

PHASING DIAGRAM

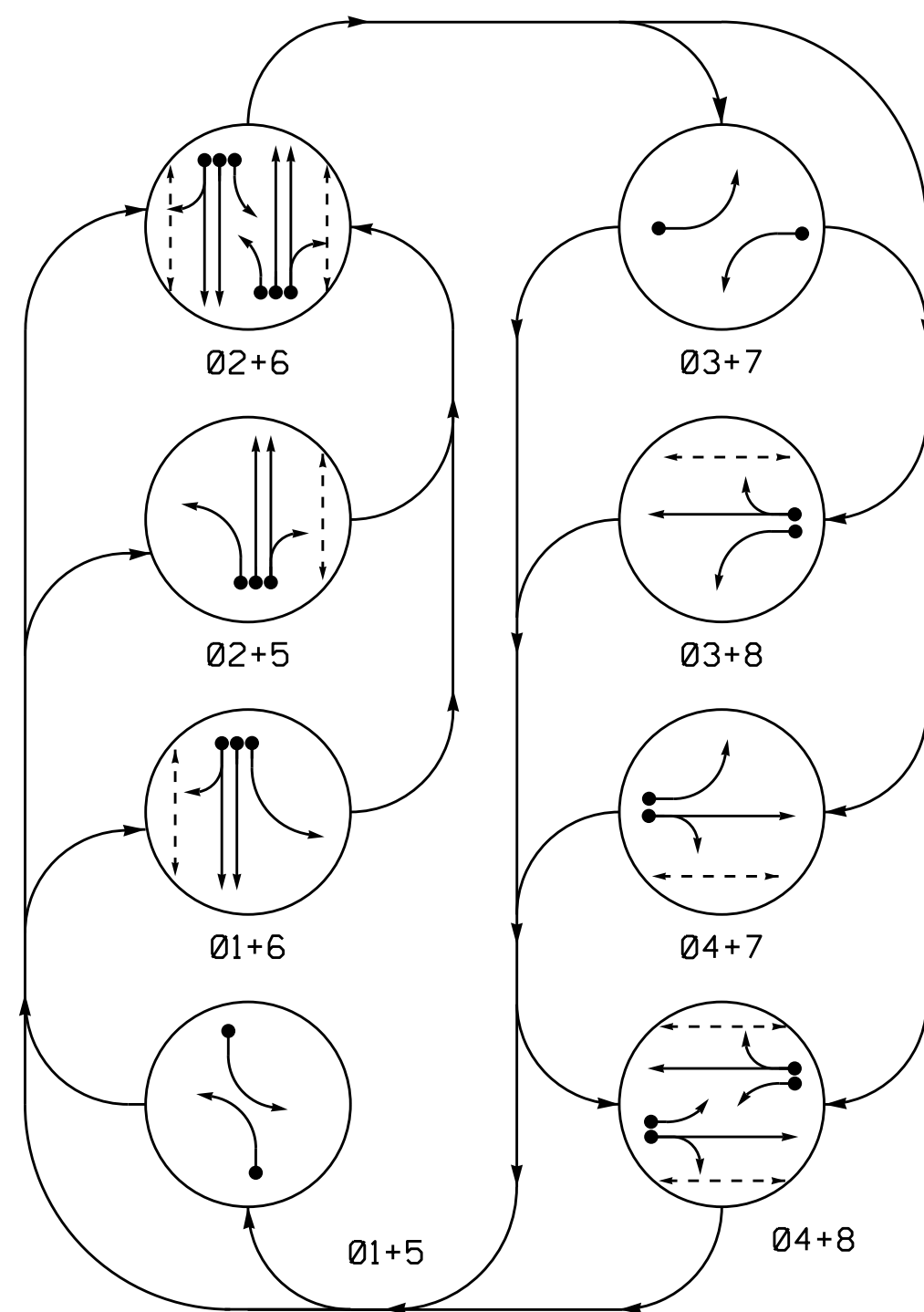
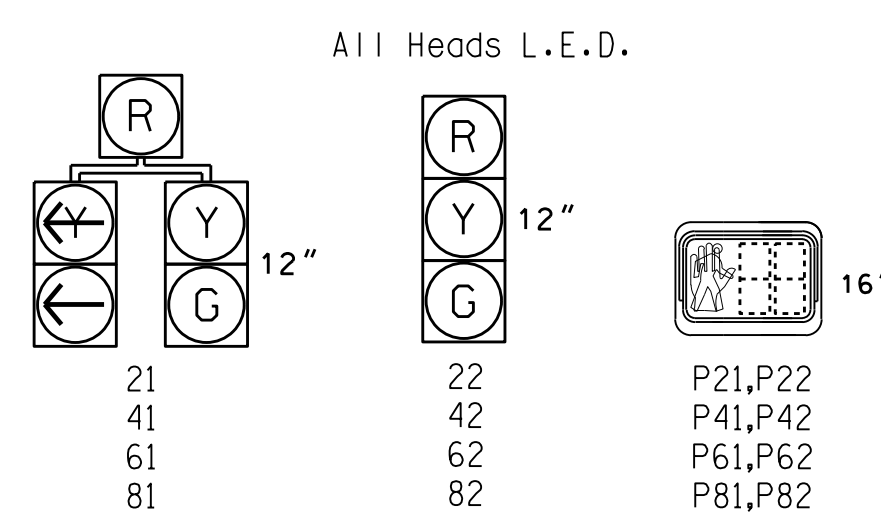


