

PHASING DIAGRAM

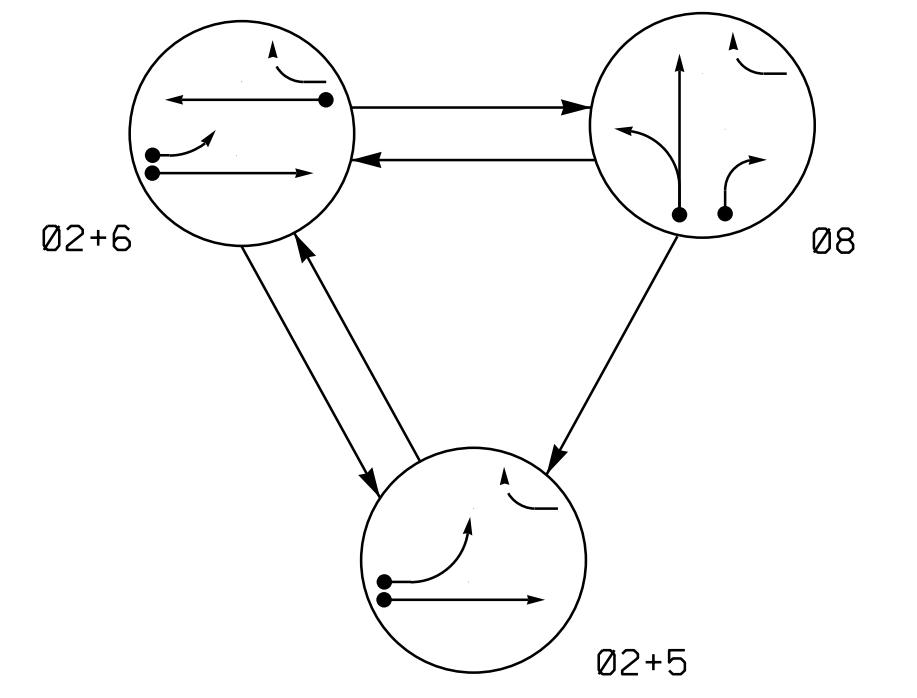
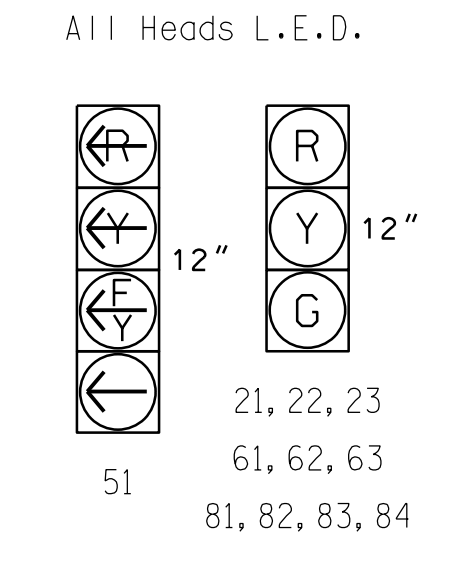


TABLE OF OPERATION

SIGNAL FACE	PHASE			
	02+5	02+6	08	08
21, 22, 23	G	G	R	Y
51	←	←	←	←
61, 62, 63	R	G	R	Y
81, 82, 83, 84	R	R	G	R

SIGNAL FACE I.D.



ASC/3 DETECTOR INSTALLATION CHART

ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW ZONE	PROGRAMMING							
					PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	SYSTEM LOOP	NEW CARD
2A/S5	6X6	70	*	*	2	Yes	-	-	-	N	X	*
5A	6X40	0	*	*	5	Yes	-	15	-	N	-	*
6A/S6	6X6	70	*	*	6	Yes	-	-	-	N	X	*
8A	6X40	0	*	*	8	Yes	-	-	-	N	-	*
8B	6X40	0	*	*	8	Yes	-	15	-	N	-	*

