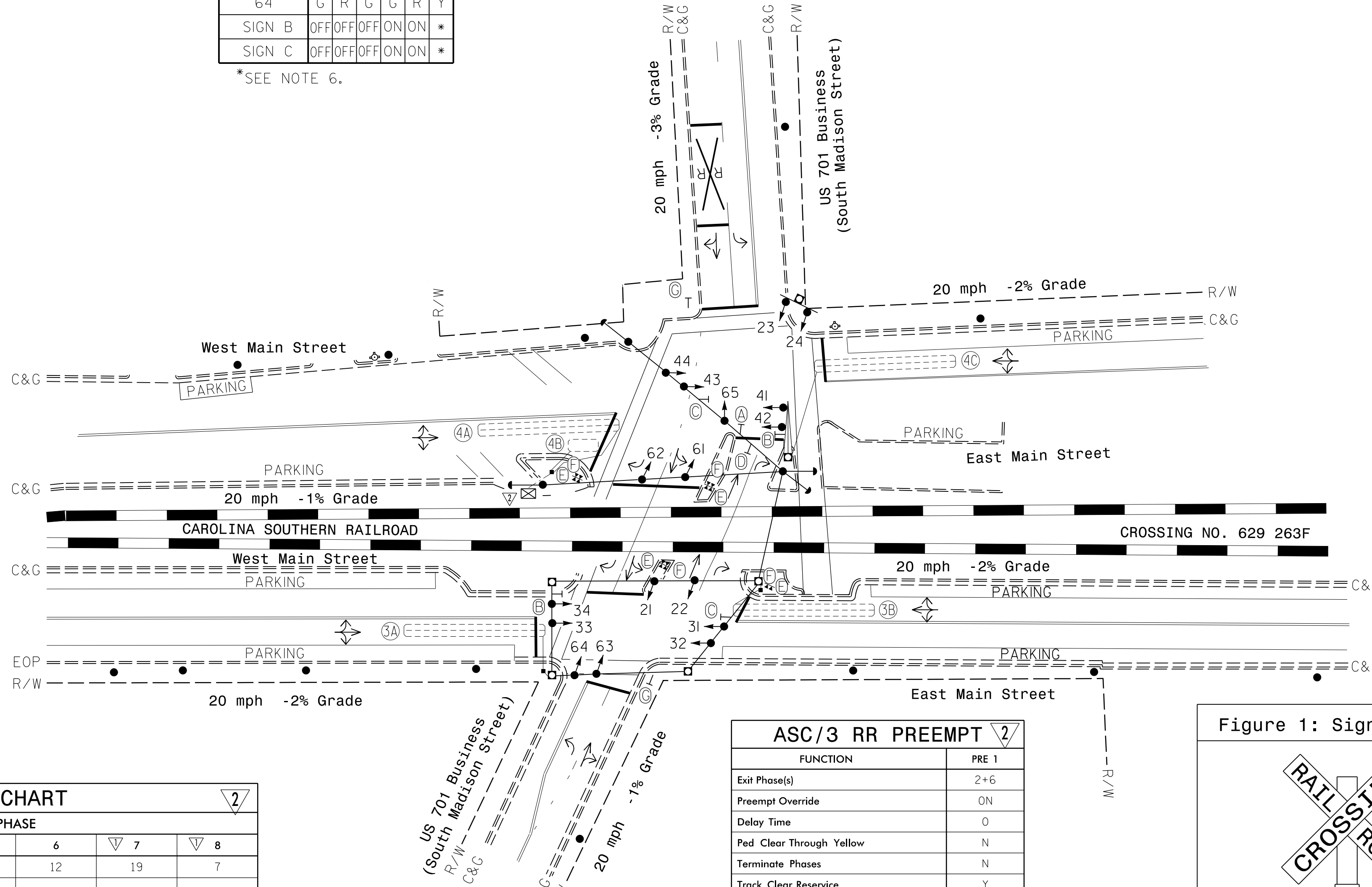
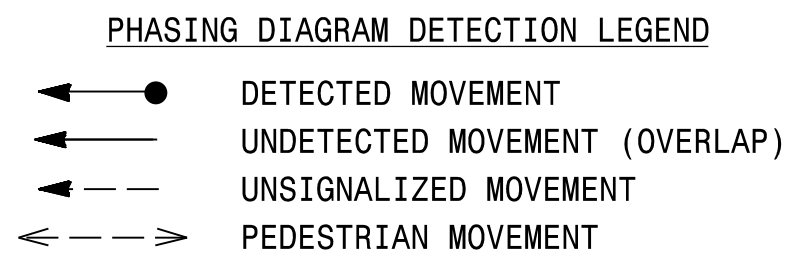


