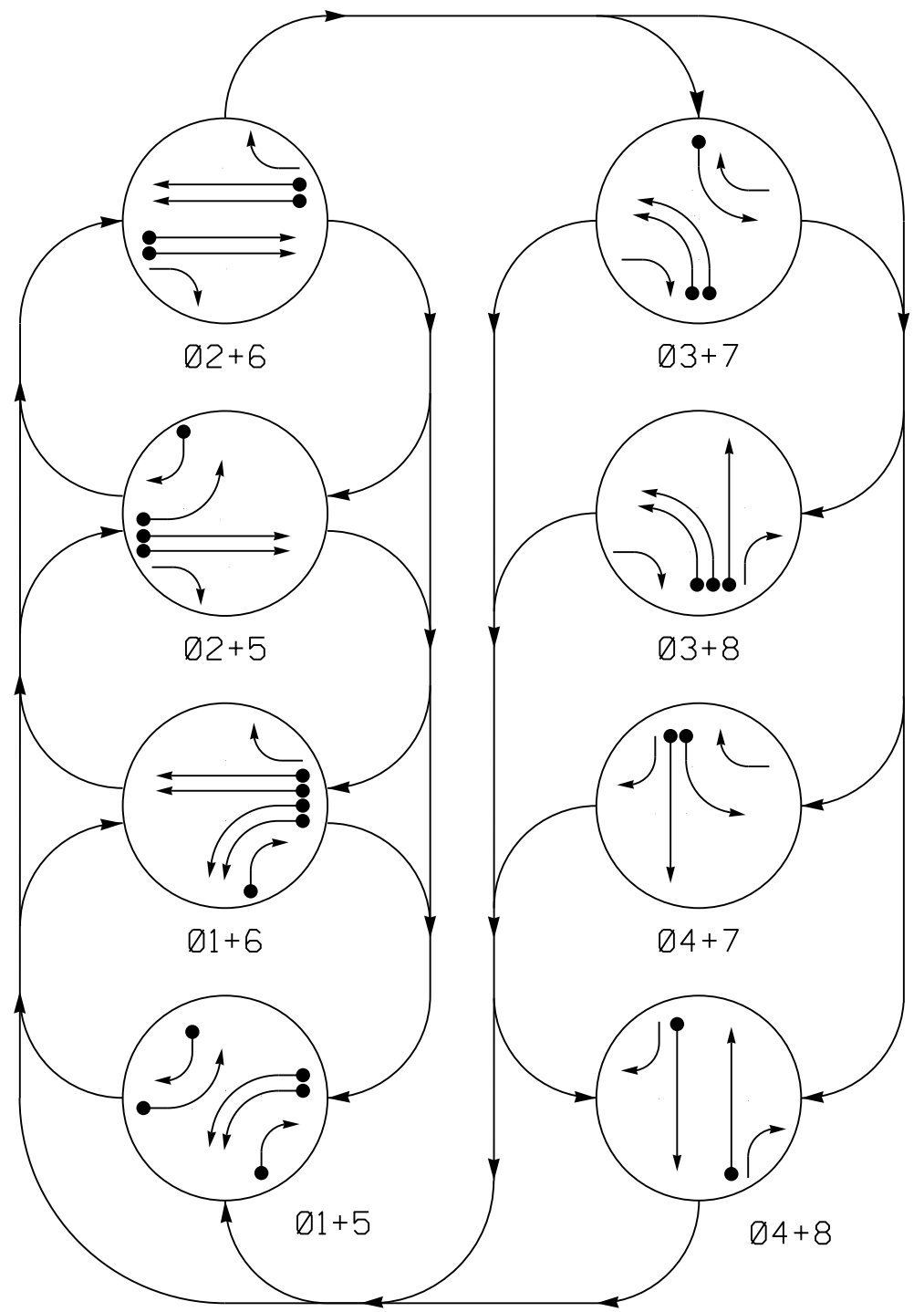


8 Phase Fully Actuated System #10605

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 or phase 5 may be lagged.
4. Phase 3 or phase 7 may be lagged.
5. Set all detector units to presence mode.
6. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

