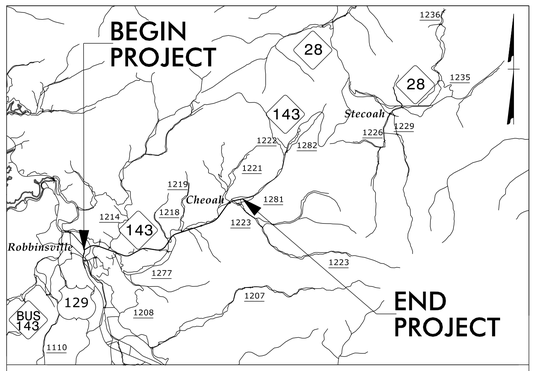
09/08/99

TIP PROJECT: A–0009CA

CONTRACT:



VICINITY MAP

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

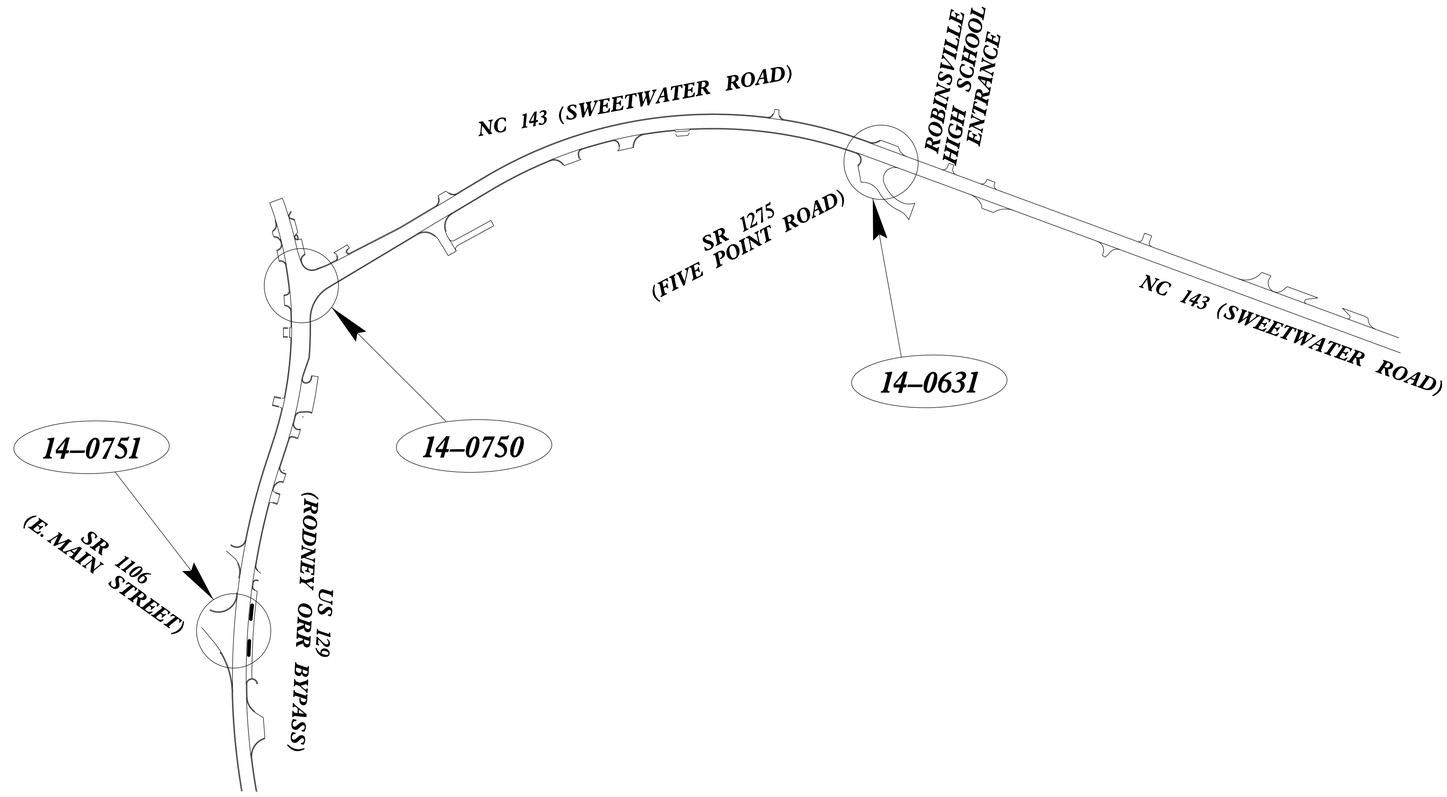
GRAHAM COUNTY

Project No.	Sheet No.
A–0009CA	Sig. 1.0

LOCATION: *NC 143 (SWEETWATER ROAD) IMPROVEMENTS*
FROM US 129 (RODNEY ORR BYPASS)
TO SR 1223 (BEECH CREEK ROAD)

TYPE OF WORK: *TRAFFIC SIGNALS AND SIGNAL COMMUNICATION*

NAD 83/NA 2011



INDEX OF PLANS

Sheet #	Reference #	Location /Description
Sig. 1.0	--------	Title Sheet
Sig. 1.1–1.2	--------	Revised Standard Drawings
Sig. 2.0–2.10	14–0751	US 129 at SR 1106 (E. Main St)
Sig. 3.0–3.14	14–0750	US 129 at NC 143 (Sweetwater Rd) / Kerr Drug Entr
Sig. 4.0–4.11	14–0631	NC 143 at SR 1275 (Five Points Rd) / Robbinsville High School Entr
M1–M8	--------	Standard Metal Pole Details
SCP. 1–5	--------	Signal Communication Plans

LEGEND

##-#### SIGNAL INVENTORY NUMBER

INTELLIGENT TRANSPORTATION AND SIGNALS UNIT

Contacts:

Timothy J. Williams, PE – Central Region Signals Engineer
Todd Joyce, PE – Signal Equipment Design Engineer
Gregory A. Green – Signal Communications Project Engineer
Heidi Berggren, EI– Signal Communications Project Design Engineer

Prepared for the North Carolina Department of Transportation
In the Office of:

vhb
VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
919.829.0328

Refer to Roadway Standard Drawings NCDOT" dated January 2018 and Standard Specifications for Roads and Structures" dated January 2018.

Jimmy Terry, PE
PROJECT ENGINEER

Jianxin(Justine) Ma, PE PTOE
PROJECT DESIGN ENGINEER

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

DocuSigned by: Jianxin Ma B27E1953081444F...

5/10/2022

SIGNATURE DATE

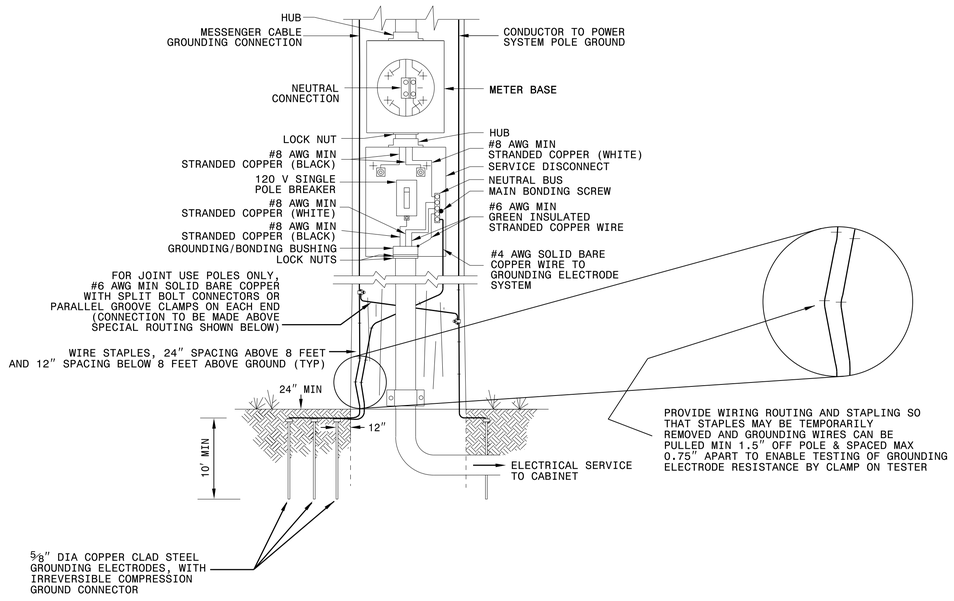
DIVISION OF HIGHWAYS
TRANSPORTATION MOBILITY AND SAFETY DIVISION

Transportation Mobility and Safety Division · STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION

TSMO Unit

750 N. Greenfield Parkway, Garner, NC 27529

PROJECT NO.	SHEET NO.
A-0009CA	Sig.1.1



STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

1-18

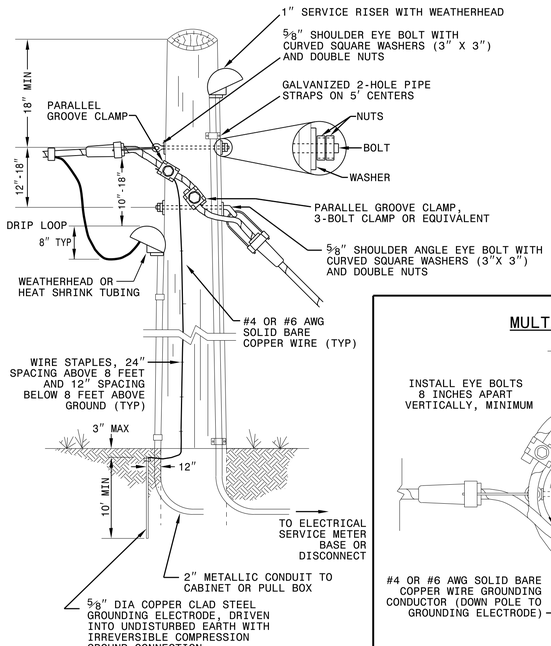
ENGLISH STANDARD DRAWING FOR

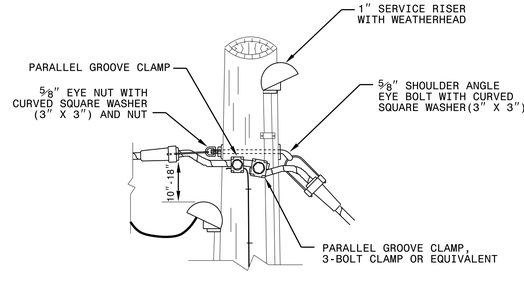
ELECTRICAL SERVICE GROUNDING

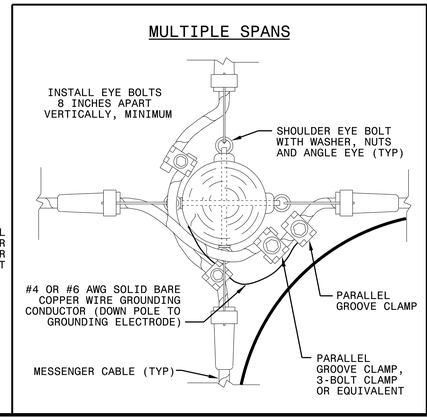
GROUNDING AND BONDING

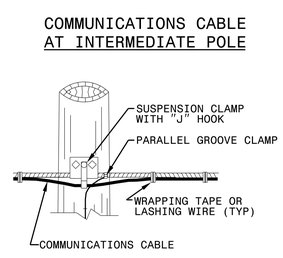
SHEET 1 OF 1

1700D01









NOTE

FOR CONNECTING MESSENGER TO MESSENGER, USE PARALLEL GROOVE CLAMP, 3-BOLT CLAMP OR EQUIVALENT. FOR CONNECTING COPPER WIRE TO MESSENGER, USE PARALLEL GROOVE CLAMP.

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

1-18

ENGLISH STANDARD DRAWING FOR

WOOD POLES

METHODS OF ATTACHMENT AND GROUNDING

SHEET 1 OF 1

1720D01

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See Plate for Title

Prepared in the Offices of:

Transportation Mobility and Safety Division
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
ITS & Signals Unit

750 N. Greenfield Parkway
Garner, NC 27529

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 032108 ENGINEER MOHD A. ASLAMI

DocuSigned by: Mohd Aslami
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10/11/2017
DATE

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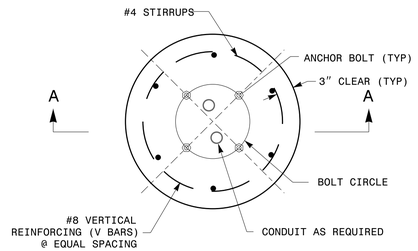
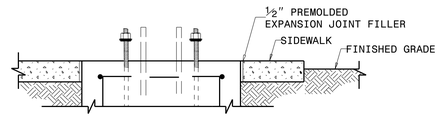
PROJECT NO.	SHEET NO.
A-0009CA	Sig.1.2



PEDESTAL FOUNDATION - PLAN VIEW

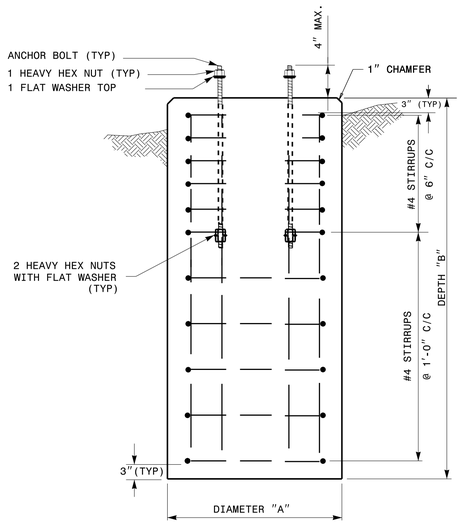


PEDESTAL FOUNDATION DETAILS FOR SIDEWALK

NOTES:

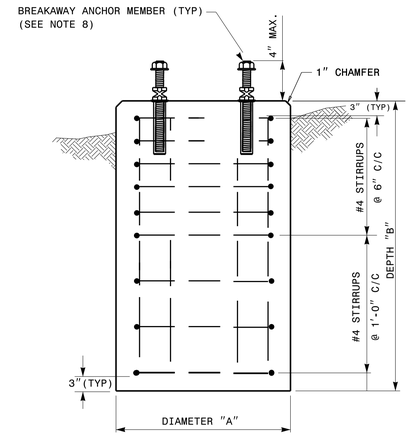
1. CAST FOUNDATION AGAINST UNDISTURBED SOIL WHEREVER CONDITIONS PERMIT. IN UNSTABLE SOIL, CAST-IN-PLACE TUBE FORMS ARE ALLOWED WITH APPROVAL.
2. COMPLY WITH APPLICABLE PROVISIONS OF SECTION 825 FOR CONCRETE CONSTRUCTION.
3. USE CLASS "A" CONCRETE THAT MEETS THE REQUIREMENTS OF SECTION 1000 WITH A COMPRESSION STRENGTH AT 28 DAYS OF F'c= 3000 PSI (MIN.).
4. USE ASTM GRADE 60 DEFORMED BARS FOR ALL REINFORCING STEEL.
5. GRADE IS ASSUMED TO BE (8H:1V) OR FLATTER. FOUNDATION SIZE AND DEPTHS ARE BASED ON THE FOLLOWING SOIL DESIGN PARAMETERS:
   A. SANDY TYPE SOIL
   B. NO GROUND WATER WITHIN 5'-0" OF SURFACE ELEVATION
   C. WIND SPEED NOT TO EXCEED 140 MPH

   IF ACTUAL CONDITIONS VARY SUBSTANTIALLY FROM THOSE ASSUMED, THE FOUNDATION DEPTH MAY BE ADJUSTED. IN THIS CASE, CONTACT THE ENGINEER.
6. MAINTAIN AT LEAST 3" COVER ON ALL REINFORCEMENT.
7. ORIENT CONDUIT AS REQUIRED BY THE DESIGN OR AS DICTATED BY FIELD CONDITIONS.
8. USE ADHESIVE ANCHOR FOR THREADED COUPLING INSERT. FOR TYPE I MINIMUM DEPTH NECESSARY IS 0'-4½" AND FOR TYPE II MINIMUM DEPTH NECESSARY IS 0'-6⅝". FOLLOW MANUFACTURER'S INSTALLATION INSTRUCTIONS.



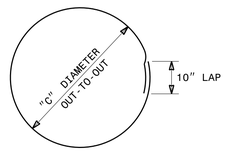
TYPES I, II & III

SECTION A-A

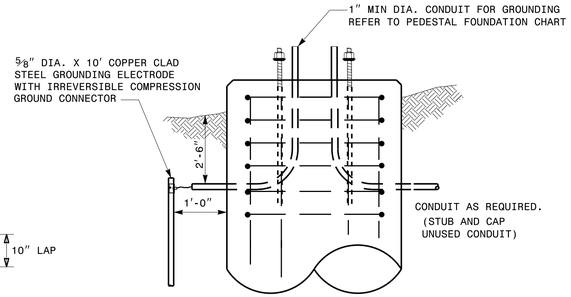


TYPES I & II ONLY

SECTION A-A



CLOSED HOOPS



GROUNDING & CONDUIT DETAIL

PEDESTAL FOUNDATION TYPE AND SIZE

TYPE	PEDESTAL DESCRIPTION	SIZE			ANCHOR BOLT		INSTALL GROUNDING SYSTEM (YES/NO)
		DIAMETER "A" FT	DEPTH "B" FT	CONCRETE VOLUME CY	DIAMETER (MIN.) IN	LENGTH FT-IN	
I	PEDESTRIAN PUSHBUTTON	2'-0"	3'-6"	.41	½	1'-6"	NO
II	NORMAL-DUTY	2'-0"	5'-0"	.58	¾	2'-0"	YES
III	HEAVY-DUTY	2'-6"	7'-0"	1.27	1	4'-0"	YES

REINFORCING STEEL SCHEDULE

TYPE	V-BAR				STIRRUP								TOTAL STEEL WEIGHT LBS
	SIZE #	QTY	LENGTH	WEIGHT LBS	SIZE #	QUANTITY VERTICAL SPACING ON 6" CENTERS	QUANTITY VERTICAL SPACING ON 12" CENTERS	QUANTITY TOTAL	LENGTH	DIAMETER "C" FT	OVERLAP MIN.	WEIGHT LBS	
I	8	6	3'-0"	56	4	0	4	4	5'-7"	1'-6"	0'-10"	15	71
II	8	6	4'-6"	86	4	5	3	8	5'-7"	1'-6"	0'-10"	30	116
III	8	6	6'-6"	122	4	7	4	11	7'-2"	2'-0"	0'-10"	53	175

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

1-18

ENGLISH STANDARD DRAWING FOR

PEDESTALS

FOUNDATIONS

SHEET 1 OF 1

1743D01

See Plate for Title

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Prepared in the Offices of:

Transportation Mobility and Safety Division
ITS & Signals Unit
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

750 N. Greenfield Parkway
Garner, NC 27529

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PROFESSIONAL
SEAL
028094
ENGINEER
DEBESH C. SARKAR

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Debesh C. Sarkar
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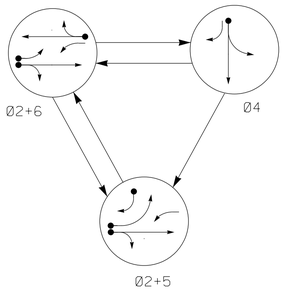
PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig.2.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

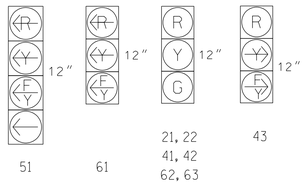
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2+5	PHASE Ø2+6	PHASE Ø4	FLASH
21,22	G	G	R	Y
41, 42	R	R	G	R
43	F.Y	R	F.Y	R
51	←	F.Y	R	Y
61	F.Y	F.Y	R	Y
62,63	R	G	R	Y

SIGNAL FACE I.D.