* Multizone Microwave Detection Zone

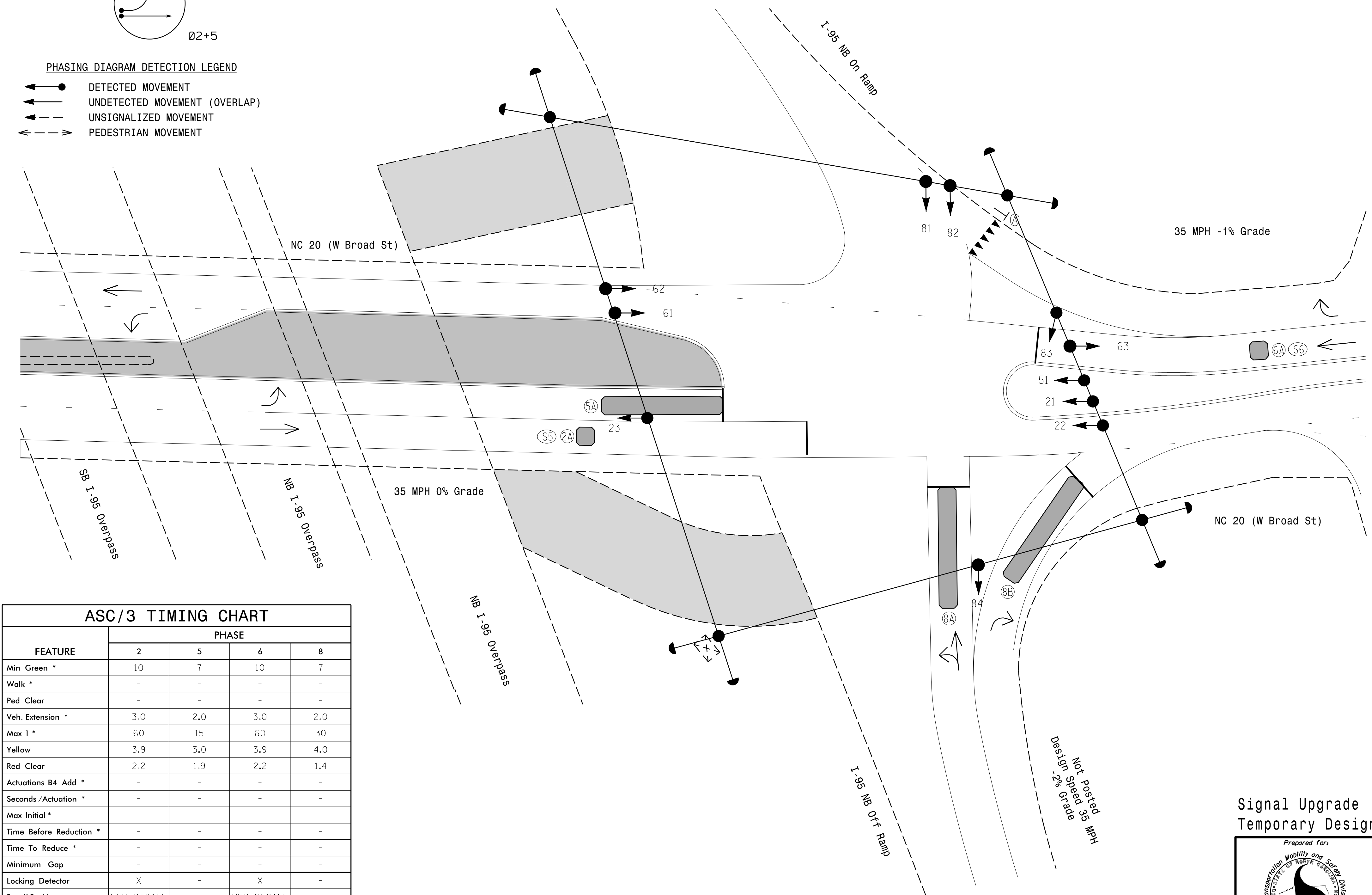
3 Phase Fully Actuated
D06-21 St. Pauls

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 5 may be lagged.
- Reposition existing signal heads numbered 81, 82, and 84.
- Set all detector units to presence mode.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values shall supersede these values.
- This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
- Closed loop system data: Controller Asset #1366.
- Contractor shall remove and relocate wireless radio/antenna, as required, in order to maintain CLS communication during construction.

PHASING DIAGRAM DETECTION LEGEND

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



ASC/3 TIMING CHART

FEATURE	PHASE			
	2	5	6	8
Min Green *	10	7	10	7
Walk *	-	-	-	-
Ped Clear	-	-	-	-
Veh. Extension *	3.0	2.0	3.0	2.0
Max 1 *	60	15	60	30
Yellow	3.9	3.0	3.9	4.0
Red Clear	2.2	1.9	2.2	1.4
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	-	-	-	-
Simultaneous Gap	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	●→
○→ Modified Signal Head	N/A
○ Sign	N/A
○ Pedestrian Signal Head	■
○ With Push Button & Sign	■
○ Signal Pole with Guy	○→
○ Signal Pole with Sidewalk Guy	○→
□ Inductive Loop Detector	□
□ Controller & Cabinet	□
□ Junction Box	□
--- 2-in Underground Conduit	---
N/A Right of Way	---
→ Directional Arrow	→
(A) "YIELD" Sign (R1-2)	(A)
▭ Microwave Detection Zone	N/A
▭ Construction Zone	N/A
▭ Shark's Teeth Yield Line	N/A

Signal Upgrade
Temporary Design 4 - (TMP Phase 3)

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

<p>RKA RAMEY KEMP ASSOCIATES</p>	<p>Prepared For: TRANSPORTATION MOBILITY AND SAFETY DIVISION NORTH CAROLINA DEPARTMENT OF TRANSPORTATION SIGNAL DESIGN SECTION</p>		<p>SEAL</p>							
	<p>NC 20 (W. Broad St.) at I-95 NB Ramps</p> <p>Division 6 Robeson County St. Pauls</p> <p>PLAN DATE: February 2022 REVIEWED BY: WJ Hamilton</p> <p>PREPARED BY: TS Popelka RKA PROJ. NO.: 21273 (040)</p>									
<p>750 N. Greenfield Pkwy, Garner, NC 27529</p> <p>0 SCALE</p> <p>0 20</p> <p>1"=20'</p>	<p>REVISIONS</p> <table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>INIT.</th> <th>DATE</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DATE	INIT.	DATE					<p>SIGNATURE</p> <p>DATE</p> <p>02/25/2022</p> <p>SIG. INVENTORY NO. 06-1366T4</p>
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