TABLE OF OPERATION

SIGNAL FACE	PHASE								FLASH
	01+5	02+5	03+5	04+5	01+6	02+6	03+6	04+6	
21	R	R	G	R	R	R	R	Y	
22	R	R	G	R	R	R	R	Y	
41	R	R	R	R	R	R	G	R	
42	R	R	R	R	R	R	G	R	
61	R	G	R	R	R	R	R	Y	
62	R	G	R	R	R	R	R	Y	
81	R	R	R	R	R	G	R	R	
82	R	R	R	R	R	G	R	R	
P21,P22	DW	DW	W	DW	DW	DW	DRK		
P41,P42	DW	DW	DW	DW	DW	DW	W	DRK	
P61,P62	DW	W	DW	W	DW	DW	DW	DRK	
P81,P82	DW	DW	DW	DW	W	DW	W	DRK	

SIGNAL FACE I.D.



NEMA LOOP & DETECTOR INSTALLATION CHART
with TS-2 CABINET

LOOP NO.	SIZE (ft)	DIST. FROM STOPBAR (ft)	INDUCTIVE LOOPS		DETECTOR UNITS		TIMING	INHIBIT DELAY DURING GREEN?			
			TURNS	NEW EXISTING	NEMA PHASE	NEW EXISTING					
1A	6X40	0	*	X	-	1	-	X	DELAY	15	YES
2A	6X6	70	*	X	-	2	-	X	-	-	NO
2B	6X6	70	*	X	-	2	-	X	-	-	NO
3A	6X40	0	*	X	-	3	-	X	DELAY	15	YES
4A	6X40	0	*	X	-	4	-	X	-	-	NO
5A	6X40	0	*	X	-	5	-	X	DELAY	15	YES
6A	6X6	70	*	X	-	6	-	X	-	-	NO
6B	6X6	70	*	X	-	6	-	X	-	-	NO
7A	6X40	0	*	X	-	7	-	X	DELAY	15	YES
8A	6X40	0	*	X	-	8	-	X	-	-	NO

