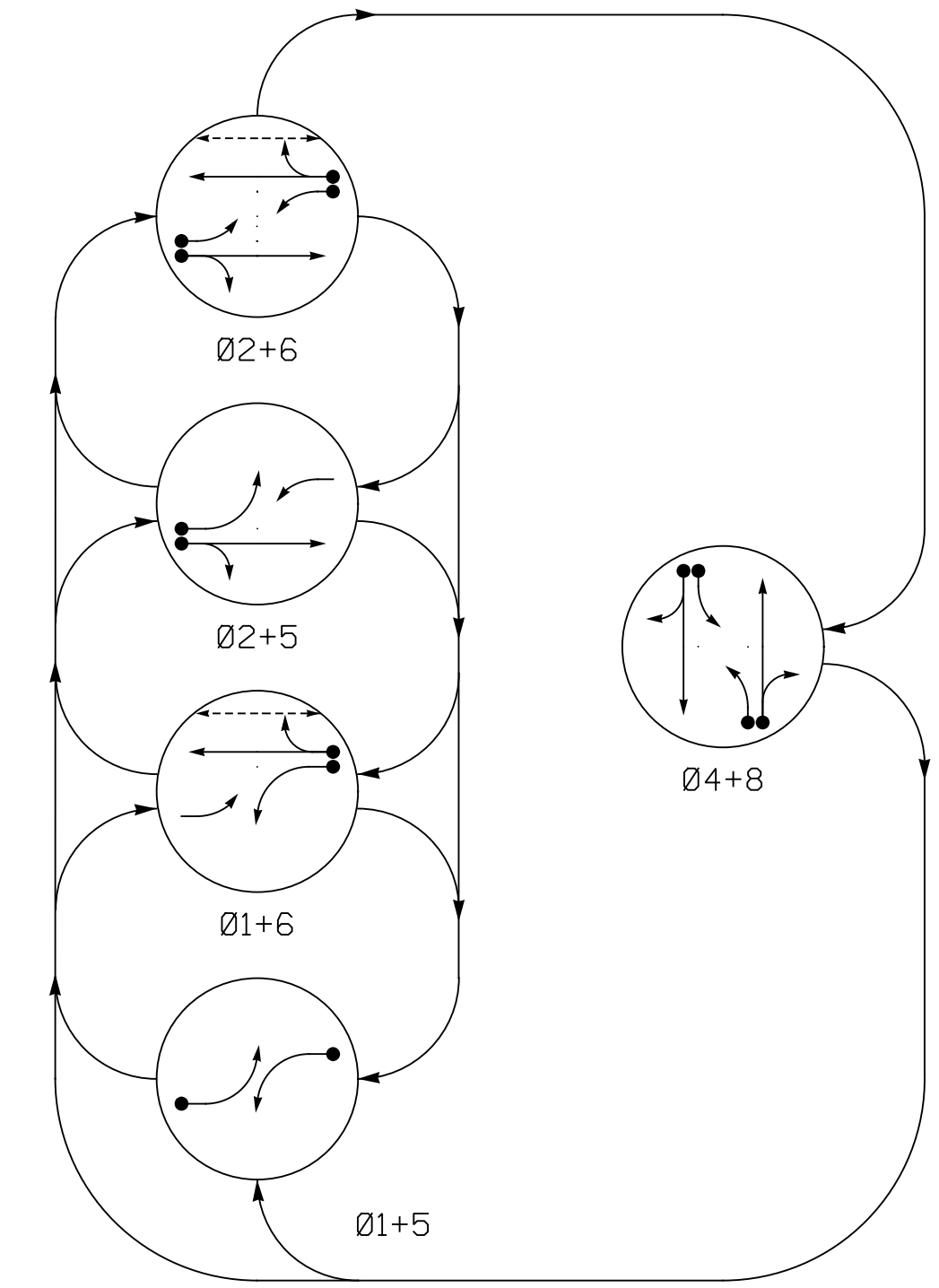


PHASING DIAGRAM



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
P61,P62	DW	W	DW	W	DW	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	*	X	1	Yes	-	15	-	N	-	-
2A	6X6	300	*	X	2	Yes	-	-	-	X	N	-
4A	6X40	0	*	X	4	Yes	-	3	-	N	-	-
4B	6X40	0	*	X	4	Yes	-	10	-	N	-	-
5A	6X40	0	*	X	5	Yes	-	15	-	N	-	-
6A	6X6	300	*	X	6	Yes	-	-	-	X	N	-
8A	6X40	0	*	X	8	Yes	-	3	-	N	-	-
8B	6X40	0	*	X	8	Yes	-	10	-	N	-	-