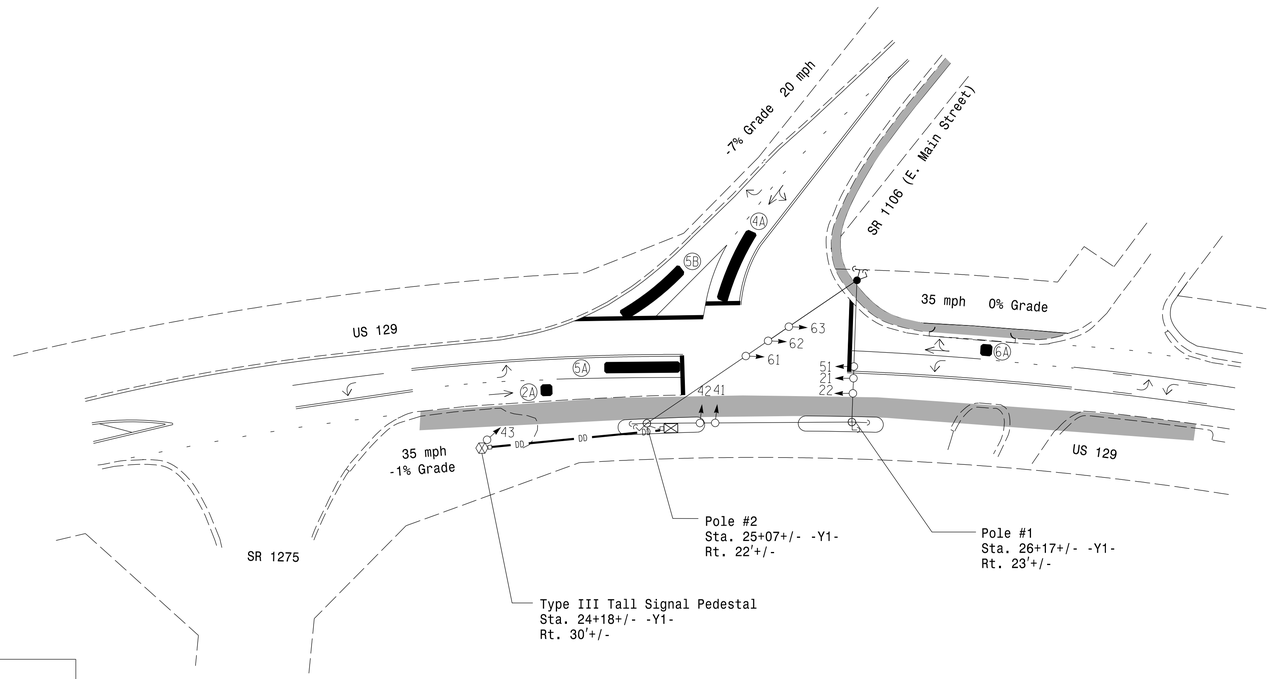
All Heads L.E.D.



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	SYSTEM LOOP	NEW CARD
2A	✳	70	✳	X	2	Yes	-	-	-	N	-	✳
4A	✳	0	✳	X	4	Yes	-	3	-	N	-	✳
5A	✳	0	✳	X	5	Yes	-	15	-	N	-	✳
					2	Yes	-	-	-	N	-	✳
5B	✳	0	✳	X	5	Yes	-	15	-	N	-	✳
6A	✳	70	✳	X	6	Yes	-	-	-	N	-	✳

* Multizone Microwave Detection Zones



ASC/3 TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 5	PHASE 6
Min Green *	10	7	7	10
Walk *	-	-	-	-
Ped Clear	-	-	-	-
Veh. Extension *	3.0	2.0	2.0	3.0
Max 1 *	40	20	15	40
Yellow	3.9	3.2	3.0	3.9
Red Clear	3.0	2.1	1.8	3.0
Red Revert	2.0	2.0	2.0	2.0
Actuations B4 Add *	-	-	-	-
Seconds /Actuation *	-	-	-	-
Max Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Locking Detector	-	-	-	-
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.

3 Phase
Fully Actuated
Isolated

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

LEGEND

PROPOSED		EXISTING
○→	Traffic Signal Head	●→
◐→	Modified Signal Head	N/A
⊣	Sign	⊣
□↓	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	→
DD	Directional Drill	N/A
⩚	Curb Ramp	N/A
Ⓧ	Type III Signal Pedestal	⧓
▬	Construction Zone	N/A
▬	Multizone Microwave Detection	N/A

Signal Upgrade-Temporary Design 1

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VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27607
P: 919-829-0328

Prepared for the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

US 129
at
SR 1106 (E. Main Street)

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'

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

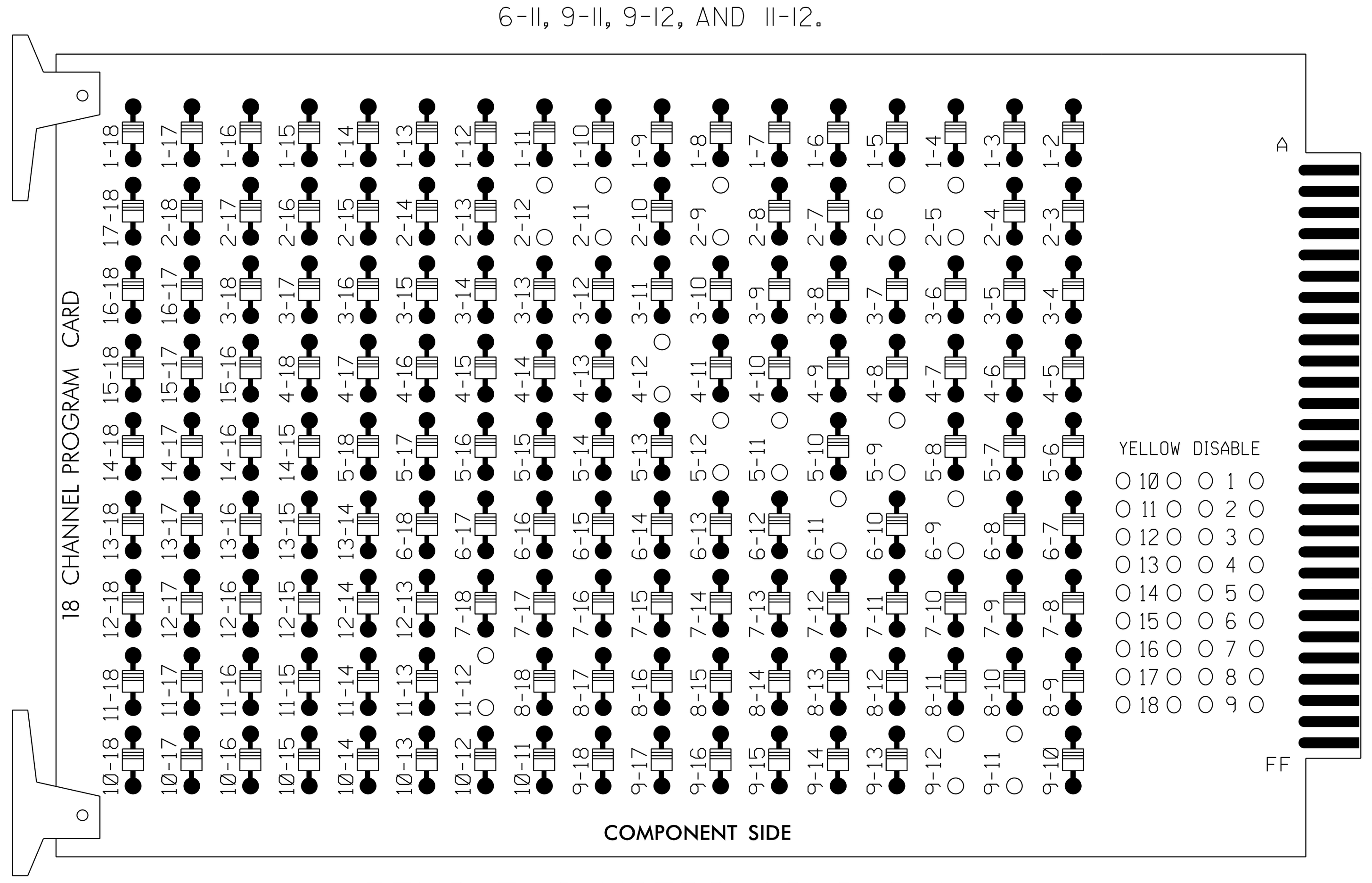
DocuSigned by: Jianxin Ma 5/10/2022
SIGNATURE DATE

SIG. INVENTORY NO. 14-0751T1

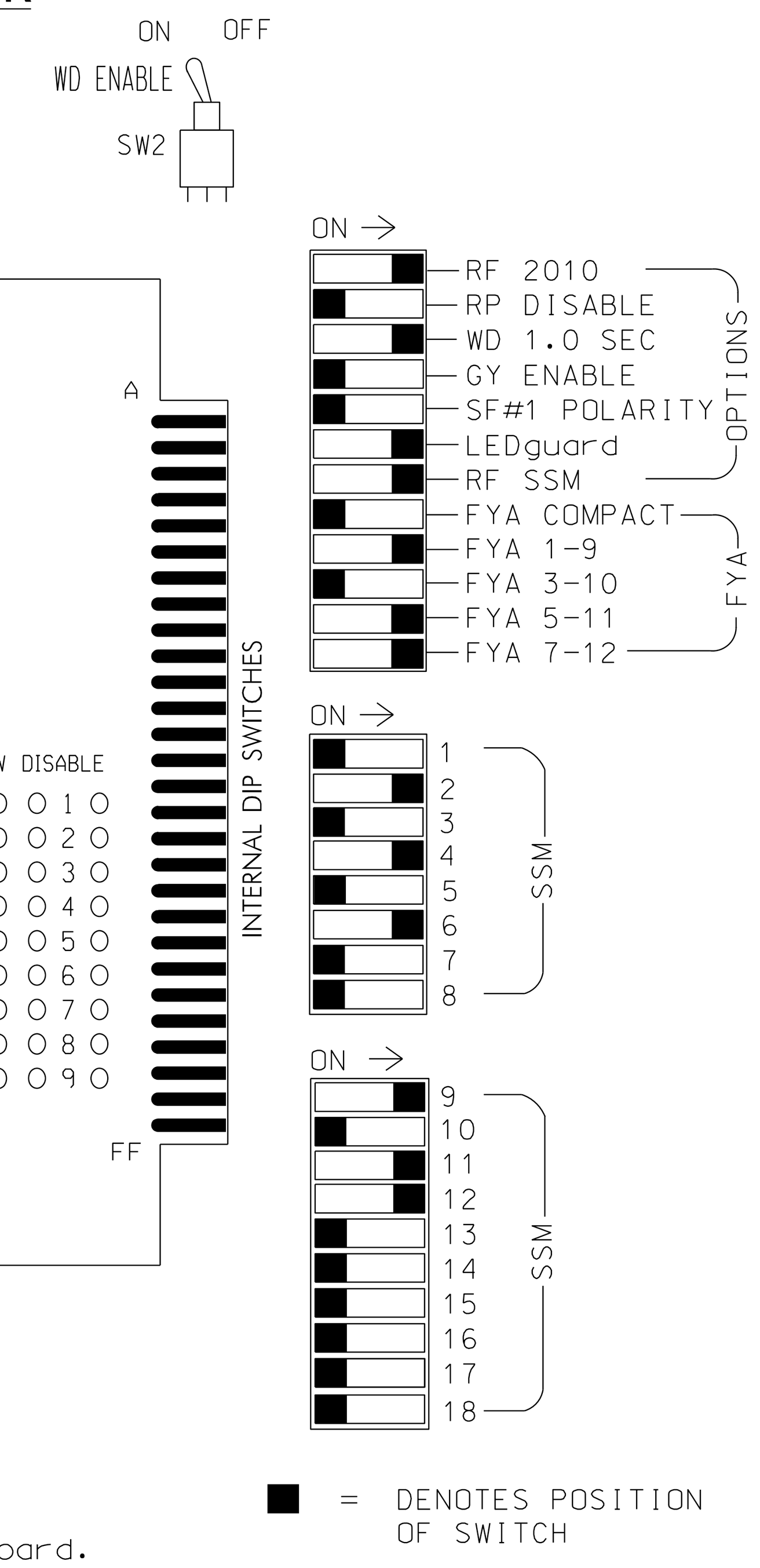
EDI MODEL 2018ECL-NC CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)

REMOVE DIODE JUMPERS 2-5, 2-6, 2-9, 2-11, 2-12, 4-12, 5-9, 5-11, 5-12, 6-9, 6-11, 9-11, 9-12, AND 11-12.



REMOVE JUMPERS AS SHOWN



NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
2. Program controller to start up in phase 2 Green and 6 Green.
3. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.

EQUIPMENT INFORMATION

CONTROLLER..............2070LX
CABINET.................332 W/AUX
SOFTWARE................ECONOLITE ASC/3-2070
CABINET MOUNT...........BASE
OUTPUT FILE POSITIONS...18 WITH AUX. OUTPUT FILE
LOAD SWITCHES USED......S2,S5,S7,S8,AUX S1,AUX S4, AUX S5
PHASES USED.............2,4,5,6
OVERLAP "A".............*
OVERLAP "B".............NOT USED
OVERLAP "C".............*
OVERLAP "D".............*

* See overlap programming detail on sheet 2

SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	8	8 PED	OLA	OLB	SPARE	OLC	OLD	SPARE
SIGNAL HEAD NO.	NU	21,22	NU	NU	41,42	NU	51★	62,63	NU	NU	NU	NU	61★	NU	NU	51★	43★	NU
RED		128			101			134									A101	
YELLOW		129			102		*	135										
GREEN		130			103			136										
RED ARROW													A121			A114		
YELLOW ARROW													A122			A115	A102	
FLASHING YELLOW ARROW													A123			A116	A103	
GREEN ARROW							133											

NU = Not Used

* Denotes install load resistor. See load resistor installation detail this sheet.

★ See pictorial of head wiring in detail this sheet.

INPUT FILE POSITION LAYOUT

(front view)

		1	2	3	4	5	6	7	8	9	10	11	12	13	14
FILE "I"	U	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	FS DC ISOLATOR
	L														ST DC ISOLATOR
FILE "J"	U	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY
	L														

EX.: 1A, 2A, ETC. = LOOP NO.'S

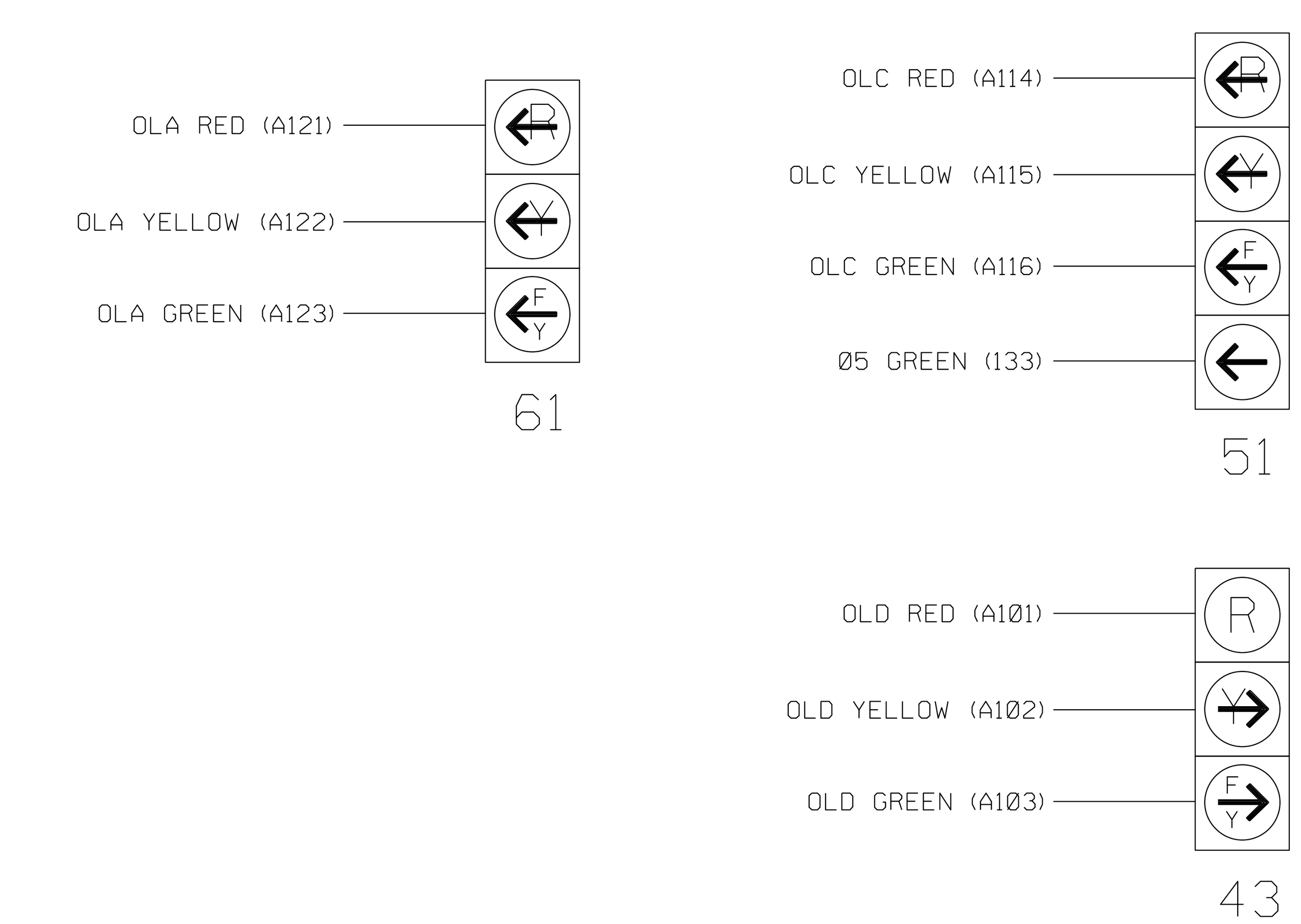
FS = FLASH SENSE
ST = STOP TIME

SPECIAL DETECTOR NOTE

Install a multizone microwave detection system for vehicle detection. Perform installation according to manufacturer's directions and NCDOT engineer-approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)