| ASC/3 DETECTOR INSTALLATION CHART |           |                            |       |             |       |         |             |            |                   |      |             |          |
|-----------------------------------|-----------|----------------------------|-------|-------------|-------|---------|-------------|------------|-------------------|------|-------------|----------|
| DETECTOR                          |           |                            |       | PROGRAMMING |       |         |             |            |                   |      |             |          |
| LOOP                              | SIZE (FT) | DISTANCE FROM STOPBAR (FT) | TURNS | NEW LOOP    | PHASE | CALLING | EXTEND TIME | DELAY TIME | USE ADDED INITIAL | TYPE | SYSTEM LOOP | NEW CARD |
| 3A                                | 6X70      | +5                         | 2-4-2 | -           | 3     | Yes     | -           | 10         | -                 | N    | -           | -        |
| 3B                                | 6X70      | +5                         | 2-4-2 | -           | 3     | Yes     | -           | 10         | -                 | N    | -           | -        |
| 4A                                | 6X70      | +5                         | 2-4-2 | -           | 4     | Yes     | -           | 10         | -                 | N    | -           | -        |
| 4B                                | 6X15      | 0                          | EXIST | -           | 4     | Yes     | -           | 15         | -                 | N    | -           | -        |
| 4C                                | 6X70      | +5                         | 2-4-2 | -           | 4     | Yes     | -           | 10         | -                 | N    | -           | -        |

2/3 Phase Semi-Actuated w/ Railroad Preempt System #10605

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values shall supersede these values.
- During coordination, the order of phase 3 and phase 4 may be reversed.
- Set all detector units to presence mode.
- Ensure flashing operation does not alter operation of blankout signs.
- Sign (A) to be installed by Railroad Personnel.
- This location contains railroad preemption phasing. Do not program signal for late night flashing operation.

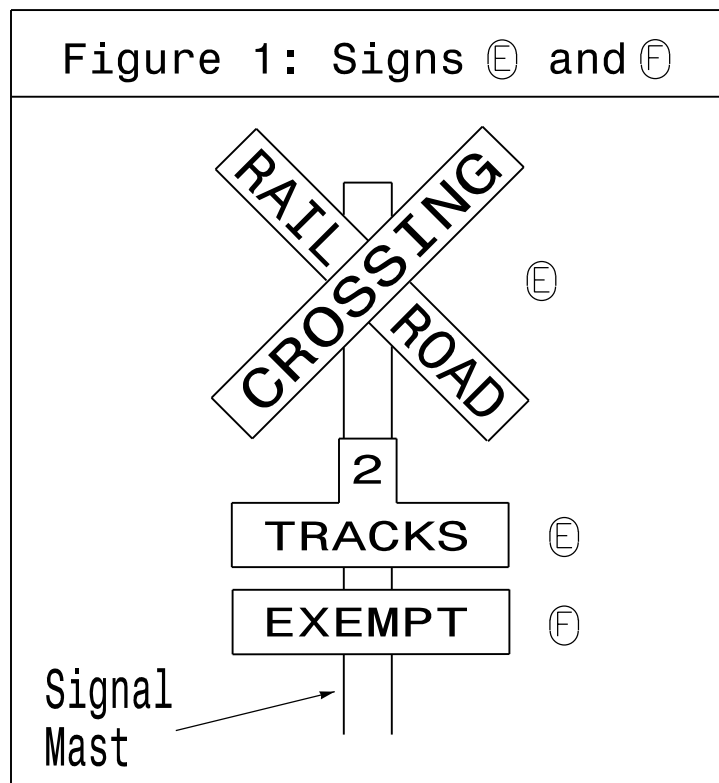


| FEATURE                 | ASC/3 TIMING CHART |     |     |            |     |     |
|-------------------------|--------------------|-----|-----|------------|-----|-----|
|                         | 2                  | 3   | 4   | 6          | 7   | 8   |
| Min Green *             | 12                 | 7   | 7   | 12         | 19  | 7   |
| Walk *                  | -                  | -   | -   | -          | -   | -   |
| Ped Clear               | -                  | -   | -   | -          | -   | -   |
| Veh. Extension *        | -                  | 1.0 | 1.0 | -          | -   | -   |
| Max 1 *                 | 30                 | 20  | 20  | 30         | -   | -   |
| Yellow                  | 4.0                | 4.0 | 4.0 | 4.0        | 4.0 | 4.0 |
| Red Clear               | 2.0                | 2.5 | 2.5 | 2.0        | 2.0 | 2.5 |
| Actuations B4 Add *     | -                  | -   | -   | -          | -   | -   |
| Seconds / Actuation *   | -                  | -   | -   | -          | -   | -   |
| Max Initial *           | -                  | -   | -   | -          | -   | -   |
| Time Before Reduction * | -                  | -   | -   | -          | -   | -   |
| Time To Reduce *        | -                  | -   | -   | -          | -   | -   |
| Minimum Gap             | -                  | -   | -   | -          | -   | -   |
| Locking Detector        | -                  | -   | -   | -          | -   | -   |
| Recall Position         | MAX RECALL         | -   | -   | MAX RECALL | -   | -   |
| Dual Entry              | -                  | -   | -   | -          | -   | -   |
| Simultaneous Gap        | 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.