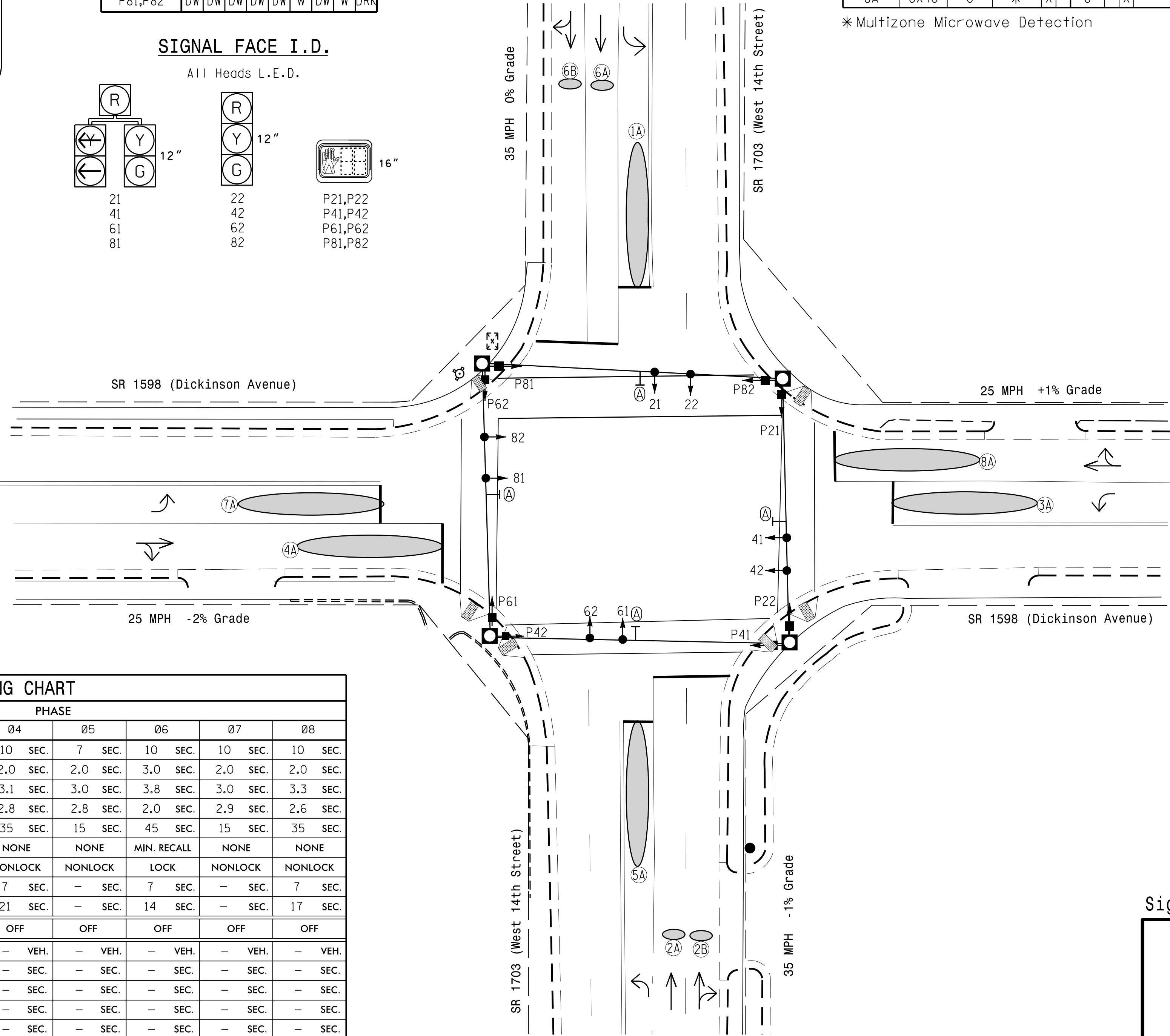
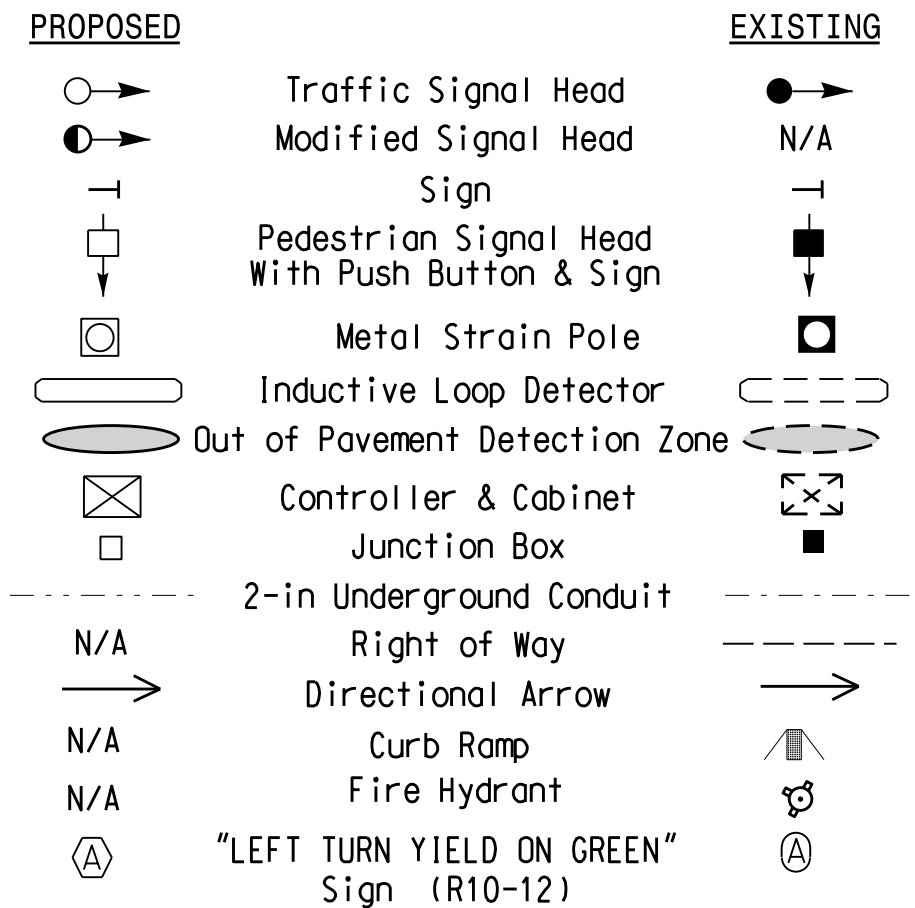
* Multizone Microwave Detection