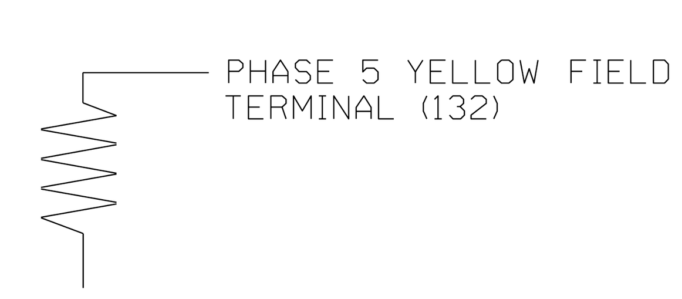


LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown)

ACCEPTABLE VALUES

VALUE (ohms)	WATTAGE
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 14-0751T1
DESIGNED: May 2022
SEALED: 05/10/2022
REVISED: N/A

Electrical Detail - Sheet 1 of 2 - Temporary Design 1

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

ELECTRICAL AND PROGRAMMING DETAILS FOR:

Prepared for the Offices of: Transportation Mobility and Safety Division, ITS & Signals Management Section

750 N.Greenfield Pkwy,Garner,NC 27529

US 129
at
SR 1106 (E. Main Street)

Division 14 Graham County Robbinsville

PLAN DATE: May 2022	REVIEWED BY: J. Ma
PREPARED BY: M.L. Stygles	REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL — NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 033108 JIANXIN MA

DocuSigned by: Jianxin Ma 827E1953081444F... 5/10/2022 DATE

SIG. INVENTORY NO. 14-0751T1

ECONOLITE ASC/3-2070 OVERLAP PROGRAMMING DETAIL

(program controller as shown)

1. From Main Menu select [2. CONTROLLER]
2. From CONTROLLER Submenu select [2. VEHICLE OVERLAPS]

Toggle to 'Overlap A'

OVERLAP A

Select TMG VEH OVLP [A] and 'OTHER/ECONOLITE'

```
TMG VEH OVLP...[A] TYPE:OTHER/ECONOLITE
  PHASES 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
INCLUDED . X . . . . . . . . . . . . . .
PROTECT  . . . . . . . . . . . . . . . .
PED PRTC . . . . . . . . . . . . . . . .
NOT OVLP . . . . . . . . . . . . . . . .
FLSH GRN . 1 . . . . . . . . . . . . . .
LAG X PH . . . . . . . . . . . . . . . .
LAG 2 PH . . . . . . . . . . . . . . . .

LAG GRN 0.0 YEL 0.0 RED 0.0 ADV GRN 0.0
```

Toggle Twice

OVERLAP C

Select TMG VEH OVLP [C] and 'PPLT FYA'

```
TMG VEH OVLP...[C] TYPE: .....PPLT FYA

PROTECTED LEFT TURN....   PHASE    5
OPPOSING THROUGH.......   PHASE    6

FLASHING ARROW OUTPUT.....CH11 ISOLATE

DELAY START OF: FYA..0.0 CLEARANCE..0.0
ACTION PLAN SF BIT DISABLE........... 0
```

Toggle Once

OVERLAP D

Select TMG VEH OVLP [D] and 'OTHER/ECONOLITE'

```
TMG VEH OVLP...[D] TYPE:OTHER/ECONOLITE
  PHASES 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
INCLUDED . . . X X . . . . . . . . . . .
PROTECT  . . . . . . . . . . . . . . . .
PED PRTC . . . . . . . . . . . . . . . .
NOT OVLP . . . . . . . . . . . . . . . .
FLSH GRN . . . 1 1 . . . . . . . . . . .
LAG X PH . . . . . . . . . . . . . . . .
LAG 2 PH . . . . . . . . . . . . . . . .

LAG GRN 0.0 YEL 0.0 RED 0.0 ADV GRN 0.0
```

END PROGRAMMING

FLASHER CIRCUIT MODIFICATION DETAIL

IN ORDER TO ENSURE THAT SIGNALS FLASH CONCURRENTLY ON THE SAME APPROACH, MAKE THE FOLLOWING FLASHER CIRCUIT CHANGES:

1. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-4 AND TERMINATE ON T2-2.
2. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-5 AND TERMINATE ON T2-3.
3. REMOVE FLASHER UNIT 2.

THE CHANGES LISTED ABOVE TIES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 14-0751T1
DESIGNED: May 2022
SEALED: 05/10/2022
REVISED: N/A

Electrical Detail - Sheet 2 of 2 - Temporary Design 1

ELECTRICAL AND PROGRAMMING DETAILS FOR:

Prepared for the Offices of:
Transportation Mobility and Safety Division, ITS & Signals Management Section, State of North Carolina Department of Transportation

750 N.Greenfield Pkwy,Garner,NC 27529

US 129
at
SR 1106 (E. Main Street)

Division 14 | Graham County | Robbinsville

PLAN DATE: May 2022	REVIEWED BY: J. Ma
PREPARED BY: M.L. Stygles	REVIEWED BY:

REVISIONS	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

DocuSigned by: Jianxin Ma
827E1953081444F...
5/10/2022
DATE

SIG. INVENTORY NO. 14-0751T1

PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig.2.3

3 Phase Fully Actuated Isolated

PHASING DIAGRAM

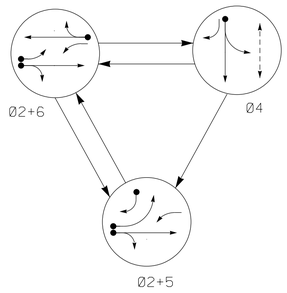
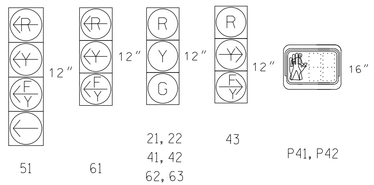


TABLE OF OPERATION				
SIGNAL FACE	PHASE Ø2+5	Ø2+6	Ø4	FLASH
21,22	G	G	R	Y
41, 42	R	R	G	R
43	F Y	R	F Y	R
51	←	F Y	R	Y
61	F Y	F Y	R	Y
62,63	R	G	R	Y
P41,P42	DW	DW	W	DRK

SIGNAL FACE I.D.

All Heads L.E.D.



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	SYSTEM LOOP	NEW CARD
2A	*	70	*	X	2	Yes	-	-	-	N	-	*
4A	*	0	*	X	4	Yes	-	3	-	N	-	*
5A	*	0	*	X	5	Yes	-	15	-	N	-	*
					2	Yes	-	-	-	N	-	*
5B	*	0	*	X	5	Yes	-	15	-	N	-	*
6A	*	70	*	X	6	Yes	-	-	-	N	-	*

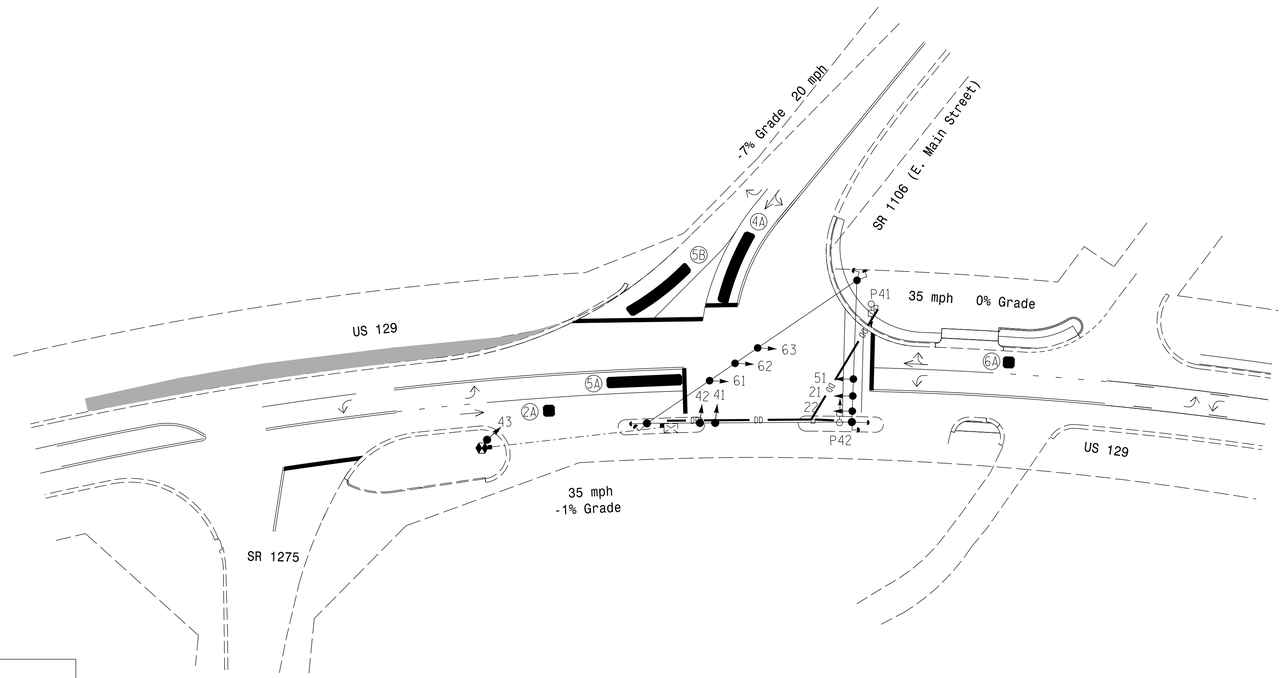
* Multizone Microwave Detection Zones

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 5 may be lagged.
4. Set all detector units to presence mode.
5. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
6. Program pedestrian heads to countdown the flashing 'Don't Walk' time only.
7. This intersection features a multizone microwave detection system. Install detectors according to manufacturer's specifications to ensure optimum detection zone coverage.
8. Reposition all existing signal heads.

PHASING DIAGRAM DETECTION LEGEND

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

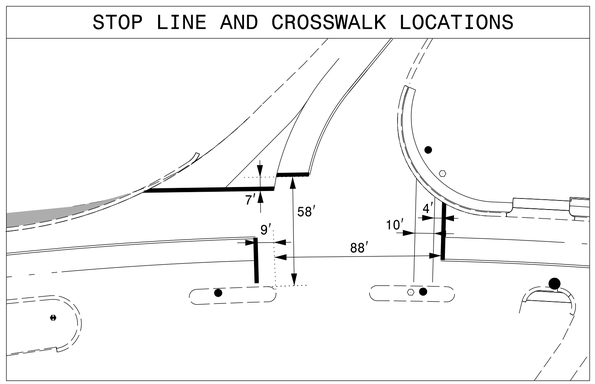


ASC/3 TIMING CHART

FEATURE	PHASE 2	4	5	6
Min Green *	10	7	7	10
Walk *	-	7	-	-
Ped Clear	-	13	-	-
Veh. Extension *	3.0	2.0	2.0	3.0
Max 1 *	40	20	15	40
Yellow	3.9	3.2	3.0	3.9
Red Clear	3.1	2.9	1.9	3.1
Red Revert	2.0	2.0	2.0	2.0
Actuations B4 Add *	-	-	-	-
Seconds /Actuation *	-	-	-	-
Max Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Locking Detector	-	-	-	-
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.

STOP LINE AND CROSSWALK LOCATIONS



LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	
	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	
	Type II Signal Pedestal	
	Type III Signal Pedestal	
DD	Directional Drill	N/A
	Curb Ramp	N/A
	Construction Zone	N/A
	Multizone Microwave Detection	N/A

VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27607
P: 919-829-0328

Signal Upgrade-Temporary Design 2 (TMP Phase I)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared for the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

US 129
at
SR 1106 (E. Main Street)

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'

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA
DocuSigned by: Jianxin Ma 5/10/2022
SIGNATURE DATE

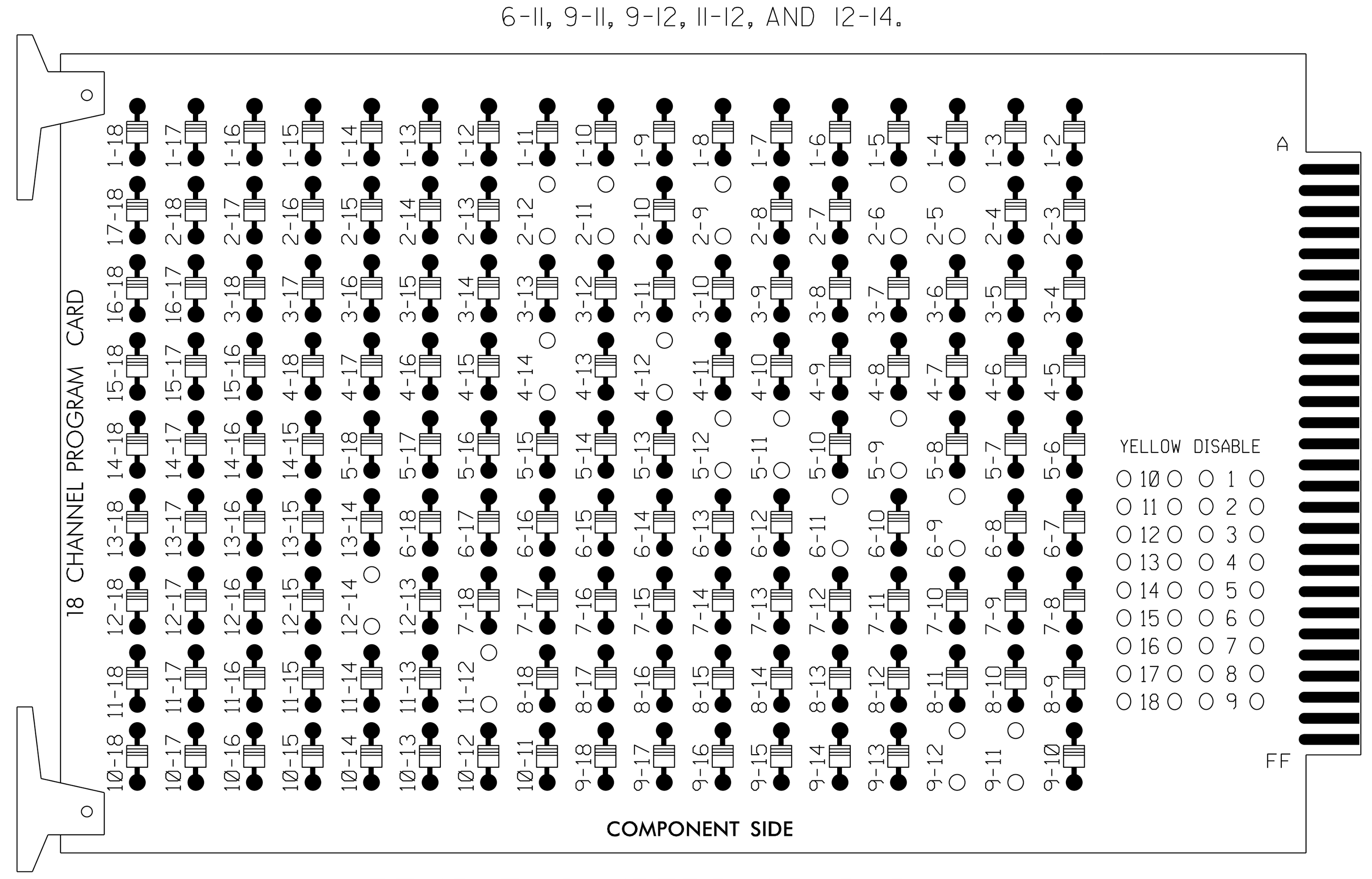
SIG. INVENTORY NO. 14-0751T2

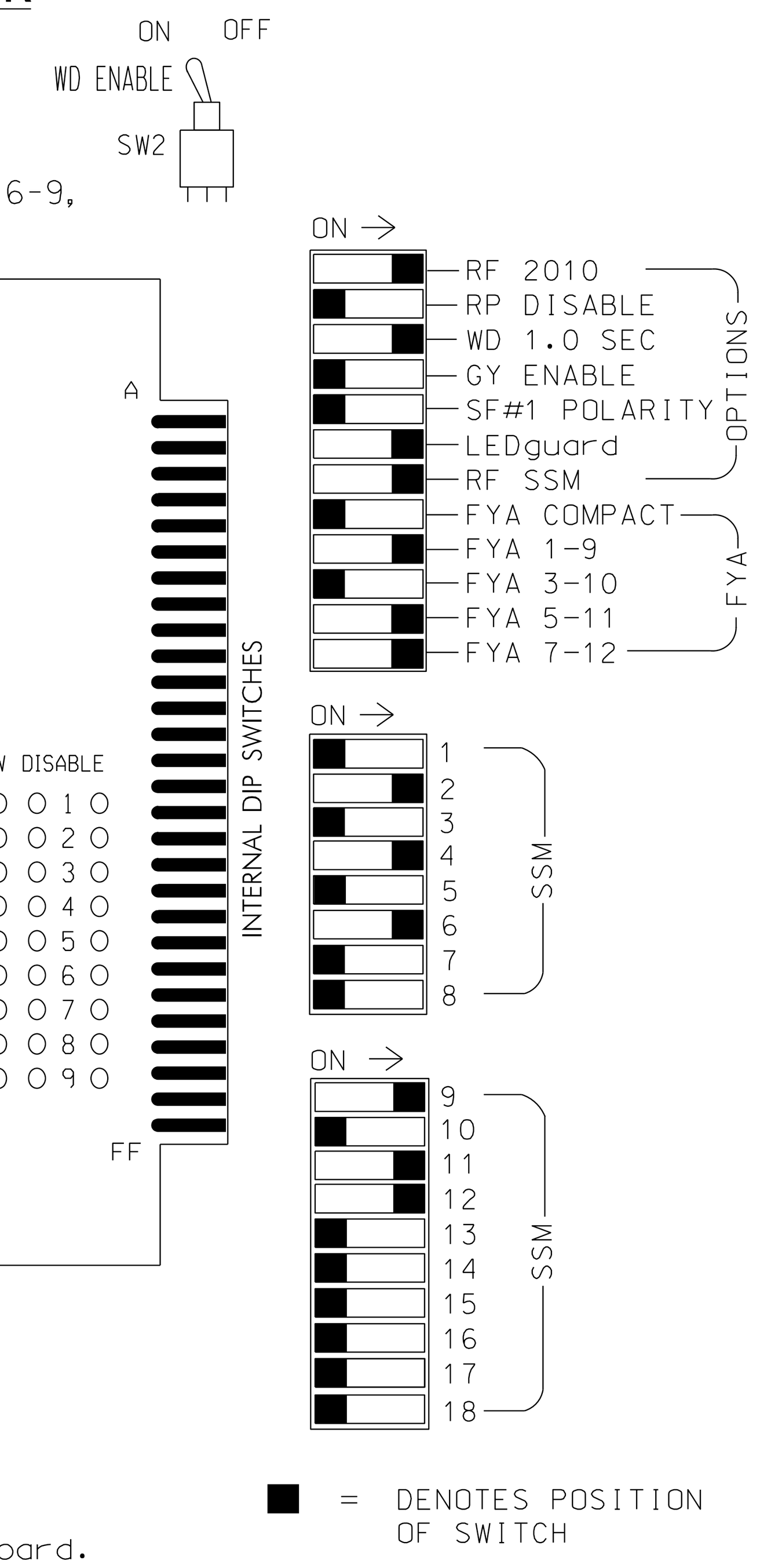
PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig.2.4

EDI MODEL 2018ECL-NC CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)

REMOVE DIODE JUMPERS 2-5, 2-6, 2-9, 2-11, 2-12, 4-12, 4-14, 5-9, 5-11, 5-12, 6-9, 6-11, 9-11, 9-12, 11-12, AND 12-14.





REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
2. Program controller to start up in phase 2 Green and 6 Green.
3. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.

EQUIPMENT INFORMATION

CONTROLLER..............2070LX
CABINET.................332 W/AUX
SOFTWARE................ECONOLITE ASC/3-2070
CABINET MOUNT...........BASE
OUTPUT FILE POSITIONS...18 WITH AUX. OUTPUT FILE
LOAD SWITCHES USED......S2,S5,S6,S7,S8,AUX S1,AUX S4, AUX S5
PHASES USED.............2,4,4 PED,5,6
OVERLAP "A".............*
OVERLAP "B".............NOT USED
OVERLAP "C".............*
OVERLAP "D".............*

* See overlap programming detail on sheet 2

SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	8	8 PED	OLA	OLB	SPARE	OLC	OLD	SPARE
SIGNAL HEAD NO.	NU	21,22	NU	NU	41,42	P41, P42	51★	62,63	NU	NU	NU	NU	61★	NU	NU	51★	43★	NU
RED		128			101			134									A101	
YELLOW		129			102		✳	135										
GREEN		130			103			136										
RED ARROW													A121			A114		
YELLOW ARROW													A122			A115	A102	
FLASHING YELLOW ARROW													A123			A116	A103	
GREEN ARROW							133											
(Don't Walk hand)						104												
(Walk person)						106												

NU = Not Used

✳ Denotes install load resistor. See load resistor installation detail this sheet.

★ See pictorial of head wiring in detail this sheet.

INPUT FILE POSITION LAYOUT

(front view)

FILE		1	2	3	4	5	6	7	8	9	10	11	12	13	14
FILE "I"	U	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	NOT USED	SLOT EMPTY	FS DC ISOLATOR
	L												Ø4 PED DC ISOLATOR		ST DC ISOLATOR
FILE "J"	U	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY
	L														

EX.: 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	DETECTOR NO.	NEMA PHASE	CALL	EXTEND TIME	DELAY TIME	ADDED INITIAL	DETECTOR TYPE
PED PUSH BUTTONS										
P41,P42	TB8-5,6	I12L	69	PED 4	4 PED					

NOTE: INSTALL DC ISOLATOR IN INPUT FILE SLOT I12.

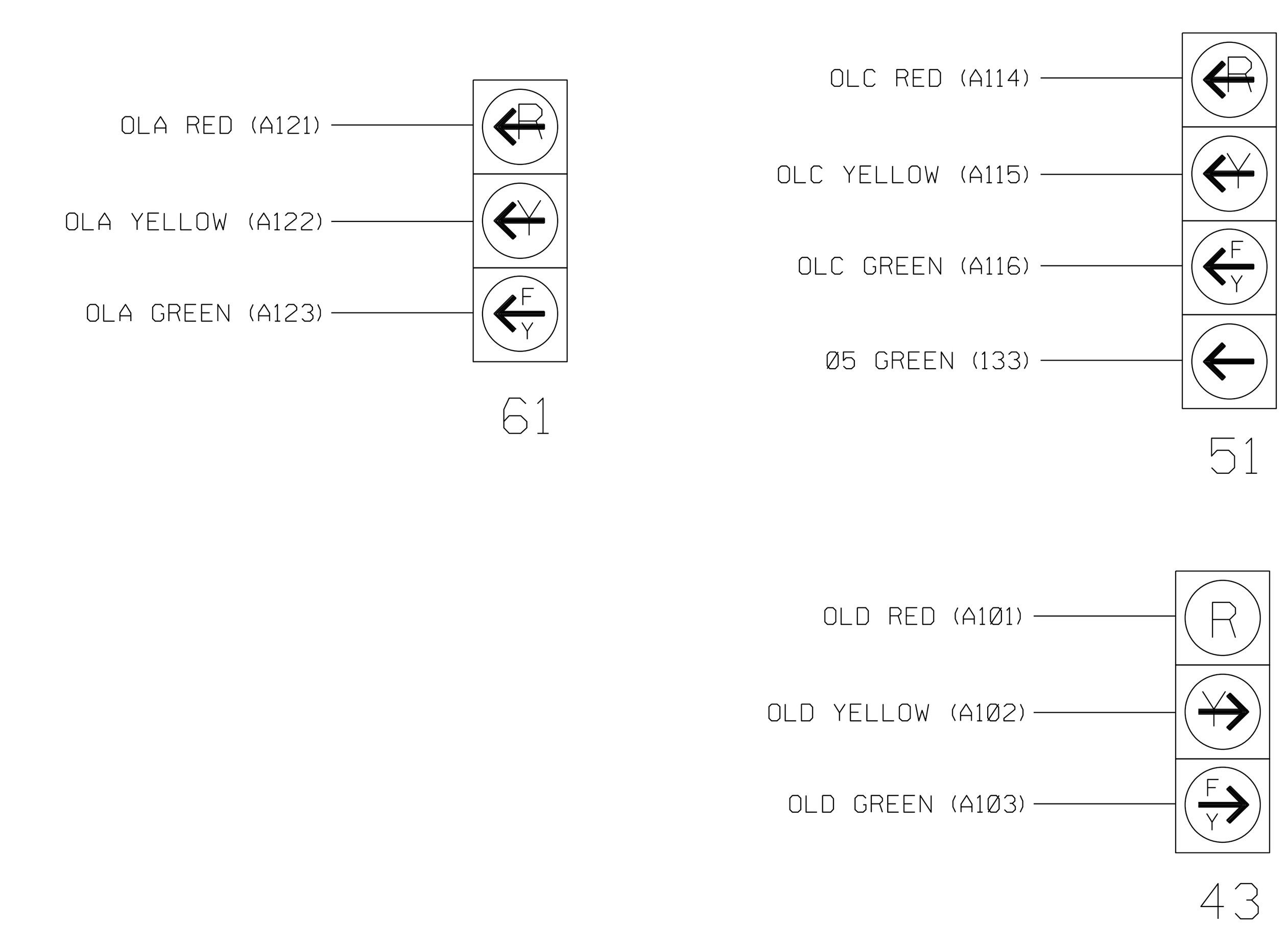
INPUT FILE POSITION LEGEND: J2L
FILE J
SLOT 2
LOWER

SPECIAL DETECTOR NOTE

Install a multizone microwave detection system for vehicle detection. Perform installation according to manufacturer's directions and NCDOT engineer-approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)

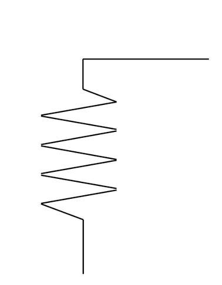


LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown)

ACCEPTABLE VALUES

VALUE (ohms)	WATTAGE
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



COUNTDOWN PEDESTRIAN SIGNAL OPERATION

Countdown Ped Signals are required to display timing only during Ped Clearance Interval. Consult Ped Signal Module user's manual for instructions on selecting this feature.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 14-0751T2
DESIGNED: May 2022
SEALED: 05/10/2022
REVISED: N/A

Electrical Detail - Sheet 1 of 2 - Temporary Design 2

ELECTRICAL AND PROGRAMMING DETAILS FOR:

Prepared for the Offices of:
ITS & Signals Management Section, Transportation Mobility and Safety Division, State of North Carolina Department of Transportation
750 N.Greenfield Pkwy,Garner,NC 27529

US 129
at
SR 1106 (E. Main Street)

Division 14 Graham County Robbinsville

PLAN DATE: May 2022	REVIEWED BY: J. Ma
PREPARED BY: M.L. Stygles	REVIEWED BY:

REVISIONS	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

DocuSigned by: Jianxin Ma
827E1953081444F...
5/10/2022
DATE

SIG. INVENTORY NO. 14-0751T2

ECONOLITE ASC/3-2070 OVERLAP PROGRAMMING DETAIL

(program controller as shown)

1. From Main Menu select [2. CONTROLLER]
2. From CONTROLLER Submenu select [2. VEHICLE OVERLAPS]

Toggle to 'Overlap A'

OVERLAP A

Select TMG VEH OVLP [A] and 'OTHER/ECONOLITE'

```
TMG VEH OVLP...[A] TYPE:[OTHER/ECONOLITE]
  PHASES 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
INCLUDED . X . . . . . . . . . . . . . .
PROTECT  . . . . . . . . . . . . . . . .
PED PRTC . . . . . . . . . . . . . . . .
NOT OVLP . . . . . . . . . . . . . . . .
FLSH GRN . 1 . . . . . . . . . . . . . .
LAG X PH . . . . . . . . . . . . . . . .
LAG 2 PH . . . . . . . . . . . . . . . .

LAG GRN 0.0 YEL 0.0 RED 0.0 ADV GRN 0.0
```

Toggle Twice

OVERLAP C

Select TMG VEH OVLP [C] and 'PPLT FYA'

```
TMG VEH OVLP...[C] TYPE: .....[PPLT FYA]

PROTECTED LEFT TURN....   PHASE    5
OPPOSING THROUGH.......   PHASE    6

FLASHING ARROW OUTPUT.....CH11 ISOLATE

DELAY START OF: FYA..0.0 CLEARANCE..0.0
ACTION PLAN SF BIT DISABLE........... 0
```

Toggle Once

OVERLAP D

Select TMG VEH OVLP [D] and 'OTHER/ECONOLITE'

```
TMG VEH OVLP...[D] TYPE:[OTHER/ECONOLITE]
  PHASES 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
INCLUDED . . . X X . . . . . . . . . . .
PROTECT  . . . . . . . . . . . . . . . .
PED PRTC . . . . . . . . . . . . . . . .
NOT OVLP . . . . . . . . . . . . . . . .
FLSH GRN . . . 1 1 . . . . . . . . . . .
LAG X PH . . . . . . . . . . . . . . . .
LAG 2 PH . . . . . . . . . . . . . . . .

LAG GRN 0.0 YEL 0.0 RED 0.0 ADV GRN 0.0
```

END PROGRAMMING

FLASHER CIRCUIT MODIFICATION DETAIL

IN ORDER TO ENSURE THAT SIGNALS FLASH CONCURRENTLY ON THE SAME APPROACH, MAKE THE FOLLOWING FLASHER CIRCUIT CHANGES:

1. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-4 AND TERMINATE ON T2-2.
2. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-5 AND TERMINATE ON T2-3.
3. REMOVE FLASHER UNIT 2.

THE CHANGES LISTED ABOVE TIES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 14-0751T2
DESIGNED: May 2022
SEALED: 05/10/2022
REVISED: N/A

Electrical Detail - Sheet 2 of 2 - Temporary Design 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

ELECTRICAL AND PROGRAMMING DETAILS FOR:

Prepared for the Offices of:

Transportation Mobility and Safety Division, ITS & Signals Management Section, State of North Carolina Department of Transportation

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US 129
at
SR 1106 (E. Main Street)

Division 14 Graham County Robbinsville

PLAN DATE: May 2022	REVIEWED BY: J. Ma
PREPARED BY: M.L. Stygles	REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

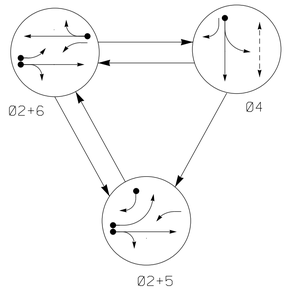
DocuSigned by: Jianxin Ma 827E1953081444F... 5/10/2022 DATE

SIG. INVENTORY NO. 14-0751T2

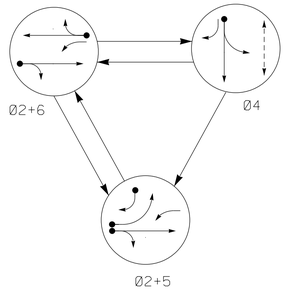
PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig.2.6

3 Phase
Fully Actuated
w/ Alternate Phasing Operation
(US 129-NC 143 Closed Loop System)

DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

DEFAULT PHASING TABLE OF OPERATION

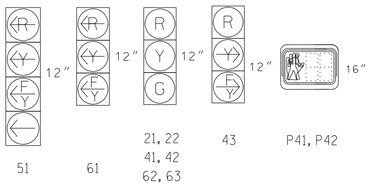
SIGNAL FACE	PHASE Ø2+5	PHASE Ø2+6	PHASE Ø4	FLASH
21,22	G	G	R	Y
41, 42	R	R	G	R
43	F Y	R	F Y	R
51	←	F Y	R	Y
61	F Y	F Y	R	Y
62,63	R	G	R	Y
P41,P42	DW	DW	W	DRK

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2+5	PHASE Ø2+6	PHASE Ø4	FLASH
21,22	G	G	R	Y
41, 42	R	R	G	R
43	F Y	R	F Y	R
51	←	R	R	Y
61	F Y	F Y	R	Y
62,63	R	G	R	Y
P41,P42	DW	DW	W	DRK

SIGNAL FACE I.D.

All Heads L.E.D.



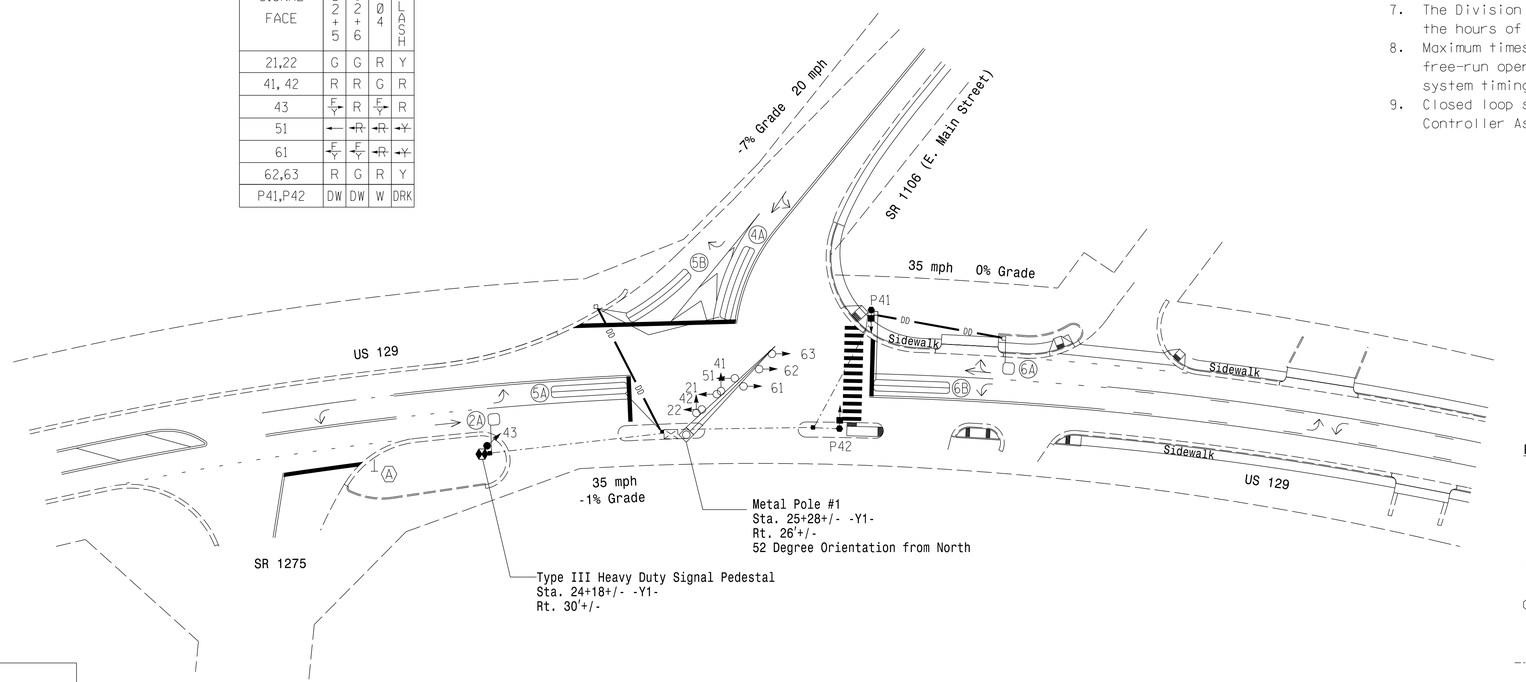
DETECTOR INSTALLATION CHART

DETECTOR					PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	SYSTEM LOOP	NEW CARD
2A	6X6	70	3	X	2	Yes	-	-	-	N	-	X
4A	6X40	0	2-4-2	X	4	Yes	-	3	-	N	-	X
5A	6X40	0	2-4-2	X	5	Yes	-	15*	-	N	-	X
					2#	Yes	-	-	-	N	-	X
5B	6X40	0	2-4-2	X	5	Yes	-	15	-	N	-	X
6A	6X6	70	3	X	6	Yes	-	-	-	N	-	X
6B	6X40	0	2-4-2	X	6	Yes	-	3	-	N	-	X

* Reduce delay to 3 seconds during Alternate Phasing Operation.
\# Disable phase call for loop(s) during Alternate Phasing Operation.