PHASING DIAGRAM

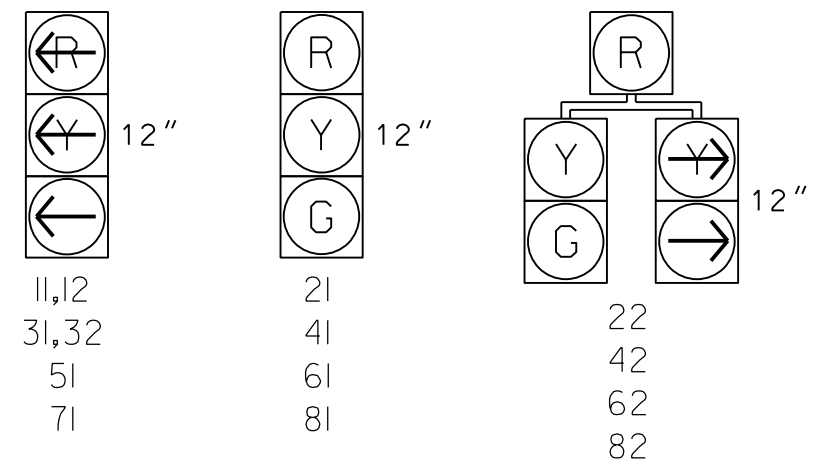


PHASING DIAGRAM DETECTION LEGEND

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

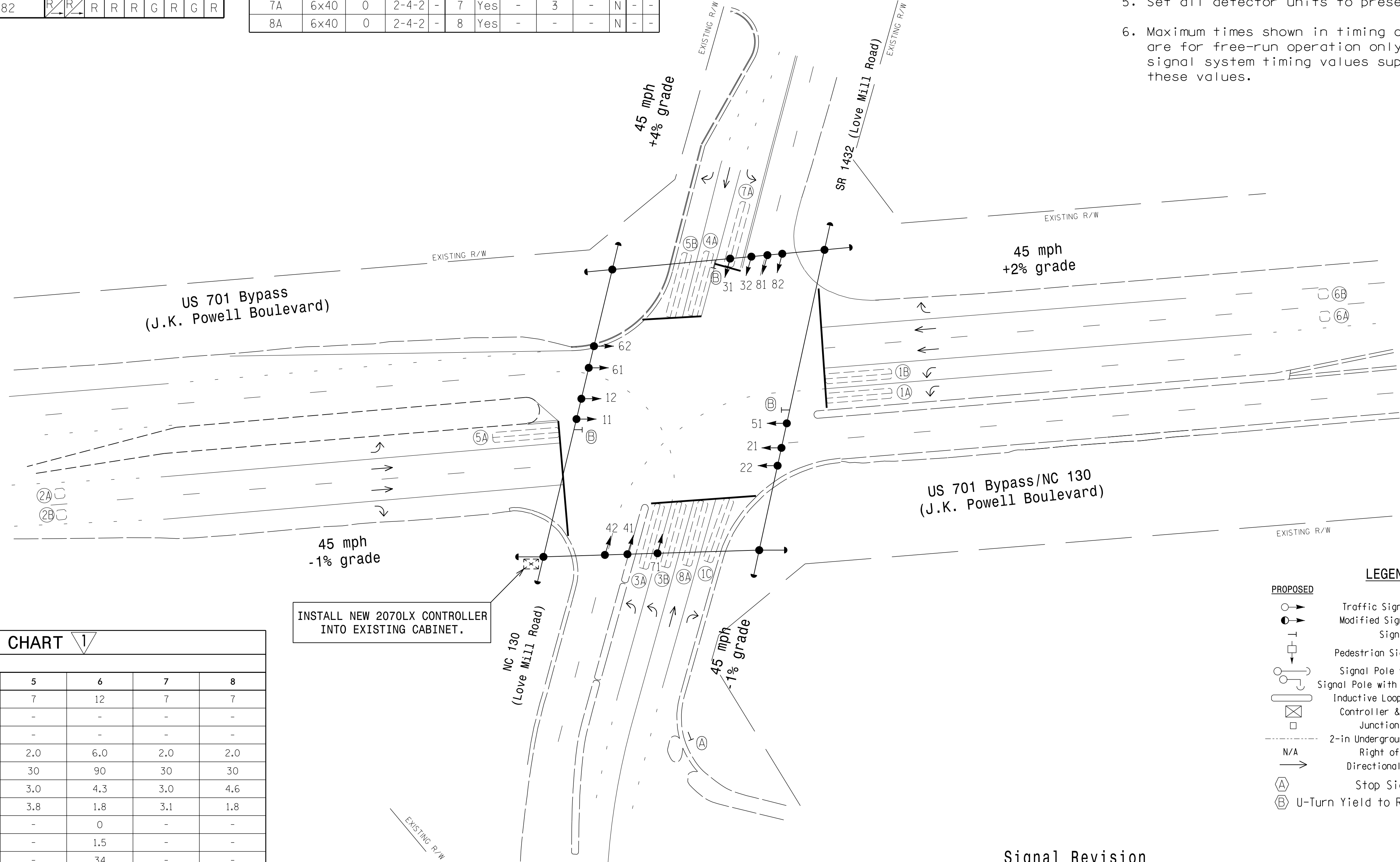
SIGNAL FACE I.D.

All Heads L.E.D.



