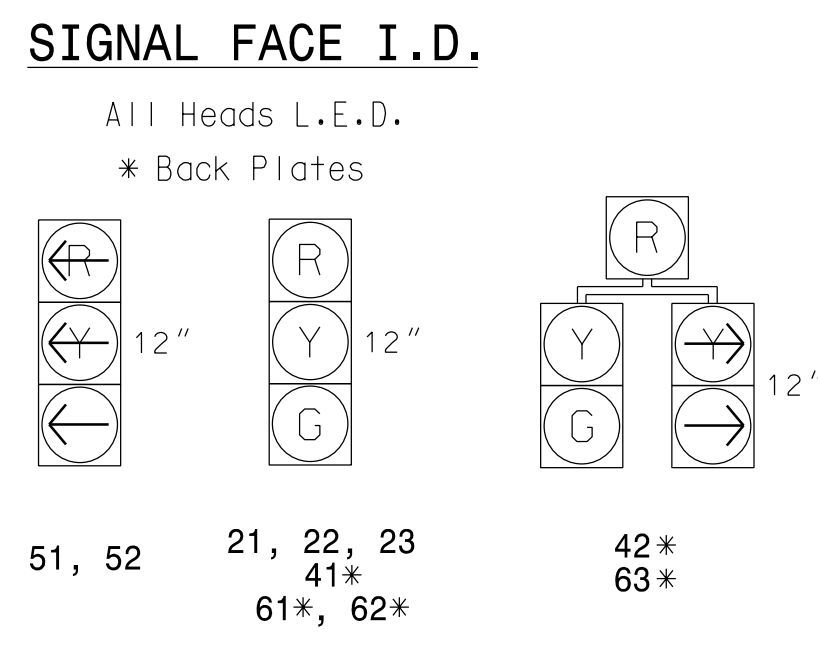


SIGNAL FACE	PHASE						
	Ø 2+6	Ø 2+5	Ø 4	EVP 3	EVP 5	F	S
21, 22, 23	G	G	R	R	G	Y	
41	R	R	G	R	R	Y	
42	R	R	G	R	R	Y	
51, 52	←	←	←	←	←	←	
61, 62	R	G	R	G	R	Y	
63	R	G	R	G	R	Y	



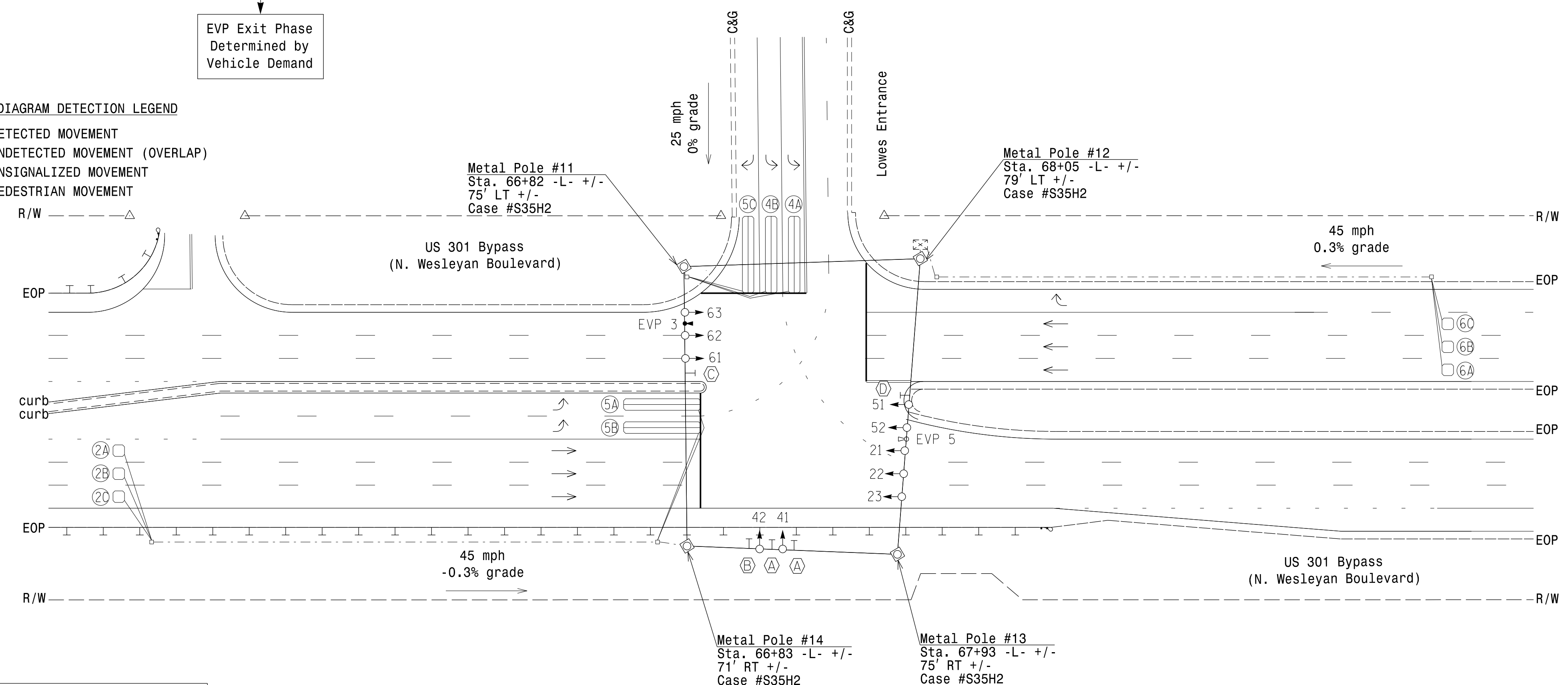
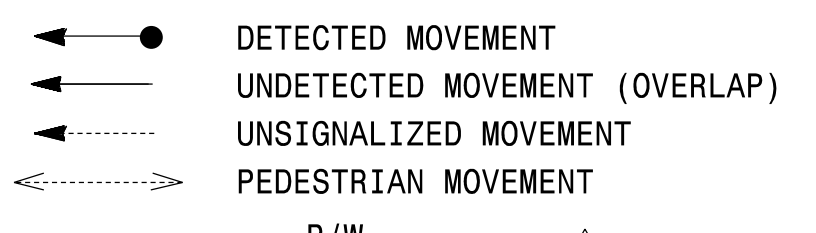
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING								
				NEW LOOP	PHASE	CALLING EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD	
2A	6x6	300	6	Y	2	Y	Y	-	-	-	-	Y
2B	6x6	300	6	Y	2	Y	Y	-	-	-	-	Y
2C	6x6	300	6	Y	2	Y	Y	-	-	-	-	Y
4A	6x40	0	2-4-2	Y	4	Y	Y	-	-	3	-	Y
4B	6x40	0	2-4-2	Y	4	Y	Y	-	-	-	-	Y
5A	6x40	0	2-4-2	Y	5	Y	Y	-	-	-	-	Y
5B	6x40	0	2-4-2	Y	5	Y	Y	-	-	-	-	Y
5C	6x40	0	2-4-2	Y	5	Y	Y	-	-	15	-	Y
6A	6x6	300	4	Y	6	Y	Y	-	-	-	-	Y
6B	6x6	300	4	Y	6	Y	Y	-	-	-	-	Y
6C	6x6	300	4	Y	6	Y	Y	-	-	-	-	Y