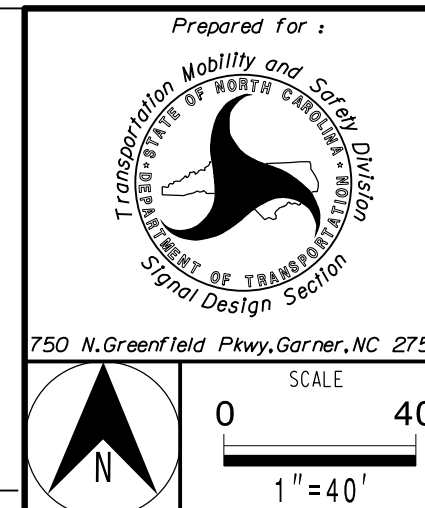
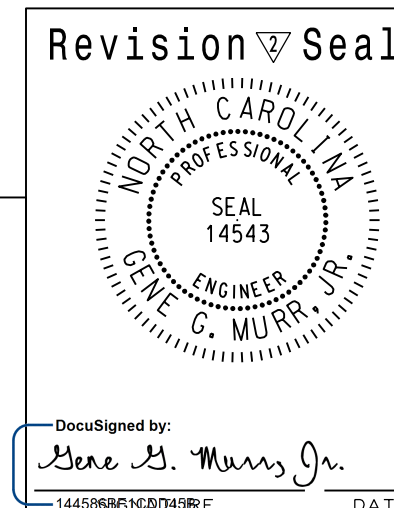
| ASC/3 RR PREEMPT          |       |
|---------------------------|-------|
| FUNCTION                  | PRE 1 |
| Exit Phase(s)             | 2+6   |
| Preempt Override          | ON    |
| Delay Time                | 0     |
| Ped Clear Through Yellow  | N     |
| Terminate Phases          | N     |
| Track Clear Reserve       | Y     |
| Entrance Walk             | 0     |
| Entrance Ped Clear        | 0     |
| Entrance Min Green        | 1     |
| Entrance Yellow Change    | 25.5* |
| Entrance Red Clear        | 25.5* |
| Track Clear Min Green     | 19    |
| Track Clear Yellow Change | 4.0   |
| Track Clear Red Clear     | 2.0   |
| Min Dwell Time            | 7     |
| Exit Yellow Change        | 25.5* |
| Exit Red Clear            | 25.5* |

This intersection is designed for Simultaneous Preemption



| LEGEND   |  |
|----------|--|
| PROPOSED | EXISTING   |
|          |  |
|          | N/A  |
|          |  |
|          |  |
|          |  |
|          |  |
|          |  |
|          |  |
|          |  |
| N/A      |  |
|          |  |
|          |  |
| N/A      |  |
| N/A      |  |
| N/A      |  |
| N/A      |  |
| N/A      |  |
| (A)      | Left Arrow "ONLY" Sign (R3-5L)   |
| (B)      | "NO RIGHT TURN - TRAIN" L.E.D. Blankout Sign   |
| (C)      | "NO LEFT TURN - TRAIN" L.E.D. Blankout Sign  |
| (D)      | No Left Turn Sign (R3-2)   |
| (E)      | Highway-Rail Grade Crossing (Crossbuck) Sign (R15-1) with Number of Tracks Sign (R15-2) (See Figure 1) |
| (F)      | "EXEMPT" Sign (R15-3) (See Figure 1)   |
| (G)      | "DO NOT BLOCK INTERSECTION" Sign (R10-7)   |

Signal Revision



|   |                          |
|---|--------------------------|
| US 701 Business (South Madison Street) at East Main Street and West Main Street |                          |
| Division 6  | Columbus County          |
| Whiteville  |                          |
| PLAN DATE: August 2003  | REVIEWED BY: R.J. Ziembe |
| PREPARED BY: C.E. Carter  | REVIEWED BY:             |
| REVISIONS   | INIT. DATE               |
| ✓ REVISE TIMING CHART FOR PHASES 7 & 8 - RJZ                                    | TJW 11/16/04             |
| ✓ Controller changed to ASC/3 with new cabinet                                  | GM 05/15/20              |

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

|                    |   |
|--------------------|---|
| SEAL               | Not a certified document. This document originally issued and sealed by Timothy J. Williams, PE, no. 24393 on (1/24/13) This document shall not be considered a certified document. |
| SIGNATURE          | DATE  |
| SIG. INVENTORY NO. | 06-0111   |

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