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 5 may be lagged.
4. Set all detector units to presence mode.
5. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
6. Program pedestrian heads to countdown the flashing 'Don't Walk' time only.
7. The Division Traffic Engineer will determine the hours of use for each phasing plan.
8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
9. Closed loop system data: Master Asset #0750, Controller Asset #0751.



LEGEND

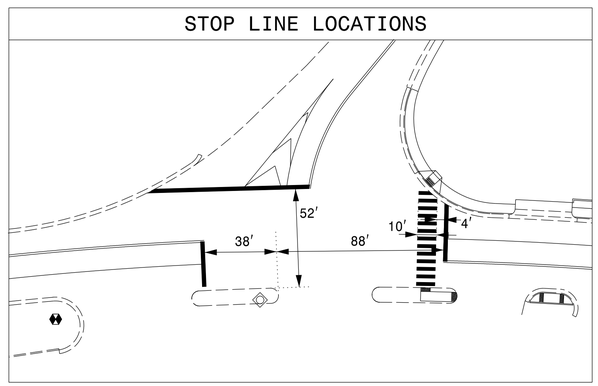
PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head With Push Button & Sign	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
	Directional Arrow	
	Type II Signal Pedestal	
	Type III Signal Pedestal	
	Metal Pole/Mast Arm	
DD	Directional Drill	N/A
	Curb Ramp	N/A
A	"STOP" Sign (R1-1)	A

TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 5	PHASE 6
Min Green *	10	7	7	10
Walk *	-	7	-	-
Ped Clear	-	13	-	-
Veh. Extension *	3.0	2.0	2.0	3.0
Max 1 *	40	20	15	40
Yellow	3.9	3.2	3.0	3.9
Red Clear	3.1	2.8	2.4	3.1
Red Revert	2.0	2.0	2.0	2.0
Actuations B4 Add *	-	-	-	-
Seconds /Actuation *	-	-	-	-
Max Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Locking Detector	-	-	-	-
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.

STOP LINE LOCATIONS



VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27607
P: 919-829-0328

Signal Upgrade-Final Design

Prepared for the Offices of:
Transportation Mobility and Safety Division
NC DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

SCALE 1"=40' (0 — 40)

US 129
at
SR 1106 (E. Main Street)

Division 14 Graham County Robbinsville

PLAN DATE:	May 2022	REVIEWED BY:	M. L. Stygles
PREPARED BY:	J. Ma	REVIEWED BY:	

REVISIONS	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 033108 JIANXIN MA

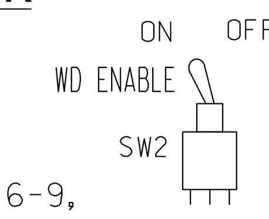
Documents not considered final unless sealed
SIGNATURE: Jianxin Ma DATE: 5/10/2022

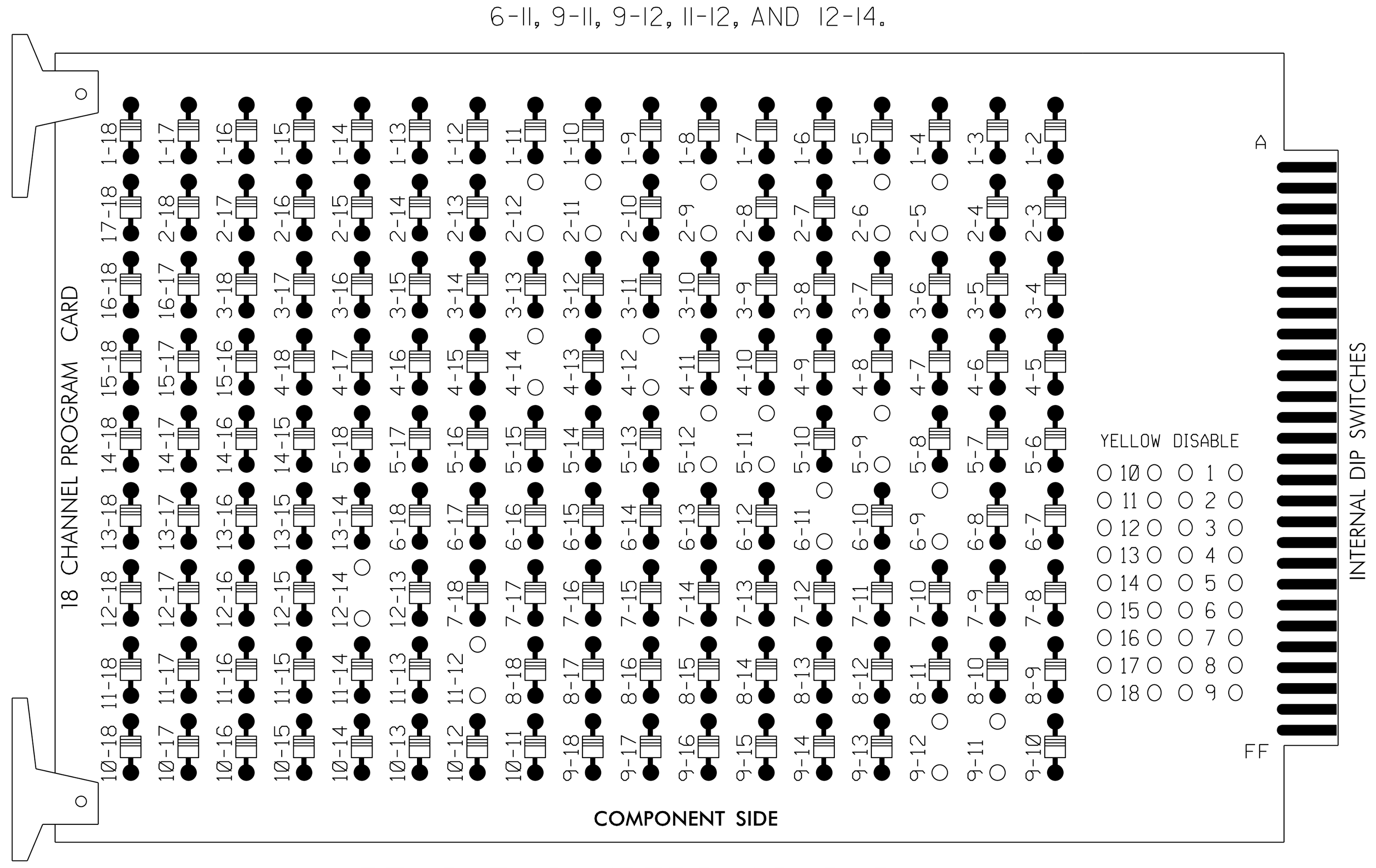
SIG. INVENTORY NO. 14-0751

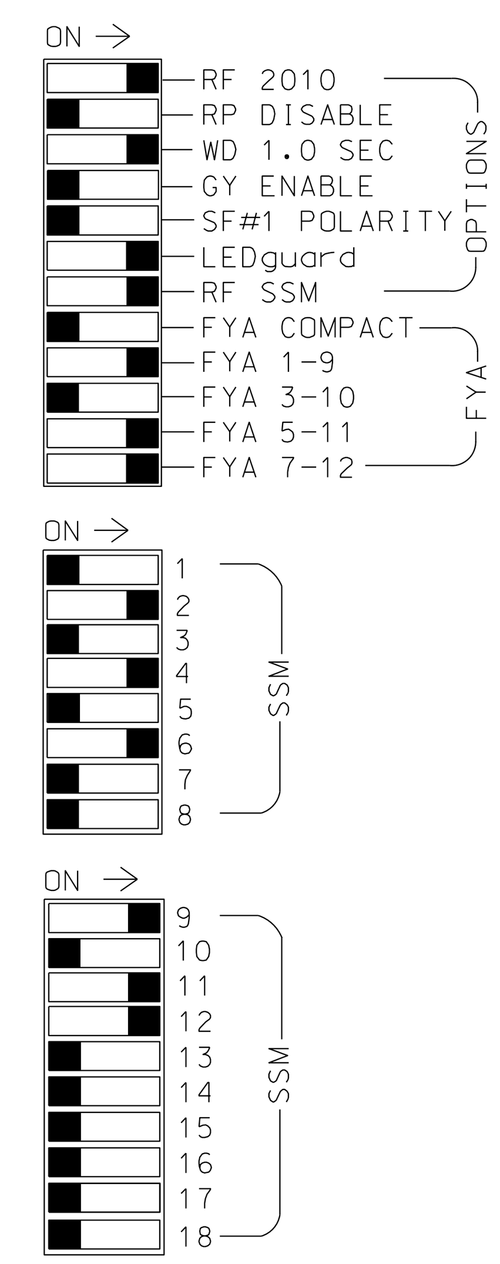
EDI MODEL 2018ECL-NC CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)

REMOVE DIODE JUMPERS 2-5, 2-6, 2-9, 2-11, 2-12, 4-12, 4-14, 5-9, 5-11, 5-12, 6-9, 6-11, 9-11, 9-12, 11-12, AND 12-14.







REMOVE JUMPERS AS SHOWN

■ = DENOTES POSITION OF SWITCH

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
2. Program controller to start up in phase 2 Green and 6 Green.
3. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.
4. The cabinet and controller are part of the US 129 - NC143 Closed Loop System.

EQUIPMENT INFORMATION

CONTROLLER..............2070LX
CABINET.................332 W/AUX
SOFTWARE................ECONOLITE ASC/3-2070
CABINET MOUNT...........BASE
OUTPUT FILE POSITIONS...18 WITH AUX. OUTPUT FILE
LOAD SWITCHES USED......S2,S5,S6,S7,S8,AUX S1,AUX S4, AUX S5
PHASES USED.............2,4,4 PED,5,6
OVERLAP "A".............✳
OVERLAP "B".............NOT USED
OVERLAP "C".............✳
OVERLAP "D".............✳

✳ See overlap programming detail on sheet 2

SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	8	8 PED	OLA	OLB	SPARE	OLC	OLD	SPARE
SIGNAL HEAD NO.	NU	21,22	NU	NU	41,42	P41, P42	51★	62,63	NU	NU	NU	NU	61★	NU	NU	51★	43★	NU
RED		128			101			134									A101	
YELLOW		129			102		✳	135										
GREEN		130			103			136										
RED ARROW													A121			A114		
YELLOW ARROW													A122			A115	A102	
FLASHING YELLOW ARROW													A123			A116	A103	
GREEN ARROW							133											
✋						104												
🚶						106												

NU = Not Used

✳ Denotes install load resistor. See load resistor installation detail this sheet.

★ See pictorial of head wiring in detail this sheet.

INPUT FILE POSITION LAYOUT

(front view)

FILE		1	2	3	4	5	6	7	8	9	10	11	12	13	14
"I"	U	SLOT EMPTY	Ø2 2A	SLOT EMPTY	WIRED INPUT ⊗	SLOT EMPTY	Ø 4A	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	NOT USED	SLOT EMPTY	FS DC ISOLATOR
"I"	L		NOT USED				NOT USED						Ø4 PED DC ISOLATOR		ST DC ISOLATOR
"J"	U	Ø5 5A	Ø6 6A	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	Ø5 5B	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY
"J"	L	NOT USED	Ø6 6B							NOT USED					

EX.: 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

⊗ Wired Input - Do not populate slot with detector card

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	DETECTOR NO.	NEMA PHASE	CALL	EXTEND TIME	DELAY TIME	ADDED INITIAL	DETECTOR TYPE
2A	TB2-5,6	I2U	39	2	2	YES				N
4A	TB4-9,10	I6U	41	4	4	YES		3		N
5A[1]	TB3-1,2	J1U	55	5 ★	5	YES		15		N
	-	I4U	47	22 ★	2	YES				N
5B	TB7-9,10	J9U	59	15	5	YES		15		N
6A	TB3-5,6	J2U	40	6	6	YES				N
6B	TB3-7,8	J2L	44	16	6	YES		3		N
PED PUSH BUTTONS										
P41,P42	TB8-5,6	I12L	69	PED 4	4 PED					

NOTE: INSTALL DC ISOLATOR IN INPUT FILE SLOT I12.

[1] Add jumper from J1-W to I4-W, on rear of input file.

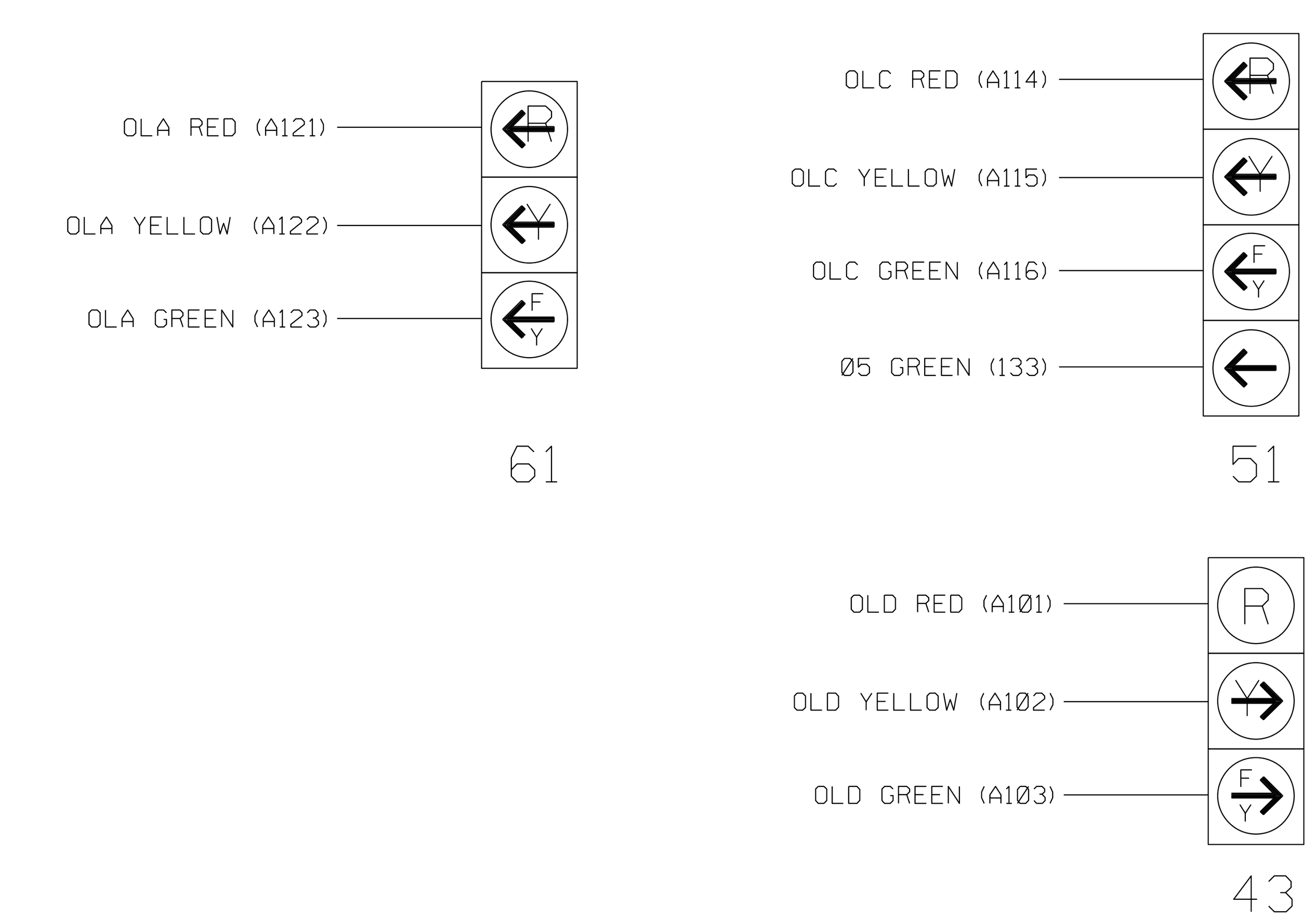
★ For the detectors to work as shown on the signal design plan, see the Vehicle Detector Setup Programming Detail for Alternate Phasing on sheet 2.

INPUT FILE POSITION LEGEND: J2L

FILE J
SLOT 2
LOWER

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)

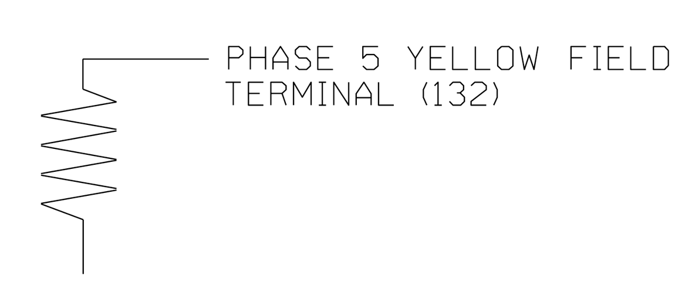


LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown)

ACCEPTABLE VALUES

VALUE (ohms)	WATTAGE
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



COUNTDOWN PEDESTRIAN SIGNAL OPERATION

Countdown Ped Signals are required to display timing only during Ped Clearance Interval. Consult Ped Signal Module user's manual for instructions on selecting this feature.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 14-0751
DESIGNED: May 2022
SEALED: 05/10/2022
REVISED: N/A

Electrical Detail - Sheet 1 of 3

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

ELECTRICAL AND PROGRAMMING DETAILS FOR:

Prepared for the Offices of: Transportation Mobility and Safety Division, ITS & Signals Management Section, State of North Carolina Department of Transportation

750 N.Greenfield Pkwy,Garner,NC 27529

US 129
at
SR 1106 (E. Main Street)

Division 14 | Graham County | Robbinsville

PLAN DATE: May 2022 | REVIEWED BY: J. Ma
PREPARED BY: M.L. Stygles | REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

DocuSigned by: Jianxin Ma
827E1953081444F...
5/10/2022
DATE

SIG. INVENTORY NO. 14-0751

PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig.2.8

ECONOLITE ASC/3-2070 OVERLAP PROGRAMMING DETAIL

(program controller as shown)

1. From Main Menu select [2. CONTROLLER]
2. From CONTROLLER Submenu select [2. VEHICLE OVERLAPS]

Toggle to 'Overlap A'

OVERLAP A

Select TMG VEH OVLP [A] and 'OTHER/ECONOLITE'

```
TMG VEH OVLP...[A] TYPE:OTHER/ECONOLITE
  PHASES 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
INCLUDED . X . . . . . . . . . . . . . .
PROTECT  . . . . . . . . . . . . . . . .
PED PRTC . . . . . . . . . . . . . . . .
NOT OVLP . . . . . . . . . . . . . . . .
FLSH GRN . 1 . . . . . . . . . . . . . .
LAG X PH . . . . . . . . . . . . . . . .
LAG 2 PH . . . . . . . . . . . . . . . .

LAG GRN 0.0 YEL 0.0 RED 0.0 ADV GRN 0.0
```

Toggle Twice

OVERLAP C

Select TMG VEH OVLP [C] and 'PPLT FYA'

```
TMG VEH OVLP...[C] TYPE: .....PPLT FYA

PROTECTED LEFT TURN....   PHASE    5
OPPOSING THROUGH.......   PHASE    6

FLASHING ARROW OUTPUT.....CH11 ISOLATE

DELAY START OF: FYA..0.0 CLEARANCE..0.0
ACTION PLAN SF BIT DISABLE........... 5
```

← NOTICE ACTION PLAN SF BIT "5"

Toggle Once

OVERLAP D

Select TMG VEH OVLP [D] and 'OTHER/ECONOLITE'

```
TMG VEH OVLP...[D] TYPE:OTHER/ECONOLITE
  PHASES 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
INCLUDED . . . X X . . . . . . . . . . .
PROTECT  . . . . . . . . . . . . . . . .
PED PRTC . . . . . . . . . . . . . . . .
NOT OVLP . . . . . . . . . . . . . . . .
FLSH GRN . . . 1 1 . . . . . . . . . . .
LAG X PH . . . . . . . . . . . . . . . .
LAG 2 PH . . . . . . . . . . . . . . . .

LAG GRN 0.0 YEL 0.0 RED 0.0 ADV GRN 0.0
```

END PROGRAMMING

ECONOLITE ASC/3-2070 VEHICLE DETECTOR SETUP PROGRAMMING DETAIL FOR ALTERNATE PHASING LOOP 5A

(program controller as shown)

IMPORTANT!

