

8 Phase Fully Actuated Greenville Signal System

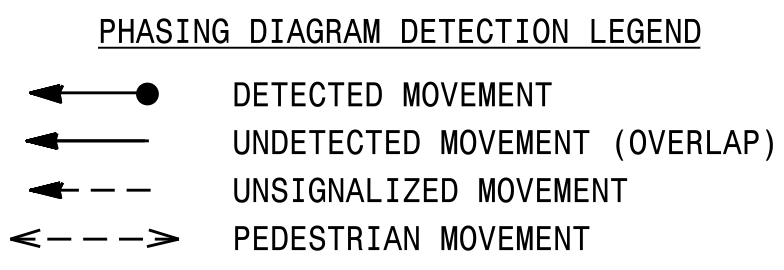
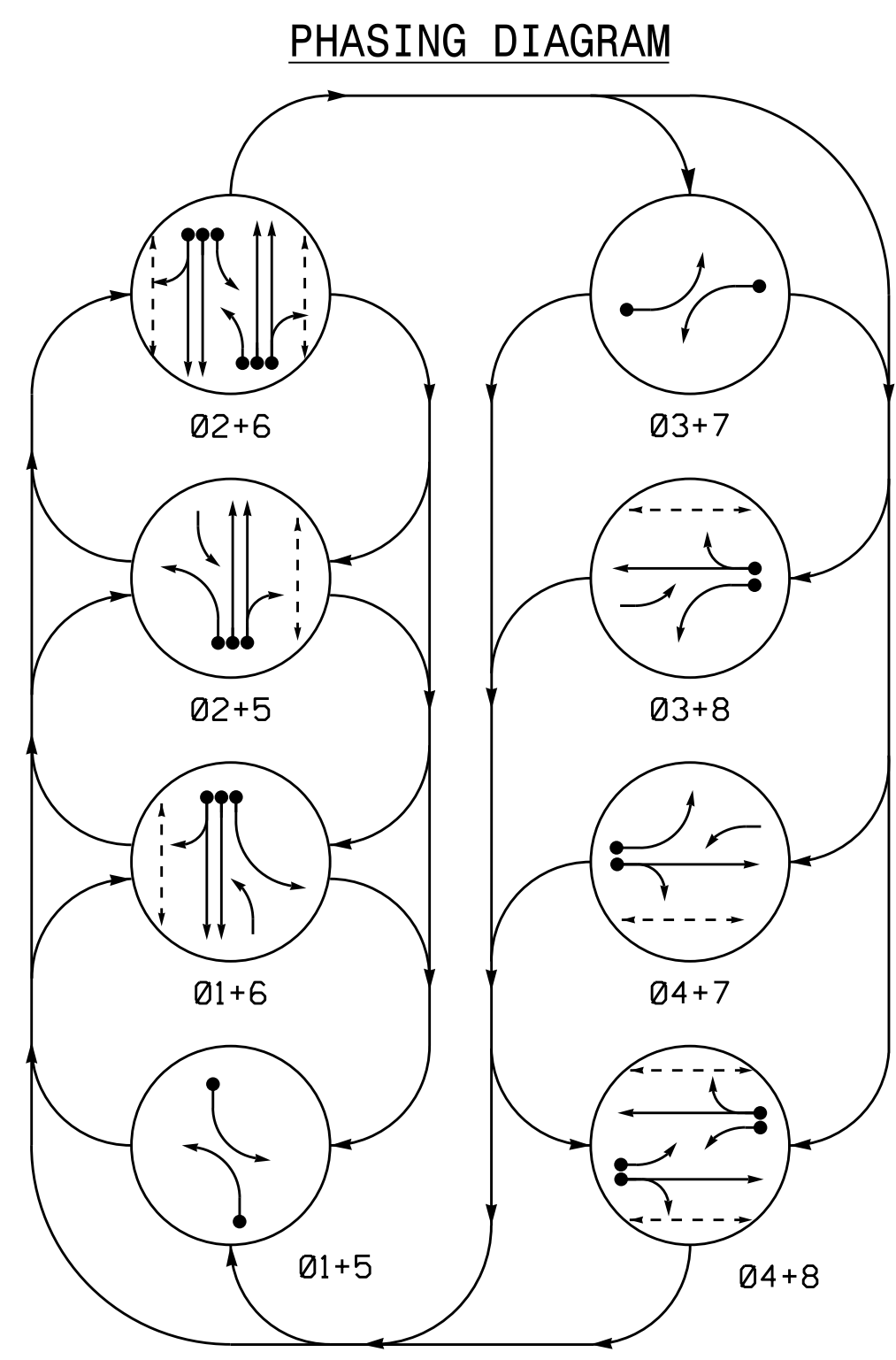
NOTES