| SIGNAL FACE | PHASE | | | | | | | |
|-------------|---------|---------|---------|---------|---------|---------|---------|---------|
| | Ø 1 + 5 | Ø 1 + 6 | Ø 2 + 5 | Ø 2 + 6 | Ø 3 + 7 | Ø 3 + 8 | Ø 4 + 7 | Ø 4 + 8 |
| 11,12 | ← | ← | ← | ← | ← | ← | ← | ← |
| 21 | R | R | G | G | R | R | R | Y |
| 22 | R | R | G | G | R | R | R | Y |
| 31,32 | ← | ← | ← | ← | ← | ← | ← | ← |
| 41 | R | R | R | R | R | R | G | G |
| 42 | R | R | R | R | R | R | G | G |
| 51 | ← | ← | ← | ← | ← | ← | ← | ← |
| 61 | R | G | R | G | R | R | R | Y |
| 62 | R | G | R | G | R | R | R | Y |
| 71 | ← | ← | ← | ← | ← | ← | ← | ← |
| 81 | R | R | R | R | R | G | R | G |
| 82 | R | R | R | R | R | G | R | G |

| 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 |
| 1A | 6x40 | 0 | 2-4-2 | - | 1 | Yes | - | - | - | N | - |
| 1B | 6x40 | 0 | 2-4-2 | - | 1 | Yes | - | - | - | N | - |
| 1C | 6x40 | 0 | 2-4-2 | - | 1 | Yes | - | 15 | - | N | - |
| 2A | 6x6 | 300 | EXIST | - | 2 | Yes | - | - | X | N | - |
| 2B | 6x6 | 300 | EXIST | - | 2 | Yes | - | - | X | N | - |
| 3A | 6x40 | 0 | 2-4-2 | - | 3 | Yes | - | - | - | N | - |
| 3B | 6x40 | 0 | 2-4-2 | - | 3 | Yes | - | - | - | N | - |
| 4A | 6x40 | 0 | 2-4-2 | - | 4 | Yes | - | - | - | N | - |
| 5A | 6x40 | 0 | 2-4-2 | - | 5 | Yes | - | - | - | N | - |
| 5B | 6x40 | 0 | 2-4-2 | - | 5 | Yes | - | 15 | - | N | - |
| 6A | 6x6 | 300 | EXIST | - | 6 | Yes | - | - | X | N | - |
| 6B | 6x6 | 300 | EXIST | - | 6 | Yes | - | - | X | N | - |
| 7A | 6x40 | 0 | 2-4-2 | - | 7 | Yes | - | 3 | - | N | - |
| 8A | 6x40 | 0 | 2-4-2 | - | 8 | Yes | - | - | - | N | - |



INSTALL NEW 2070LX CONTROLLER INTO EXISTING CABINET.

| | ASC/3 TIMING CHART | | | | | | | |
|-------------------------|--------------------|-------------|-----|-----|-----|-------------|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Min Green * | 7 | 12 | 7 | 7 | 7 | 12 | 7 | 7 |
| Walk * | - | - | - | - | - | - | - | - |
| Ped Clear | - | - | - | - | - | - | - | - |
| Veh. Extension * | 2.0 | 6.0 | 2.0 | 2.0 | 2.0 | 6.0 | 2.0 | 2.0 |
| Max 1 * | 30 | 90 | 30 | 30 | 30 | 90 | 30 | 30 |
| Yellow | 3.0 | 4.6 | 3.0 | 4.3 | 3.0 | 4.3 | 3.0 | 4.6 |
| Red Clear | 4.0 | 1.8 | 3.2 | 1.7 | 3.8 | 1.8 | 3.1 | 1.8 |
| 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 | - | - | - | - | - | - | - | - |
| Simultaneous Gap | X | X | 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

- | | |
|--|--|
| ○ → PROPOSED Traffic Signal Head | ● → EXISTING Traffic Signal Head |
| ○ → PROPOSED Modified Signal Head | ● → EXISTING Modified Signal Head |
| ○ → PROPOSED Pedestrian Signal Head | ● → EXISTING Pedestrian Signal Head |
| ○ → PROPOSED Signal Pole with Guy | ● → EXISTING Signal Pole with Guy |
| ○ → PROPOSED Signal Pole with Sidewalk Guy | ● → EXISTING Signal Pole with Sidewalk Guy |
| ○ → PROPOSED Inductive Loop Detector | ● → EXISTING Inductive Loop Detector |
| ○ → PROPOSED Controller & Cabinet | ● → EXISTING Controller & Cabinet |
| ○ → PROPOSED Junction Box | ● → EXISTING Junction Box |
| ○ → PROPOSED 2-in Underground Conduit | ● → EXISTING 2-in Underground Conduit |
| ○ → PROPOSED Right of Way | ● → EXISTING Right of Way |
| ○ → PROPOSED Directional Arrow | ● → EXISTING Directional Arrow |
| ○ → PROPOSED Stop Sign (R1-1) | ● → EXISTING Stop Sign (R1-1) |
| ○ → PROPOSED U-Turn Yield to Right Turn (R10-16) | ● → EXISTING U-Turn Yield to Right Turn (R10-16) |

Signal Revision

Revision Seal
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 14543
 GUY C. MURPHY, JR.
 License: C-2197

Prepared in the Offices of:
 State of North Carolina
 Department of Transportation
 Signal and Geometric Section
 122 N. McDowell St., Raleigh, NC 27603

US 701 Bypass and US 701 Business at NC 130 and SR 1432 (Love Mill Road)
 Division 6 Columbus County Whiteville
 PLAN DATE: June 2008 REVISIONS: 05/14/20
 PREPARED BY: BK Scott REVIEWED BY: MR Cooney
 REVISIONS: Controller changed to ASC/3
 INIT. DATE: GGM 05/14/20

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SCALE 0 40
 1" = 40'