Program detectors per the input file connection and programming chart shown on sheet 1 before proceeding.

1. From Main Menu select [8. UTILITIES]
2. From UTILITIES Submenu select [1. COPY/CLEAR]
3. Copy from DETECTOR PLAN "1" to DETECTOR PLAN "2".

```
COPY / CLEAR UTILITY
       FROM               TO
PHASE TIMING.... . > PHASE TIMING.... .
TIMING PLAN..... . > TIMING PLAN..... .
PH DET OPT PLAN. . > PH DET OPT PLAN. .
DETECTOR PLAN... 1 > DETECTOR PLAN... 2
  TOGGLE TO SELECT A "FROM" AND A "TO"
          THEN PRESS ENTER
```

4. From Main Menu select [6. DETECTORS]
5. From DETECTOR Submenu select [2. VEHICLE DETECTOR SETUP]
6. Place cursor in VEH DET PLAN [ ] position and enter "2".

- Place cursor in VEH DETECTOR [ ] position and enter "5".
- Set delay time to "0".

```
VEH DETECTOR [ 5]   VEH DET PLAN [ 2]
TYPE: N-NTCIP
TS2 DETECTOR..... X ECPI LOG.......   NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
 5  5    . . . . . . . . . . . . . . . .
CALL OPTION.... YES DELAY TIME...    3.0
EXT OPTION. PASSAGE EXTENSION TIME.  0.0
USE ADDED INITIAL . CROSS SWITCH PH..  0
LOCK IN....... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY. NO
```

← NOTICE VEH DET PLAN 2

← ENSURE DELAY IS SET TO '3'

- Place cursor in VEH DETECTOR [ ] position and enter "22".
- Set assigned phase to "0".

```
VEH DETECTOR [ 22]   VEH DET PLAN [ 2]
TYPE: N-NTCIP
TS2 DETECTOR..... X ECPI LOG.......   NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
 22  0    . . . . . . . . . . . . . . . .
CALL OPTION.... YES DELAY TIME...    0.0
EXT OPTION. PASSAGE EXTENSION TIME.  0.0
USE ADDED INITIAL . CROSS SWITCH PH..  0
LOCK IN....... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY. NO
```

← NOTICE VEH DET PLAN 2

ENSURE PHASE IS SET TO "0" →

END PROGRAMMING

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 14-0751
DESIGNED: May 2022
SEALED: 05/10/2022
REVISED: N/A

FLASHER CIRCUIT MODIFICATION DETAIL

IN ORDER TO ENSURE THAT SIGNALS FLASH CONCURRENTLY ON THE SAME APPROACH, MAKE THE FOLLOWING FLASHER CIRCUIT CHANGES:

1. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-4 AND TERMINATE ON T2-2.
2. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-5 AND TERMINATE ON T2-3.
3. REMOVE FLASHER UNIT 2.

THE CHANGES LISTED ABOVE TIES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.

Electrical Detail - Sheet 2 of 3

ELECTRICAL AND PROGRAMMING DETAILS FOR:

Prepared for the Offices of:

ITS & Signals Management Section, Transportation Mobility and Safety Division, North Carolina Department of Transportation

750 N.Greenfield Pkwy,Garner,NC 27529

US 129
at
SR 1106 (E. Main Street)

Division 14 — Graham County — Robbinsville

PLAN DATE: May 2022 — REVIEWED BY: J. Ma

PREPARED BY: M.L. Stygles — REVIEWED BY:

REVISIONS — INIT. — DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

DocuSigned by: Jianxin Ma — 5/10/2022 DATE

SIG. INVENTORY NO. 14-0751

ALTERNATE PHASING ACTIVATION DETAIL

TO RUN ALT. PHASING DURING FREE RUN - PROGRAM CHANGES (SHOWN BELOW) IN A TIME BASED ACTION PLAN. SCHEDULE A DAY PLAN THAT INCLUDES THE ACTION PLAN PROGRAMMED TO SELECT VEH DET PLAN 2 AND ENABLE SF BIT 5.

TO RUN ALT. PHASING DURING COORDINATION - SELECT THE TIME BASED ACTION PLAN THAT IS PROGRAMMED TO SELECT VEH DET PLAN 2 AND ENABLE SF BITS 5.

PHASING	VEH DET PLAN	SF BITS ENABLED
ACTIONS REQUIRED TO RUN DEFAULT PHASING	1	NONE
ACTIONS REQUIRED TO RUN ALTERNATE PHASING	2	5

IMPORTANT: IF ALT. PHASING IS USED DURING FREE RUN AND COORDINATION, DO NOT OPERATE TIME OF DAY EVENTS CONCURRENTLY WITH COORDINATION PLAN EVENTS IN THE EVENT SCHEDULER. (EX. FREE RUN EVENT SHOULD END BEFORE COORDINATION PLAN EVENT STARTS AND VICE-VERSA).

ALTERNATE PHASING CHANGE SUMMARY

THE FOLLOWING IS A SUMMARY OF WHAT TAKES PLACE WHEN SF BIT 5 AND VEH DET PLAN 2 ACTIVATE TO CALL THE "ALTERNATE PHASING":

SF BIT 5: Modifies overlap parent phases for head 51 to run protected turns only.

VEH DET PLAN 2: Disables phase 2 call on loop 5A and reduces delay time for phase 5 call on loop 5A to 3 seconds.

ECONOLITE ASC/3-2070 ACTION PLAN PROGRAMMING DETAIL

1. From Main Menu select [5. TIME BASE]
2. From TIME BASE Submenu select [2. ACTION PLAN]

ACTION PLAN...[*]

PATTERN..........AUTO	SYS OVERRIDE.... NO
TIMING PLAN........ 0	SEQUENCE........ 0
VEH DETECTOR PLAN.. 2	DET LOG........NONE
FLASH........... --	RED REST........ NO
VEH DET DIAG PLN... 0	PED DET DIAG PLN..0
DIMMING ENABLE.. NO	PRIORITY RETURN. NO
PED PR RETURN.. NO	QUEUE DELAY..... NO
PMT COND DELAY NO	

PHASE	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
PED RCL	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
WALK 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
VEX 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
VEH RCL	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
MAX RCL	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
MAX 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

PHASE	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
MAX 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
CS INH	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
OMIT	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
SPC FCT	.	.	.	.	X	.	.	.	(1-8)							
AUX FCT	.	.	.	(1-3)												

	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

* The Action Plan number(s) are to be determined by the Division and/or City Traffic Engineer.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 14-0751
DESIGNED: May 2022
SEALED: 05/10/2022
REVISED: N/A

Electrical Detail - Sheet 3 of 3

ELECTRICAL AND PROGRAMMING DETAILS FOR:

Prepared for the Offices of:

Transportation Mobility and Safety Division
STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION
ITS & Signals Management Section

750 N.Greenfield Pkwy,Garner,NC 27529

US 129
at
SR 1106 (E. Main Street)

Division 14 Graham County Robbinsville

PLAN DATE: May 2022 REVIEWED BY: J. Ma
PREPARED BY: M.L. Stygles REVIEWED BY:

REVISIONS	INIT.	DATE

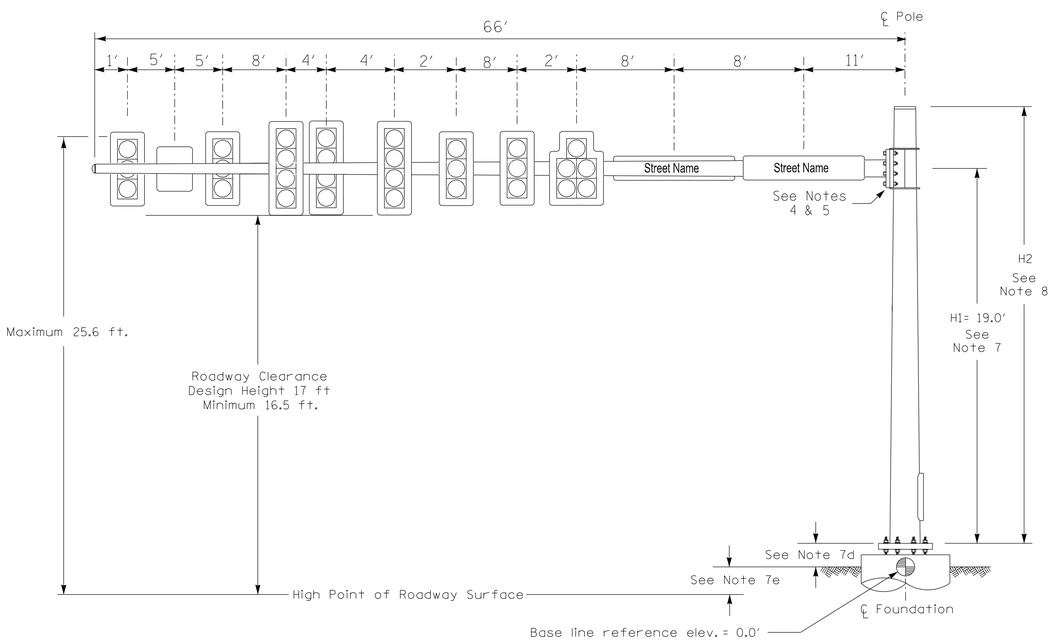
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

DocuSigned by: Jianxin Ma
827E1953081444F...
5/10/2022
DATE

SIG. INVENTORY NO. 14-0751

Design Loading for METAL POLE NO. 1



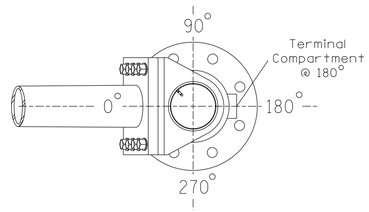
Elevation View

SPECIAL NOTE

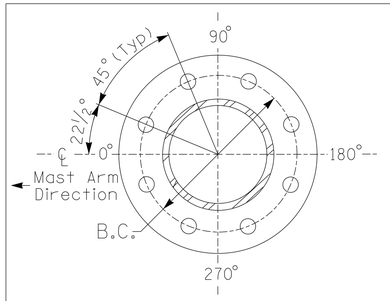
The contractor is responsible for verifying that the mast arm attachment height (H1) will provide the "Design Height" clearance from the roadway before submitting final shop drawings for approval. Verify elevation data below which was obtained by field measurement or from available project survey data.

Elevation Data for Mast Arm Attachment (H1)

Elevation Differences for:	Pole 1
Baseline reference point at ℄ Foundation @ ground level	0.0 ft.
Elevation difference at High point of roadway surface	0.0 ft.
Elevation difference at Edge of travelway or face of curb	0.0 ft.

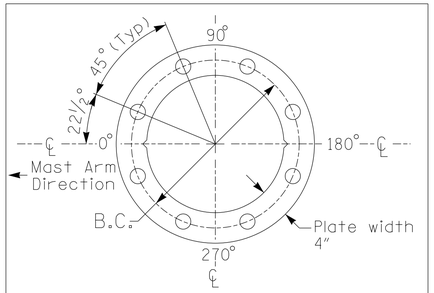


POLE RADIAL ORIENTATION



8 BOLT BASE PLATE DETAIL

See Note 6



BASE PLATE TEMPLATE & ANCHOR BOLT LOCK PLATE DETAIL

For 8 Bolt Base Plate

METAL POLE No. 1

PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig.2.10

MAST ARM LOADING SCHEDULE

LOADING SYMBOL	DESCRIPTION	AREA	SIZE	WEIGHT
	RIGID MOUNTED SIGNAL HEAD 12″-4 SECTION-WITH BACKPLATE	11.5 S.F.	25.5″W X 66.0″L	74 LBS
	RIGID MOUNTED SIGNAL HEAD 12″-3 SECTION-WITH BACKPLATE	9.3 S.F.	25.5″W X 52.5″L	60 LBS
	RIGID MOUNTED SIGNAL HEAD 12″-5 SECTION-WITH BACKPLATE	16.3 S.F.	42.0″W X 56.0″L	103 LBS
	SIGN RIGID MOUNTED	7.5 S.F.	30.0″W X 36.0″L	14 LBS
Street Name	STREET NAME SIGN RIGID MOUNTED	16.0 S.F.	24.0″W X 96.0″L	36 LBS

NOTES

DESIGN REFERENCE MATERIAL

1. Design the traffic signal structure and foundation in accordance with:
   - The 6th Edition 2013 AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, including all of the latest interim revisions.
   - The 2018 NCDOT "Standard Specifications for Roads and Structures." The latest addenda to the specifications can be found in the traffic signal project special provisions.
   - The 2018 NCDOT Roadway Standard Drawings.
   - The traffic signal project plans and special provisions.
   - The NCDOT "Metal Pole Standards" located at the following NCDOT website: https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx

DESIGN REQUIREMENTS

2. Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signal plans for the actual loads that will be applied at the time of the installation.
3. Design all signal supports using stress ratios that do not exceed 0.9.
4. The camber design for the mast arm deflection should provide an appearance of a low pitched arch where the tip or the free end of the mast arm does not deflect below horizontal when fully loaded.
5. A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design requirements.
6. Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts.
7. The mast arm attachment height (H1) shown is based on the following design assumptions:
   a. Mast arm slope and deflection are not considered in determining the arm attachment height as they are assumed to offset each other.
   b. Signal heads are rigidly mounted and vertically centered on the mast arm.
   c. The roadway clearance height for design is as shown in the elevation views.
   d. The top of the pole base plate is 0.75 feet above the ground elevation.
   e. Refer to the Elevation Data Chart for the elevation differences between the proposed foundation ground level and the high point of the roadway.
8. The pole manufacturer will determine the total height (H2) of each pole using the greater of the following:
   - Mast arm attachment height (H1) plus 2 feet, or
   - H1 plus 1/2 of the total height of the mast arm attachment assembly plus 1 foot.
9. If pole location adjustments are required, the contractor must gain approval from the Engineer as this may affect the mast arm lengths and arm attachment heights. The contractor may contact the Signal Design Section Senior Structural Engineer for assistance at (919) 814-5000.
10. The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway.
11. The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.

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NCDOT Wind Zone 5 (120 mph)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared for the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

US 129
at
SR 1106 (E. Main Street)

Division 14 | Graham County | Robbinsville

PLAN DATE:	May 2022	REVIEWED BY:	M. L. Stygles
PREPARED BY:	J. Ma	VHB PROJECT NO.:	38536.40

SCALE: 0 N/A — N/A

REVISIONS	INIT.	DATE

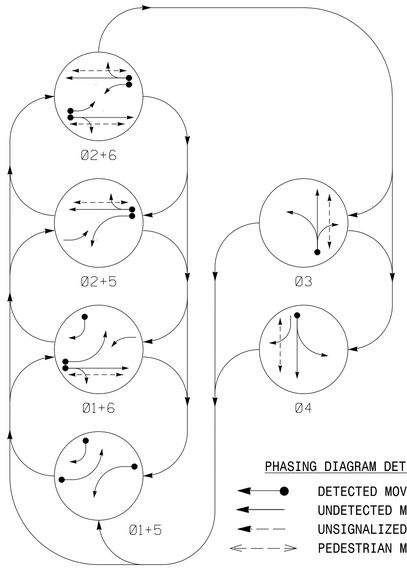
SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

Digitally signed by Jianxin Ma
5/10/2022
SIGNATURE DATE

SIG. INVENTORY NO. 14-0751

PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig.3.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

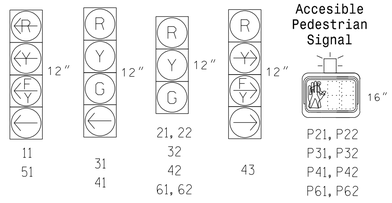
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3	Ø4	FLASH
11	←	←	F Y	F Y	~~R~~	~~R~~	~~Y~~
21, 22	R	R	G	G	R	R	Y
31	R	R	R	R	G ←	R	R
32	R	R	R	R	G	R	R
41	R	R	R	R	R	G ←	R
42	R	R	R	R	R	G	R
43	→	→	R	R	R	F Y →	R
51	←	F Y	←	F Y	~~R~~	~~R~~	~~Y~~
61, 62	R	G	R	G	R	R	Y
P21,P22	DW	DW	W	W	DW	DW	DRK
P31,P32	DW	DW	DW	DW	W	DW	DRK
P41,P42	DW	DW	DW	DW	DW	W	DRK
P61,P62	DW	W	DW	W	DW	DW	DRK

SIGNAL FACE I.D.

All Heads L.E.D.