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 and/or phase 5 may be lagged.
4. Phase 3 and/or phase 7 may be lagged.
5. Set all detector units to presence mode.
6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
7. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
8. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
9. Pedestrian pedestals are conceptual and shown for reference only. See sheets P1-P3 for pushbutton location details.
10. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

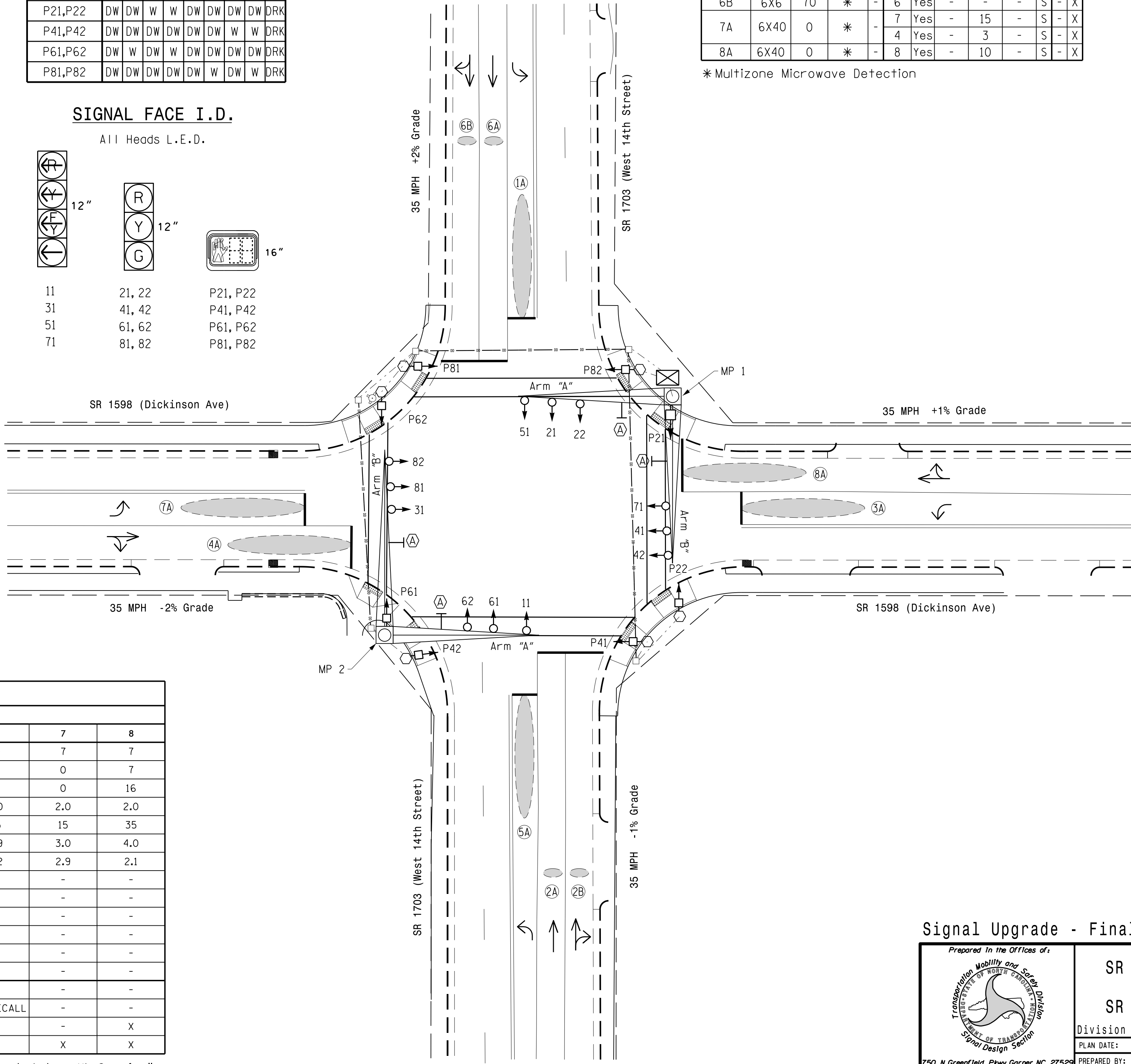