* Video Detection Zone

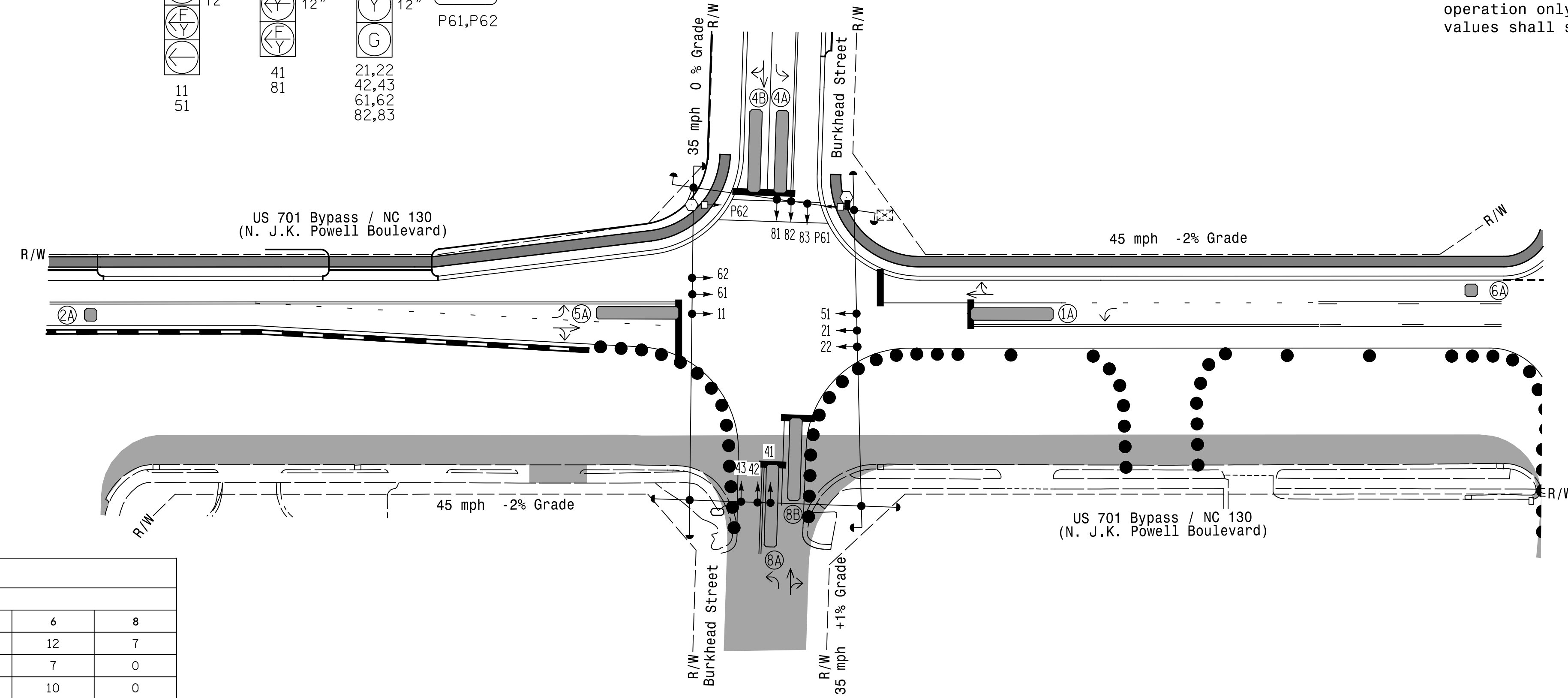
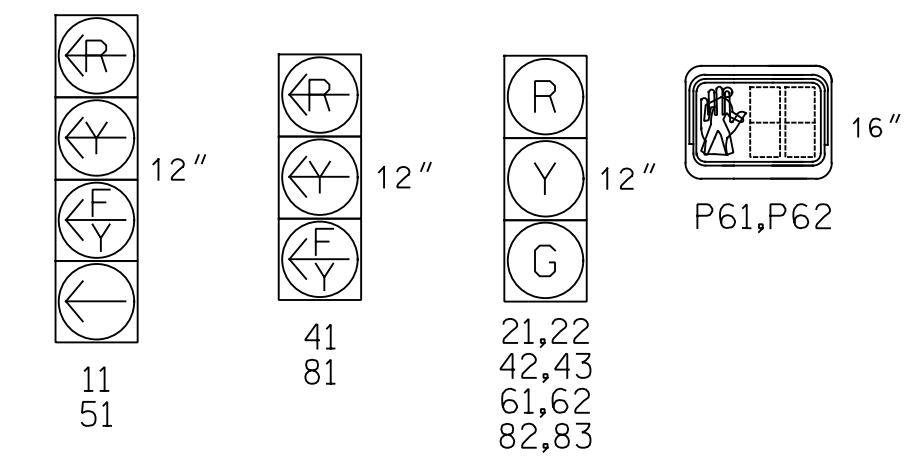
5 Phase Fully Actuated SYSTEM # 10605

