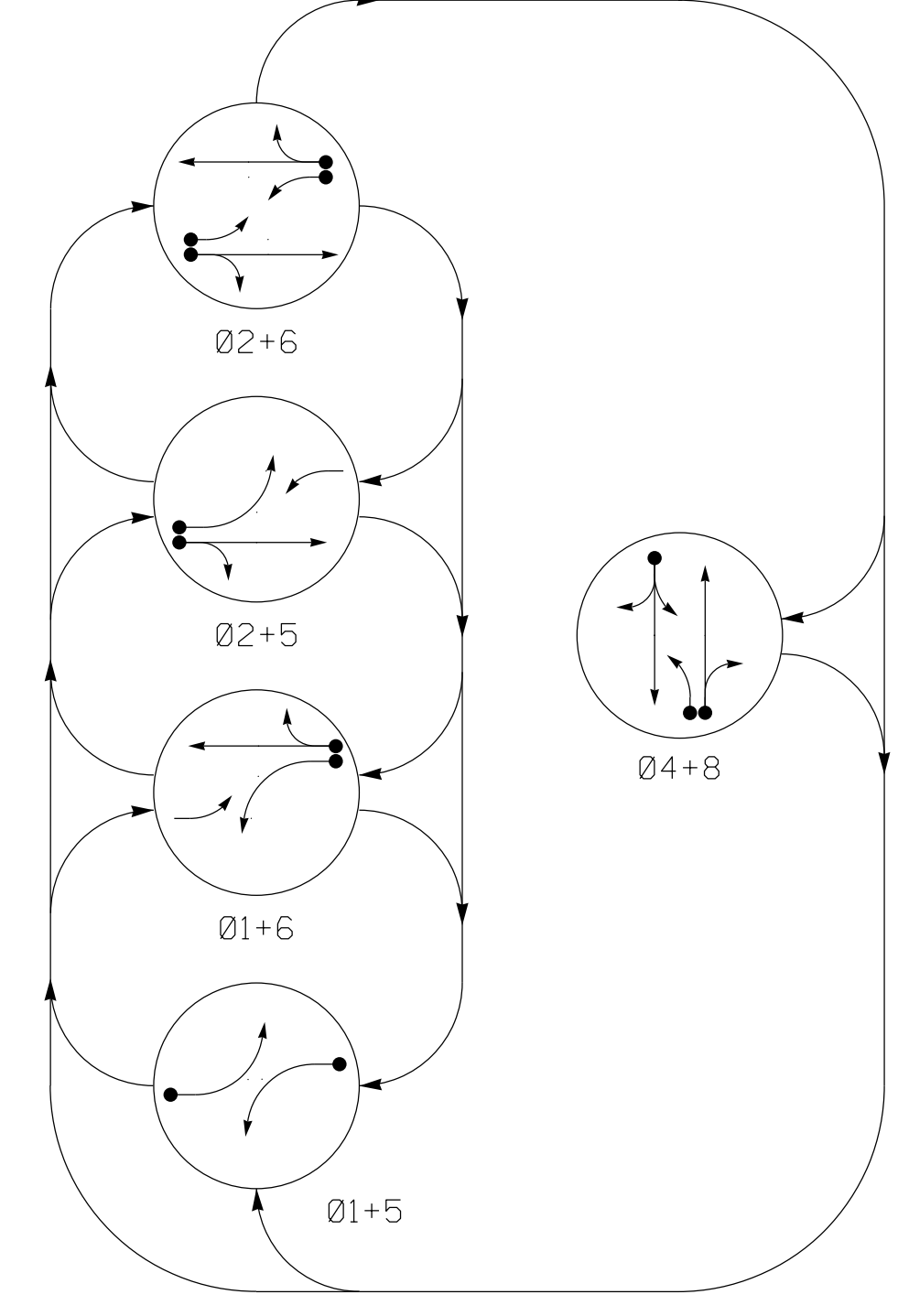


PHASING DIAGRAM



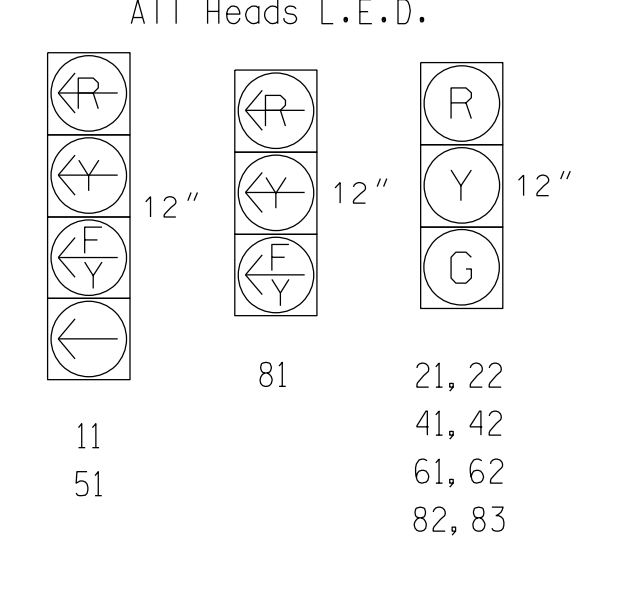
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	04+8	F
11	←	←	←	←	←	←
21, 22	R	R	G	G	R	Y
41, 42	R	R	R	R	G	R
51	←	←	←	←	←	←
61, 62	R	G	R	G	R	Y
81	←	←	←	←	←	←
82, 83	R	R	R	R	G	R

SIGNAL FACE I.D.



ASC/3 DETECTOR INSTALLATION CHART