3 Phase W/ EV Preempt Fully Actuated Rocky Mount Signal System

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Set all detector units to presence mode.
- Phase 5 may be lagged.
- This intersection features an optical preemption system. Shown locations of optical detectors are conceptual only.
- Relocate EVP 3 detector on new span. Install new EVP 5 detector on new span. Reuse one Phase Selector and install one new Phase Selector. See Project Special Provisions.
- Maximum times shown in timing charts are for free-run operation only. Coordinated signal timing values supersede these values.

PHASING DIAGRAM DETECTION LEGEND



FEATURE	PHASE			
	2	4	5	6
Min Green 1 *	12	7	7	12
Extension 1 *	6.0	2.0	2.0	6.0
Max Green 1 *	90	25	20	90
Yellow Clearance	4.6	3.0	3.0	4.5
Red Clearance	1.3	3.3	3.3	1.1
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	1.5	-	-	1.5
Max Variable Initial *	34	-	-	34
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

FUNCTION	2070 EV PREEMPT	
	PRE 3	PRE 5
Interval 1 - Dwell Green	255	255
Interval 1 - Dwell Yellow	0.0*	0.0*
Interval 1 - Dwell Red	0.0*	0.0*
Interval 5 - Exit Green	0	0
Interval 5 - Yellow	0.0	0.0
Interval 5 - Red	0.0	0.0
Exit Phase(s)	-	-
Priority	MED	MED
Delay Time	0.0	0.0
Min Green Before Pre	1	1
Ped Clear Before Pre	0	0
Yellow Clear Before Pre	0.0*	0.0*
Red Clear Before Pre	0.0*	0.0*
Dwell Min Time	12	12
Enable Backup Protection	N	N
Ped Clear Through Yellow	N	N
Omit Overlaps	-	C
Preempt Extend**	5	5

PROPOSED		EXISTING	
○→	Traffic Signal Head	●→	N/A
○→	Modified Signal Head		
○	Sign		
○	Pedestrian Signal Head		
○	With Push Button & Sign		
○	Metal Strain Pole	○	
○	Inductive Loop Detector	○	
○	Controller & Cabinet	○	
○	Junction Box	○	
○	2-in Underground Conduit	○	
N/A	Right of Way	---	
→	Directional Arrow	→	
○	Emergency Vehicle Detector	○	
N/A	Guardrail	---	
Ⓐ	Left Arrow "ONLY" Sign (R3-5L)	Ⓐ	
Ⓑ	Right Arrow "ONLY" Sign (R3-5R)	Ⓑ	
Ⓒ	No U-Turn Sign (R3-4)	Ⓒ	
Ⓓ	U-Turn "MUST YIELD" Sign (R3-27)	Ⓓ	

\* 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.

\* Time defaults to time used for phase during normal operation  
\*\* Program Timing on Optical Detection Unit

Signal Upgrade - Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

1616 EAST MILLBROOK ROAD, SUITE 160  
RALEIGH, NORTH CAROLINA 27609  
(919) 876-8888 NOBEE'S #F-0326

US 301 Byp. (N. Wesleyan Blvd)  
at  
Lowe's Entrance

Division 04 Nash County Rocky Mount

PLAN DATE: November 2016 REVIEWED BY: MB Toth

PREPARED BY: AM Encarnacion REVIEWED BY:

SEAL  
NORTH CAROLINA  
PROFESSIONAL  
ENGINEER  
MELISSA B. TOOTH  
025892

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