8 Phase Fully Actuated Greenville Signal System

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.
- Omit phase 1 during phase 2 on.
- Omit phase 5 during phase 6 on.
- Omit phase 3 during phase 4 on.
- Omit phase 7 during phase 8 on.
- Program controller to clear from phase 2+6 to phase 1 and/or 5 by progressing through phase 4+8 (see Electrical Details).
- Program controller to clear from phase 4+8 to phase 3 and/or 7 by progressing through phase 2+6 (see Electrical Details).
- Program phase 4 and phase 8 for dual entry.
- Set all detector units to presence mode.
- Pavement markings are existing.
- 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 supersede these values.

LEGEND



NEMA TIMING CHART

FEATURE	PHASE							
	01	02	03	04	05	06	07	08
MINIMUM GREEN *	7 SEC.	10 SEC.	10 SEC.	10 SEC.	7 SEC.	10 SEC.	10 SEC.	10 SEC.
PASSAGE GAP *	2.0 SEC.	3.0 SEC.	2.0 SEC.	2.0 SEC.	2.0 SEC.	3.0 SEC.	2.0 SEC.	2.0 SEC.
YELLOW CHANGE INT.	3.0 SEC.	4.0 SEC.	3.0 SEC.	3.1 SEC.	3.0 SEC.	3.8 SEC.	3.0 SEC.	3.3 SEC.
RED CLEARANCE	2.8 SEC.	1.8 SEC.	2.8 SEC.	2.8 SEC.	2.8 SEC.	2.0 SEC.	2.9 SEC.	2.6 SEC.
MAX. I *	15 SEC.	45 SEC.	15 SEC.	35 SEC.	15 SEC.	45 SEC.	15 SEC.	35 SEC.
RECALL POSITION	NONE	MIN. RECALL	NONE	NONE	NONE	MIN. RECALL	NONE	NONE
VEHICLE CALL MEMORY	NONLOCK	LOCK	NONLOCK	NONLOCK	NONLOCK	LOCK	NONLOCK	NONLOCK
WALK *	- SEC.	7 SEC.	- SEC.	7 SEC.	- SEC.	7 SEC.	- SEC.	7 SEC.
FLASHING DON'T WALK	- SEC.	13 SEC.	- SEC.	21 SEC.	- SEC.	14 SEC.	- SEC.	17 SEC.
VOLUME DENSITY	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
ACTUATION B4 ADD *	- VEH.	- VEH.	- VEH.	- VEH.	- VEH.	- VEH.	- VEH.	- VEH.
SEC. PER ACTUATION *	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.
MAX. INITIAL *	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.
TIME B4 REDUCTION *	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.
TIME TO REDUCE *	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.
MINIMUM GAP	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.

* 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.

Signal Upgrade - Temporary 1

SR 1703 (West 14th Street) at SR 1598 (Dickinson Avenue)

Division 2 Pitt County Greenville

PLAN DATE: January 2018 REVIEWED BY:

PREPARED BY: BMM REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

MEGHAN E. LEBLANC

2/19/2018

SIG. INVENTORY NO. 02-000611

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