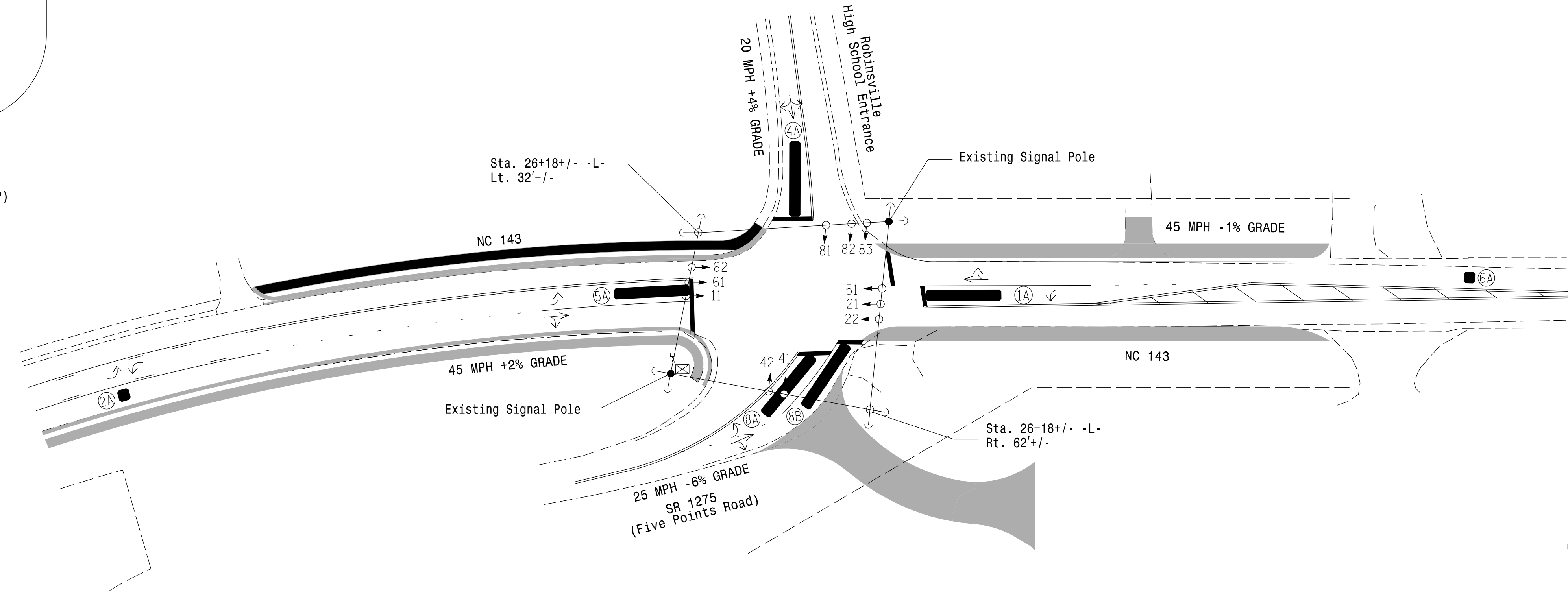
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	LOOP SYSTEM	NEW CARD
1A	*	0	*	Y	1	Yes	-	15	-	N	-	*
					6	Yes	-	-	-	N	-	*
2A	*	300	*	X	2	Yes	-	-	-	N	-	*
4A	*	0	*	X	4	Yes	-	10	-	N	-	*
5A	*	0	*	X	5	Yes	-	15	-	N	-	*
					2	Yes	-	-	-	N	-	*
6A	*	300	*	X	6	Yes	-	-	-	N	-	*
8A	*	0	*	X	8	Yes	-	3	-	N	-	*
8B	*	0	*	X	8	Yes	-	10	-	N	-	*