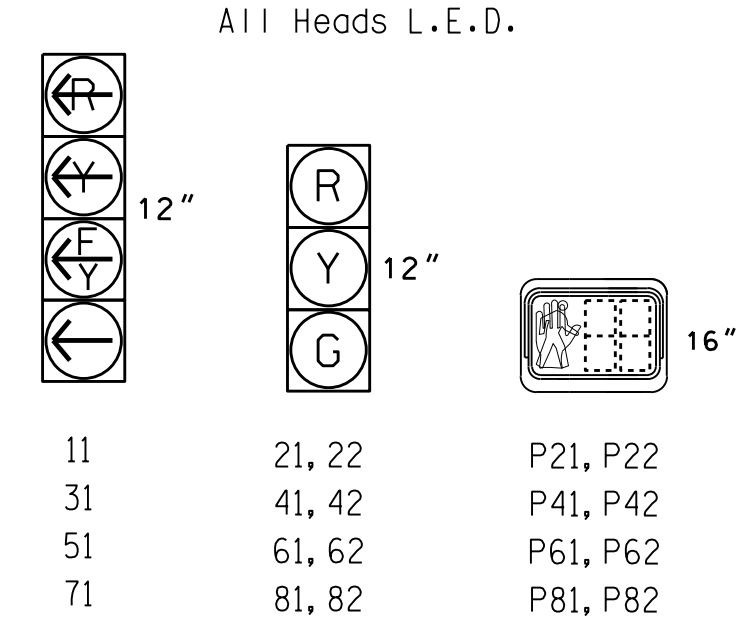
ASC/3 DETECTOR INSTALLATION CHART										
DETECTOR					PROGRAMMING					
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE
1A	6X40	0	*	-	1	Yes	-	15	-	S
					6	Yes	-	3	-	S
2A	6X6	70	*	-	2	Yes	-	-	-	S
2B	6X6	70	*	-	2	Yes	-	-	-	S
3A	6X40	0	*	-	3	Yes	-	15	-	S
					8	Yes	-	3	-	S
4A	6X40	0	*	-	4	Yes	-	10	-	S
5A	6X40	0	*	-	5	Yes	-	15	-	S
					2	Yes	-	3	-	S
6A	6X6	70	*	-	6	Yes	-	-	-	S
6B	6X6	70	*	-	6	Yes	-	-	-	S
7A	6X40	0	*	-	7	Yes	-	15	-	S
					4	Yes	-	3	-	S
8A	6X40	0	*	-	8	Yes	-	10	-	S