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or 5 may be lagged.
- Reposition existing signal heads 11, 21, 22, 51, 61, and 62.
- Remove, and stockpile, existing pedestrian heads P21 & P22 along with the existing Type II signal pedestals on the east side of US 701 Bypass. These heads and pedestals will be reused in the final signal plan.
- Set all detection zones to presence mode.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values shall supersede these values.

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	0	0	0	7	0
Ped Clear	0	0	0	0	10	0
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	3.3	1.6	1.6	2.4	1.6	2.1
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	-	-	-	-	-	-
Recall Position	-	VEH. RECALL	-	-	VEH. RECALL	-
Dual Entry	-	-	X	-	-	X
Simultaneous Gap	X	X	X	X	X	X

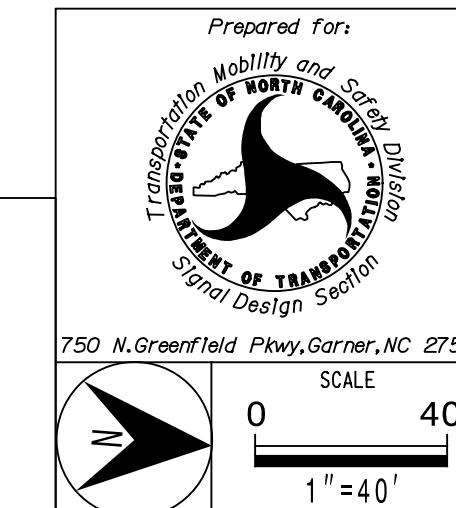
* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

LEGEND

PROPOSED	EXISTING
○ Traffic Signal Head	● Traffic Signal Head
○ Modified Signal Head	N/A
⊥ Sign	⊥ Sign
⊥ Pedestrian Signal Head With Push Button & Sign	⊥ Pedestrian Signal Head
○ Signal Pole with Guy	○ Signal Pole with Guy
○ Signal Pole with Sidewalk Guy	○ Signal Pole with Sidewalk Guy
□ Inductive Loop Detector	□ Inductive Loop Detector
□ Controller & Cabinet	□ Controller & Cabinet
○ Junction Box	○ Junction Box
--- 2-in Underground Conduit	--- 2-in Underground Conduit
N/A Right of Way	N/A Right of Way
→ Directional Arrow	→ Directional Arrow
█ Construction Zone	N/A Construction Zone
● Video Detection Zone Drums	● Video Detection Zone Drums
○ Type II Signal Pedestal	● Type II Signal Pedestal

Signal Upgrade - Temporary Design 2 - (TMP Phase 1A)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



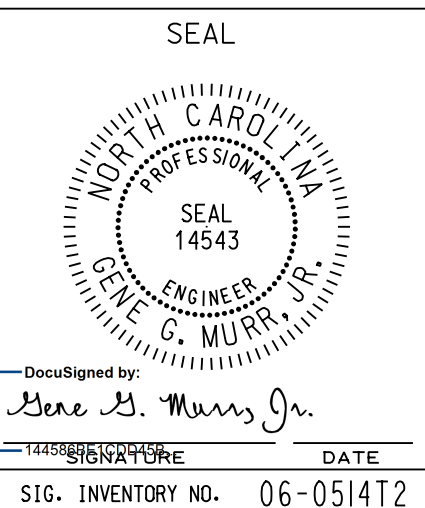
US 701 Bypass/NC 130 (N. J.K. Powell Blvd) at Burkhead Street

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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