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	SYSTEM LOOP	NEW CARD
1A	*	0	*	Y	1	Yes	-	15	-	N	-	*
					6	Yes	-	3	-	N	-	*
1B	*	0	*	Y	1	Yes	-	15	-	N	-	*
2A	*	70	*	Y	2	Yes	-	-	-	N	-	*
3A	*	0	*	Y	3	Yes	-	10	-	N	-	*
4A	*	0	*	Y	4	Yes	-	-	-	N	-	*
5A	*	0	*	Y	5	Yes	-	15	-	N	-	*
					2	Yes	-	-	-	N	-	*
6A	*	70	*	Y	6	Yes	-	-	-	N	-	*

* Multizone Microwave Detection Zones

6 Phase Fully Actuated Isolated

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. Set all detector units to presence mode.
5. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
6. Program pedestrian heads to countdown the flashing 'Don't Walk' time only.
7. This intersection features a multizone microwave detection system. Install detectors according to manufacturer's specifications to ensure optimum detection zone coverage.
8. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
9. This intersection features accessible pedestrian signals utilizing percussive tone walk indications.

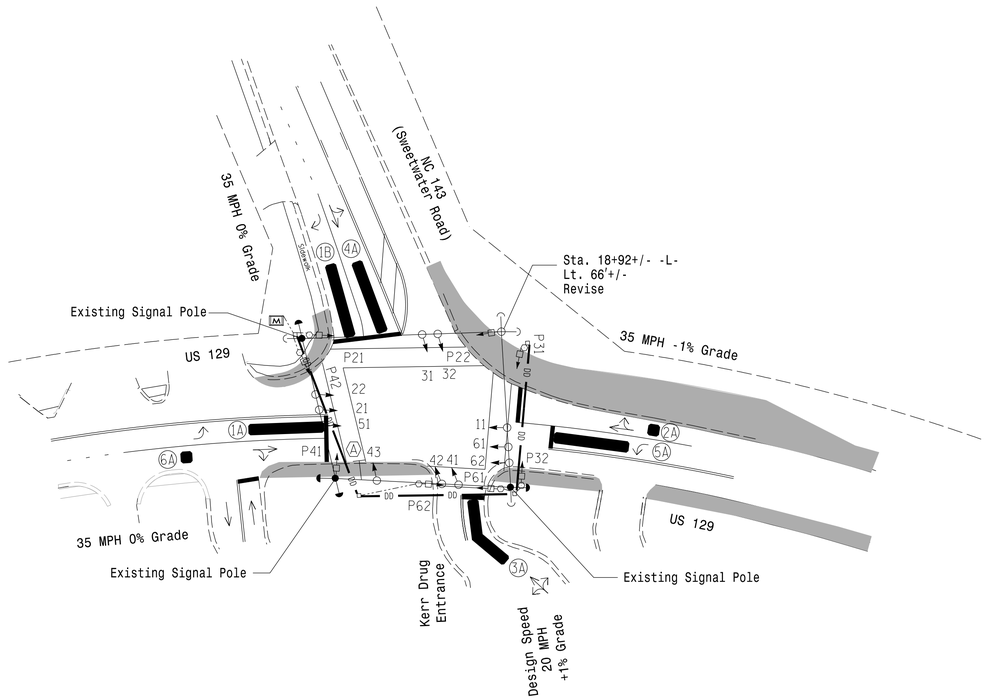
ACCESSIBLE PEDESTRIAN SIGNAL OPERATION

SIGNAL FACE	VOICE	TONES	INTERVAL	SPEECH MESSAGE
P21	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk/Don't Walk	Wait. Wait to cross Sweetwater.
P22	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk/Don't Walk	Wait. Wait to cross Sweetwater.
P31	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk/Don't Walk	Wait. Wait to cross US 129.
P32	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk/Don't Walk	Wait. Wait to cross US 129.
P41	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk/Don't Walk	Wait. Wait to cross US 129.
P42	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk/Don't Walk	Wait. Wait to cross US 129.
P61	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk/Don't Walk	Wait. Wait to cross Kerr Drug.
P62	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk/Don't Walk	Wait. Wait to cross Kerr Drug.

ASC/3 TIMING CHART

FEATURE	PHASE 1	2	3	4	5	6
Min Green *	7	10	7	7	7	10
Walk *	-	9	12	9	-	11
Ped Clear	-	24	15	16	-	8
Veh. Extension *	2.0	3.0	2.0	2.0	2.0	3.0
Max 1 *	15	45	15	25	15	45
Yellow	3.0	3.9	3.8	3.0	3.0	3.9
Red Clear	2.6	1.8	2.1	3.1	1.9	1.8
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Actuations B4 Add *	-	-	-	-	-	-
Seconds /Actuation *	-	-	-	-	-	-
Max Initial *	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-
Locking Detector	-	-	-	-	-	-
Recall Position	-	VEH RECALL	-	-	-	VEH RECALL
Dual Entry	-	-	-	-	-	-
Simultaneous Gap	X	X	X	X	X	X

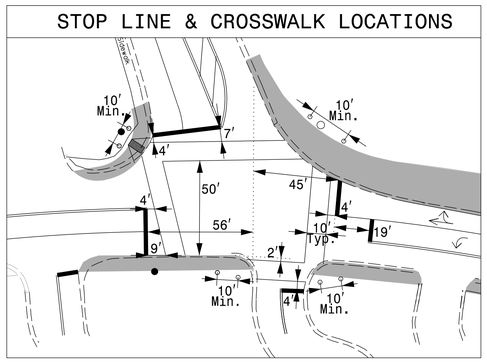
* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.



LEGEND

PROPOSED		EXISTING
○→	Traffic Signal Head	●→
◐→	Modified Signal Head	N/A
⊣	Sign	⊣
□↓	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	→
⬡	Type II Signal Pedestal	⬢
Ⓐ	Right Arrow "ONLY" Sign (R3-5R)	Ⓐ
— DD —	Directional Drill	N/A
◿	Curb Ramp	N/A
▬	Construction Zone	N/A
▬	Multizone Microwave Detection	N/A

STOP LINE & CROSSWALK LOCATIONS



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Signal Upgrade-Temporary Design 1
(TMP Phase I)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared for the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

US 129
at
NC 143 (Sweetwater Road) / Kerr Drug Entrance

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'

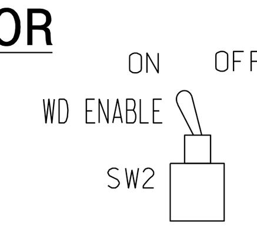
SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA
DocuSigned by: Jianxin Ma 827E1953081444F
5/10/2022
SIGNATURE DATE

SIG. INVENTORY NO. 14-0750T1

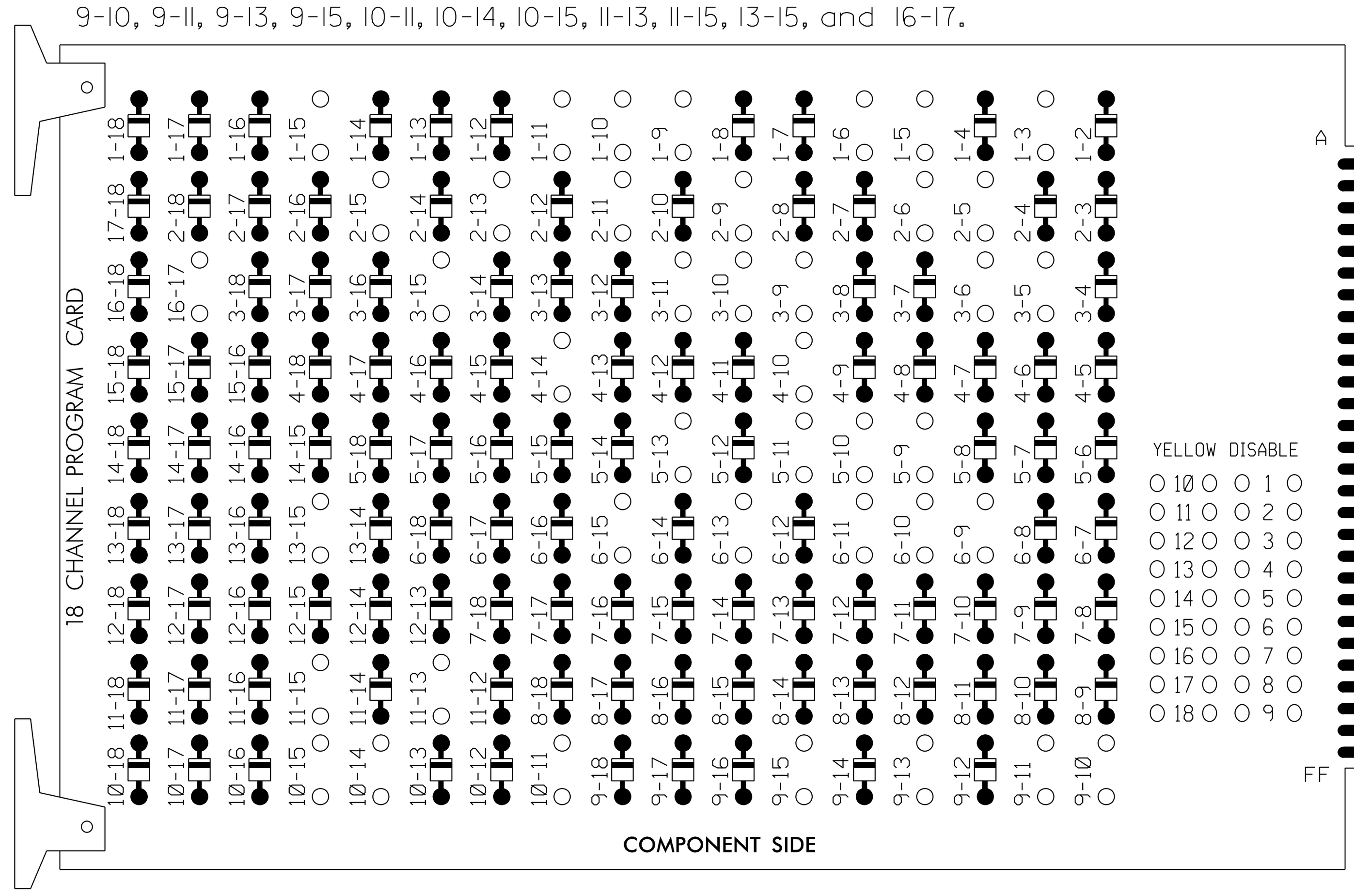
PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig.3.1

EDI MODEL 2018ECL-NC CONFLICT MONITOR PROGRAMMING DETAIL

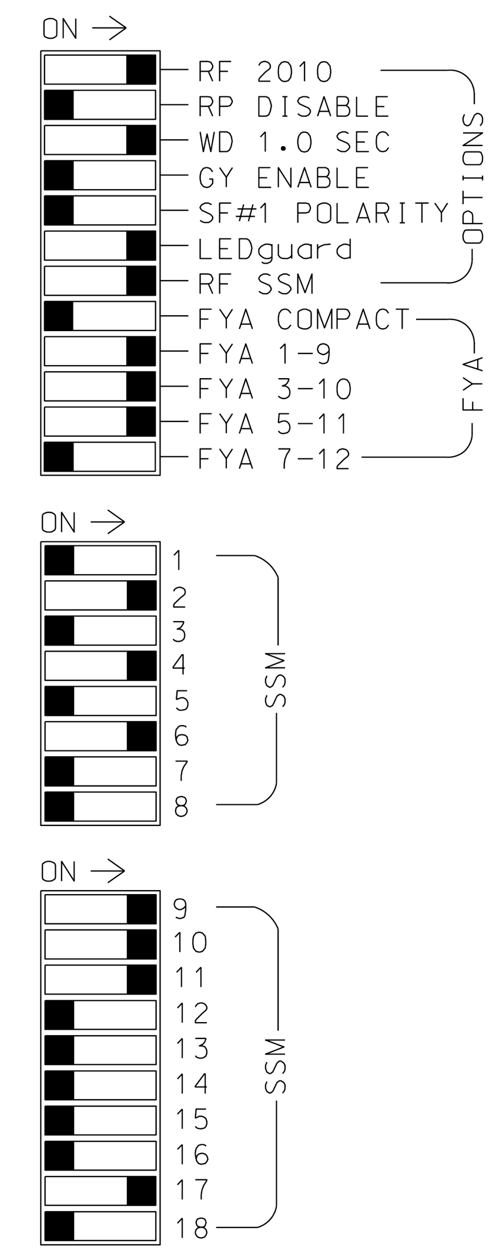
(remove jumpers and set switches as shown)



REMOVE DIODE JUMPERS 1-3, 1-5, 1-6, 1-9, 1-10, 1-11, 1-15, 2-5, 2-6, 2-9, 2-11, 2-13, 2-15, 3-5, 3-6, 3-9, 3-10, 3-11, 3-15, 4-10, 4-14, 5-9, 5-10, 5-11, 5-13, 6-9, 6-10, 6-11, 6-13, 6-15, 9-10, 9-11, 9-13, 9-15, 10-11, 10-14, 10-15, 11-13, 11-15, 13-15, and 16-17.



REMOVE JUMPERS AS SHOWN



■ = DENOTES POSITION OF SWITCH

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
2. Program controller to start up in phase 2 Walk and 6 Walk.
3. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.

EQUIPMENT INFORMATION

CONTROLLER.............2070LX
CABINET................332 W/AUX
SOFTWARE...............ECONOLITE ASC/3-2070
CABINET MOUNT..........BASE
OUTPUT FILE POSITIONS...18 WITH AUX. OUTPUT FILE
LOAD SWITCHES USED......S1,S2,S3,S4,S5,S6,S7,S8,S9,S12, AUX S1,AUX S2,AUX S3,AUX S4
PHASES USED............1,2,2 PED,3,3 PED,4,4 PED,5,6, 6 PED
OVERLAP "A"............*
OVERLAP "B"............*
OVERLAP "C"............*
OVERLAP "D"............*
OVERLAP "E"............*
OVERLAP "G"............*

* See overlap programming detail on sheet 2

SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5		S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3		AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4		14	5	6	15	7	8	16	9	10	17		11	12	18
PHASE	1	2	2 PED	OLG	4		4 PED	5	6	6 PED	7	8	3 PED	OLA	OLB	OLE		OLC	OLD	SPARE
SIGNAL HEAD NO.	11★	21,22	P21, P22	43★	41	42	P41, P42	51★	61,62	P61, P62	NU	NU	P31, P32	11★	43★	31	32	51★	NU	NU
RED		128			101	101			134						A124	A111	A111			
YELLOW	✳	129		✳	102	102		✳	135							A112	A112			
GREEN		130			103	103			136							A113	A113			
RED ARROW														A121				A114		
YELLOW ARROW														A122	A125			A115		
FLASHING YELLOW ARROW														A123	A126			A116		
GREEN ARROW	127			118	103			133								A113				
✋ (Don't Walk)			113				104			119			110							
🚶 (Walk)			115				106			121			112							

NU = Not Used

✳ Denotes install load resistor. See load resistor installation detail this sheet.

★ See pictorial of head wiring in detail this sheet.

INPUT FILE POSITION LAYOUT

(front view)

FILE		1	2	3	4	5	6	7	8	9	10	11	12	13	14
"I"	U	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	Ø2 PED DC ISOLATOR	Ø6 PED DC ISOLATOR	FS DC ISOLATOR
"I"	L												Ø4 PED DC ISOLATOR	Ø3 PED DC ISOLATOR	ST DC ISOLATOR
"J"	U	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY
"J"	L														

EX.: 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	DETECTOR NO.	NEMA PHASE	CALL	EXTEND TIME	DELAY TIME	ADDED INITIAL	DETECTOR TYPE
PED PUSH BUTTONS										
P21,P22	TB8-4,6	I12U	67	PED 2	2 PED					
P31,P32	TB8-8,9	I13L	70	PED 8	3 PED					
P41,P42	TB8-5,6	I12L	69	PED 4	4 PED					
P61,P62	TB8-7,9	I13U	68	PED 6	6 PED					

NOTE: INSTALL DC ISOLATORS IN INPUT FILE SLOTS I12 AND I13.