\* Multizone Microwave Detection

SIGNAL FACE	PHASE							
	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8
11	←	←	←	←	←	←	←	←
21,22	R	R	G	G	R	R	R	R
31	←	←	←	←	←	←	←	←
41,42	R	R	R	R	R	R	G	G
51	←	←	←	←	←	←	←	←
61,62	R	G	R	G	R	R	R	R
71	←	←	←	←	←	←	←	←
81,82	R	R	R	R	R	G	R	G
P21,P22	DW	DW	W	W	DW	DW	DW	DRK
P41,P42	DW	DW	DW	DW	DW	DW	W	W
P61,P62	DW	W	DW	W	DW	DW	DW	DRK
P81,P82	DW	DW	DW	DW	W	DW	W	DRK

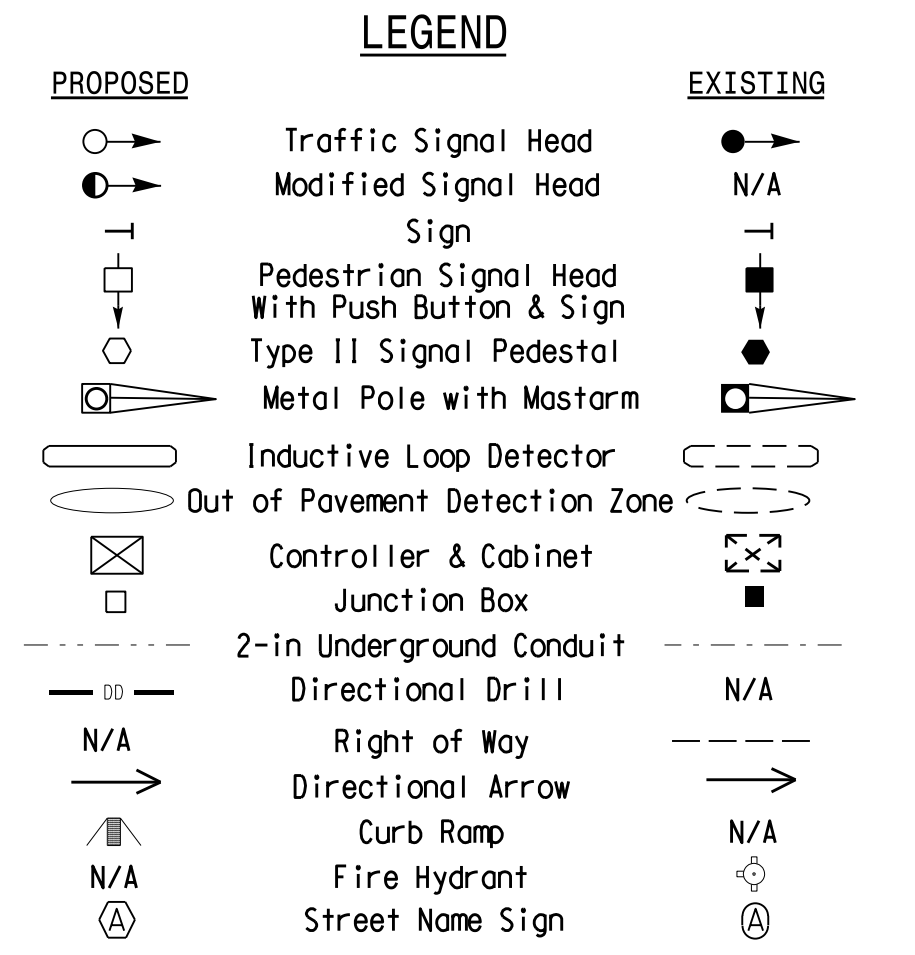


SIGNAL FACE I.D.



FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green *	7	10	7	7	7	10	7	7
Walk *	0	7	0	7	0	7	0	7
Ped Clear	0	13	0	15	0	12	0	16
Veh. Extension *	2.0	3.0	2.0	2.0	2.0	3.0	2.0	2.0
Max 1 *	15	45	15	35	15	45	15	35
Yellow	3.0	3.9	3.0	4.0	3.0	3.9	3.0	4.0
Red Clear	2.9	2.2	3.1	2.1	2.9	2.2	2.9	2.1
Actuations B4 Add *	-	-	-	-	-	-	-	-
Seconds / Actuation *	-	-	-	-	-	-	-	-
Max Initial *	-	-	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-	-	-
Locking Detector	-	X	-	-	-	X	-	-
Recall Position	-	VEH. RECALL	-	-	-	VEH. RECALL	-	-
Dual Entry	-	-	-	X	-	-	-	X
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.



Signal Upgrade - Final

Prepared In the Offices of:  
 TRANSPORTATION MOBILITY AND SAFETY DIVISION  
 DIVISION OF TRANSPORTATION  
 SIGNAL DESIGN SECTION  
 750 N. Greenfield Pkwy, Garner, NC 27529

SR 1703 (West 14th Street) at SR 1598 (Dickinson Avenue)  
 Division 2 Pitt County Greenville  
 PLAN DATE: November 2021 REVIEWED BY: MEL  
 PREPARED BY: @mm REVIEWED BY: @mm

SCALE 1"=20'

REVISIONS: INIT. DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL  
 MEGHAN E. LEBLANC  
 PROFESSIONAL ENGINEER  
 STATE OF NORTH CAROLINA  
 SEAL 042608  
 DATE 11/16/2021  
 SIG. INVENTORY NO. 02-0006