* Multizone Microwave Detection Zones

5 Phase Fully Actuated Isolated

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 phase 5 may be lagged.
- Set all detector units to presence mode.
- This intersection features a multizone microwave detection system. Install detectors according to manufacturer's specifications to ensure optimum detection zone coverage.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Pavement markings are existing.



LEGEND

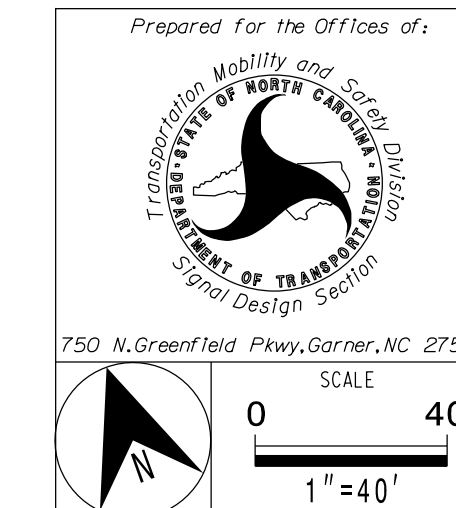
PROPOSED	EXISTING
	N/A
N/A	
	N/A
	N/A
	N/A
	N/A

TIMING CHART

FEATURE	PHASE					
	1	2	4	5	6	8
Min Green *	7	12	7	7	12	7
Walk *	-	-	-	-	-	-
Ped Clear	-	-	-	-	-	-
Veh. Extension *	2.0	6.0	2.0	2.0	6.0	2.0
Max I *	20	90	25	20	90	15
Yellow	3.0	4.6	3.0	3.0	4.6	3.5
Red Clear	2.6	1.6	2.6	2.4	1.6	1.9
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Actuations B4 Add *	-	-	-	-	-	-
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.

Signal Upgrade-Temporary Design 1 (Phase I)



Prepared for the Offices of:

NC 143
at
SR 1275 (Five Points Road) / Robbinsville High School

Division 14 Graham County Robbinsville
PLAN DATE: May 2022 REVIEWED BY: M. L. Stygles
PREPARED BY: J. Ma REVIEWED BY:

REVISIONS	INIT.	DATE

SCALE: 0 40
1" = 40'