INPUT FILE POSITION LEGEND: J2L

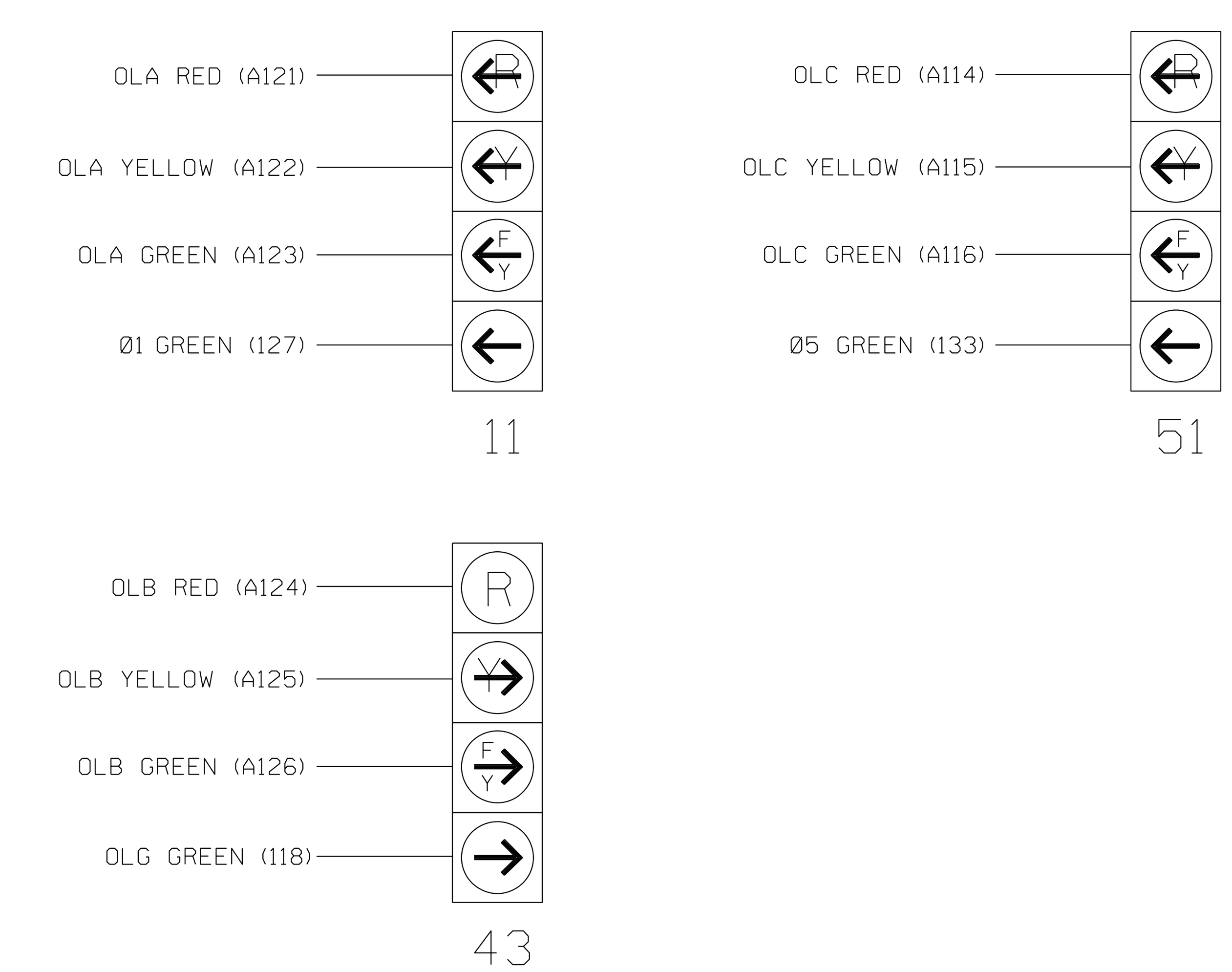
FILE J
SLOT 2
LOWER

SPECIAL DETECTOR NOTE

Install a multizone microwave detection system for vehicle detection. Perform installation according to manufacturer's directions and NCDOT engineer-approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)

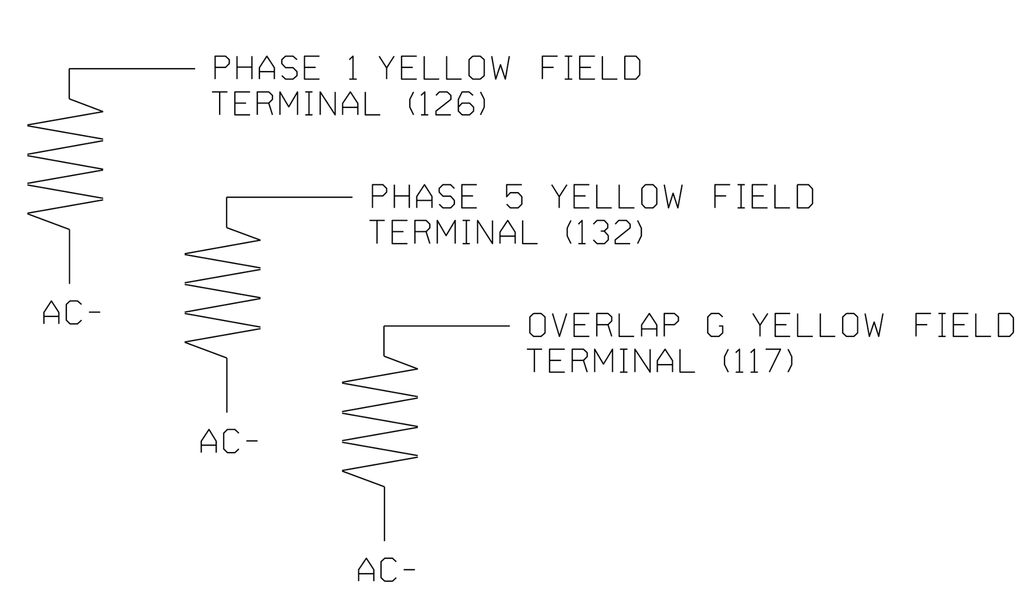


LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown)

ACCEPTABLE VALUES

VALUE (ohms)	WATTAGE
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



COUNTDOWN PEDESTRIAN SIGNAL OPERATION

Countdown Ped Signals are required to display timing only during Ped Clearance Interval. Consult Ped Signal Module user's manual for instructions on selecting this feature.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 14-0750T1
DESIGNED: May 2022
SEALED: 05/10/2022
REVISED: N/A

Electrical Detail - Sheet 1 of 2 - Temporary Design 1

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

ELECTRICAL AND PROGRAMMING DETAILS FOR:

Prepared for the Offices of:

Transportation Mobility and Safety Division, ITS & Signals Management Section, State of North Carolina Department of Transportation

750 N.Greenfield Pkwy,Garner,NC 27529

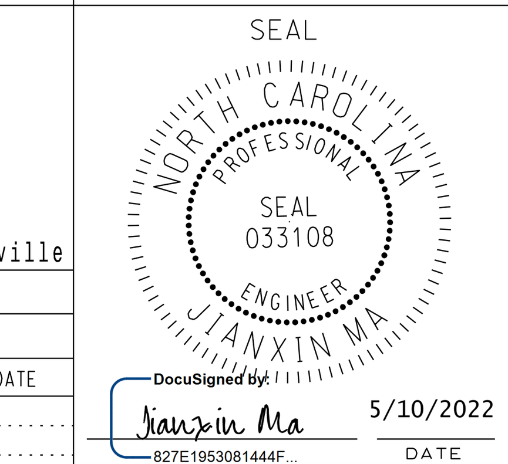
US 129
at
NC 143 (Sweetwater Road) /
Kerr Drug Entrance

Division 14 | Graham County | Robbinsville

PLAN DATE: May 2022 | REVIEWED BY: J. Ma
PREPARED BY: M.L. Stygles | REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL



5/10/2022
DATE

SIG. INVENTORY NO. 14-0750T1

PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig.3.2

ECONOLITE ASC/3-2070 OVERLAP PROGRAMMING DETAIL

(program controller as shown)

1. From Main Menu select [2. CONTROLLER]
2. From CONTROLLER Submenu select [2. VEHICLE OVERLAPS]

Toggle to 'Overlap G'

OVERLAP G

Select TMG VEH OVLP [G] and 'NORMAL'

```
TMG VEH OVLP...[G] TYPE: .......NORMAL
  PHASES 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
INCLUDED X . . . . . . . . . . . . . . .

LAG GRN 0.0 YEL 0.0 RED 0.0
```

Toggle to 'Overlap A'

OVERLAP A

Select TMG VEH OVLP [A] and 'PPLT FYA'

```
TMG VEH OVLP...[A] TYPE: .....PPLT FYA

PROTECTED LEFT TURN....    PHASE    1
OPPOSING THROUGH.......    PHASE    2

FLASHING ARROW OUTPUT.....CH9  ISOLATE

DELAY START OF: FYA..0.0 CLEARANCE..0.0
ACTION PLAN SF BIT DISABLE.......... 0
```

Toggle Once

OVERLAP B

Select TMG VEH OVLP [B] and 'PPLT FYA'

```
TMG VEH OVLP...[B] TYPE: .....PPLT FYA

PROTECTED LEFT TURN....    OVERLAP  G
OPPOSING THROUGH.......    PHASE    4

FLASHING ARROW OUTPUT.....CH10  ISOLATE

DELAY START OF: FYA..0.0 CLEARANCE..0.0
ACTION PLAN SF BIT DISABLE.......... 0
```

Toggle Once

OVERLAP C

Select TMG VEH OVLP [C] and 'PPLT FYA'

```
TMG VEH OVLP...[C] TYPE: .....PPLT FYA

PROTECTED LEFT TURN....    PHASE    5
OPPOSING THROUGH.......    PHASE    6

FLASHING ARROW OUTPUT.....CH11 ISOLATE

DELAY START OF: FYA..0.0 CLEARANCE..0.0
ACTION PLAN SF BIT DISABLE.......... 0
```

Toggle Twice

OVERLAP E

Select TMG VEH OVLP [E] and 'NORMAL'

```
TMG VEH OVLP...[E] TYPE: .......NORMAL
  PHASES 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
INCLUDED . . X . . . . . . . . . . . . .

LAG GRN 0.0 YEL 0.0 RED 0.0
```

END PROGRAMMING

ECONOLITE ASC/3-2070 PED 3 PROGRAMMING ASSIGNMENT DETAIL

(program controller as shown)

1. From Main Menu select [6. DETECTORS]
2. From DETECTOR Submenu select [3. PED DETECTOR INPUT ASSIGNMENT]

PED DET PHASE ASSIGNMENT MODE: NTCIP

PHASE	1	2	3	4	5	6	7	8
DETECTOR	0	2	8	4	0	6	0	0

PHASE	9	10	11	12	13	14	15	16
DETECTOR	0	0	0	0	0	0	0	0

NOTICE PED DETECTOR 8 ASSIGNED TO PHASE 3

FLASHER CIRCUIT MODIFICATION DETAIL

IN ORDER TO ENSURE THAT SIGNALS FLASH CONCURRENTLY ON THE SAME APPROACH, MAKE THE FOLLOWING FLASHER CIRCUIT CHANGES:

1. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-4 AND TERMINATE ON T2-3.
2. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-5 AND TERMINATE ON T2-2.
3. REMOVE FLASHER UNIT 2.

THE CHANGES LISTED ABOVE TIES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.

ECONOLITE ASC/3-2070 LOAD SWITCH ASSIGNMENT DETAIL

(program controller as shown)

To assign load switches S4 OLG,
program LD SWITCH 3 as OVLP '7' TYPE 'O'.

1. From Main Menu select [1. CONFIGURATION]
2. From CONFIGURATION Submenu select [3. LOAD SW ASSIGN]

LD SWITCH ASSIGN

	PHASE /OVLP	TYPE	DIMMING R	Y	G	D	FLASH PWR	AUT	TGR
1	1	V	.	.	.	+	A	R	X
2	2	V	.	.	.	+	A	Y	.
3	7	O	.	.	.	+	A	R	X
4	4	V	.	.	.	+	A	R	.
5	5	V	.	.	.	-	A	R	.
6	6	V	.	.	.	-	A	Y	X
7	7	V	.	.	.	-	A	R	.
8	8	V	.	.	.	-	A	R	X
9	1	O	.	.	.	+	A	Y	X
10	2	O	.	.	.	+	A	R	X
11	3	O	.	.	.	-	A	Y	.
12	4	O	.	.	.	-	A	R	.
13	2	P	.	.	.	+	A	.	.
14	4	P	.	.	.	-	A	.	.
15	6	P	.	.	.	+	A	.	.
16	3	P	.	.	.	-	A	.	.

NOTICE OVERLAP G ASSIGNED TO LD SWITCH 3

NOTICE PHASE 3 PED ASSIGNED TO LD SWITCH 16

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 14-0750T1
DESIGNED: May 2022
SEALED: 05/10/2022
REVISED: N/A

Electrical Detail - Sheet 2 of 2 - Temporary Design 1

ELECTRICAL AND PROGRAMMING DETAILS FOR:

Prepared for the Offices of: Transportation Mobility and Safety Division, ITS & Signals Management Section

750 N.Greenfield Pkwy,Garner,NC 27529

US 129
at
NC 143 (Sweetwater Road) /
Kerr Drug Entrance

Division 14 Graham County Robbinsville

PLAN DATE: May 2022 REVIEWED BY: J. Ma

PREPARED BY: M.L. Stygles REVIEWED BY:

REVISIONS	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

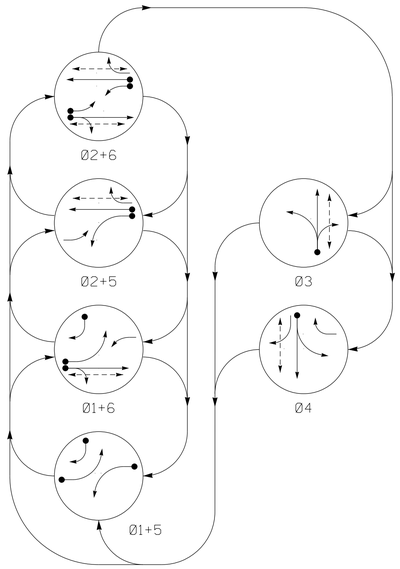
DocuSigned by: Jianxin Ma 827E1953081444F... 5/10/2022 DATE

SIG. INVENTORY NO. 14-0750T1

PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig.3.3

6 Phase Fully Actuated Isolated

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

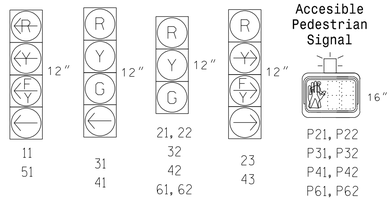
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3	Ø4	FLASH
11	←	←	F	F	R	R	Y
21, 22	R	R	G	G	R	R	Y
23	R	R	F	F	R	→	Y
31	R	R	R	R	G	R	R
32	R	R	R	R	G	R	R
41	R	R	R	R	R	G	R
42	R	R	R	R	R	G	R
43	→	→	R	R	R	F	R
51	←	F	←	F	R	R	Y
61, 62	R	G	R	G	R	R	Y
P21,P22	DW	DW	W	W	DW	DW	DRK
P31,P32	DW	DW	DW	DW	W	DW	DRK
P41,P42	DW	DW	DW	DW	DW	W	DRK
P61,P62	DW	W	DW	W	DW	DW	DRK

SIGNAL FACE I.D.

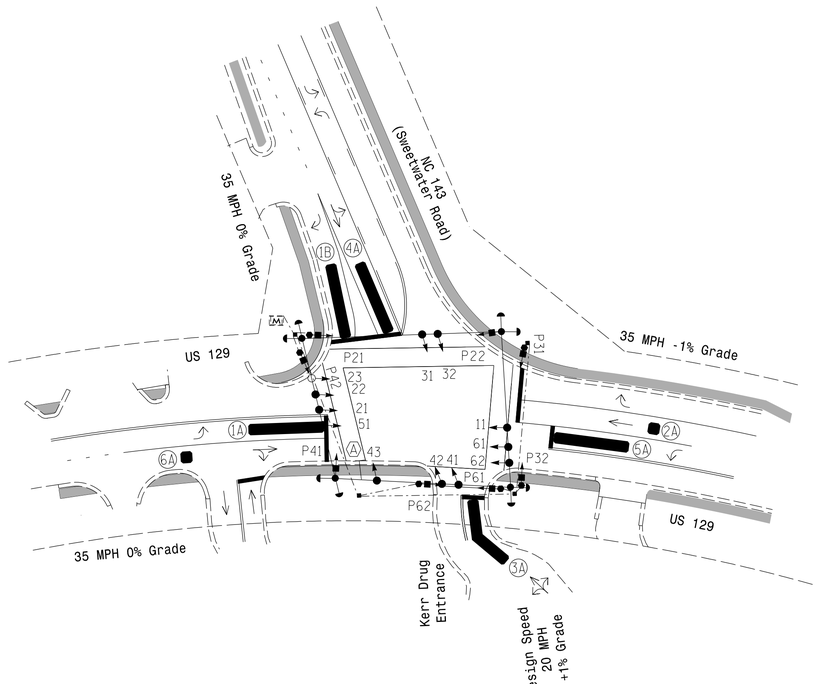
All Heads L.E.D.



ASC/3 DETECTOR INSTALLATION CHART

DETECTOR 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	*	0	*	Y	1	Yes	-	15	-	N	-	*
					6	Yes	-	3	-	N	-	*
1B	*	0	*	Y	1	Yes	-	15	-	N	-	*
2A	*	70	*	Y	2	Yes	-	-	-	N	-	*
3A	*	0	*	Y	3	Yes	-	10	-	N	-	*
4A	*	0	*	Y	4	Yes	-	-	-	N	-	*
5A	*	0	*	Y	5	Yes	-	15	-	N	-	*
					2	Yes	-	-	-	N	-	*
6A	*	70	*	Y	6	Yes	-	-	-	N	-	*

* Multizone Microwave Detection Zones



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. Set all detector units to presence mode.
5. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
6. Program pedestrian heads to countdown the flashing 'Don't Walk' time only.
7. This intersection features a multizone microwave detection system. Install detectors according to manufacturer's specifications to ensure optimum detection zone coverage.
8. Pavement markings for stop lines and crosswalks are existing.
9. This intersection features accessible pedestrian signals utilizing percussive tone walk indications.
10. Reposition all existing signal heads.

LEGEND

PROPOSED		EXISTING
○→	Traffic Signal Head	●→
◐→	Modified Signal Head	N/A
⊣	Sign	⊣
○↓	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	→
Ⓐ	Right Arrow "ONLY" Sign (R3-5R)	Ⓐ
⬡	Type II Signal Pedestal	⬢
DD	Directional Drill	N/A
	Curb Ramp	N/A
	Construction Zone	N/A
	Multizone Microwave Detection	N/A

ASC/3 TIMING CHART

FEATURE	PHASE 1	2	3	4	5	6
Min Green *	7	10	7	7	7	10
Walk *	-	7	7	7	-	7
Ped Clear	-	24	15	16	-	8
Veh. Extension *	2.0	3.0	2.0	2.0	2.0	3.0
Max 1 *	15	45	15	25	15	45
Yellow	3.0	3.9	3.8	3.0	3.0	3.9
Red Clear	2.6	1.8	2.1	2.9	1.9	1.8
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Actuations B4 Add *	-	-	-	-	-	-
Seconds /Actuation *	-	-	-	-	-	-
Max Initial *	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-
Locking Detector	-	-	-	-	-	-
Recall Position	-	VEH RECALL	-	-	-	VEH RECALL
Dual Entry	-	-	-	-	-	-
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.

ACCESSIBLE PEDESTRIAN SIGNAL OPERATION

SIGNAL FACE	VOICE	TONES	INTERVAL	SPEECH MESSAGE
P21	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk/Don't Walk	Wait. Wait to cross Sweetwater.
P22	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk/Don't Walk	Wait. Wait to cross Sweetwater.
P31	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk/Don't Walk	Wait. Wait to cross US 129.
P32	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk/Don't Walk	Wait. Wait to cross US 129.
P41	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk/Don't Walk	Wait. Wait to cross US 129.
P42	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk/Don't Walk	Wait. Wait to cross US 129.
P61	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk/Don't Walk	Wait. Wait to cross Kerr Drug.
P62	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk/Don't Walk	Wait. Wait to cross Kerr Drug.

VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27607
P: 919-829-0328

Signal Upgrade-Temporary Design 2
(TMP Phase II)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared for the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

US 129
at
NC 143 (Sweetwater Road) /
Kerr Drug Entrance

Division 14 Graham County Robbinsville

PLAN DATE: May 2022 REVIEWED BY: M. Stygles
PREPARED BY: J. Ma REVIEWED BY:

REVISIONS	INIT.	DATE

SCALE 0 40 1"=40'

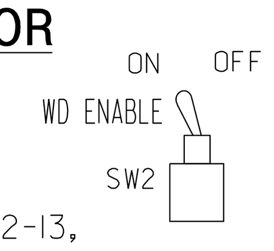
SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

DocuSigned by: Jianxin Ma 5/10/2022
SIGNATURE DATE

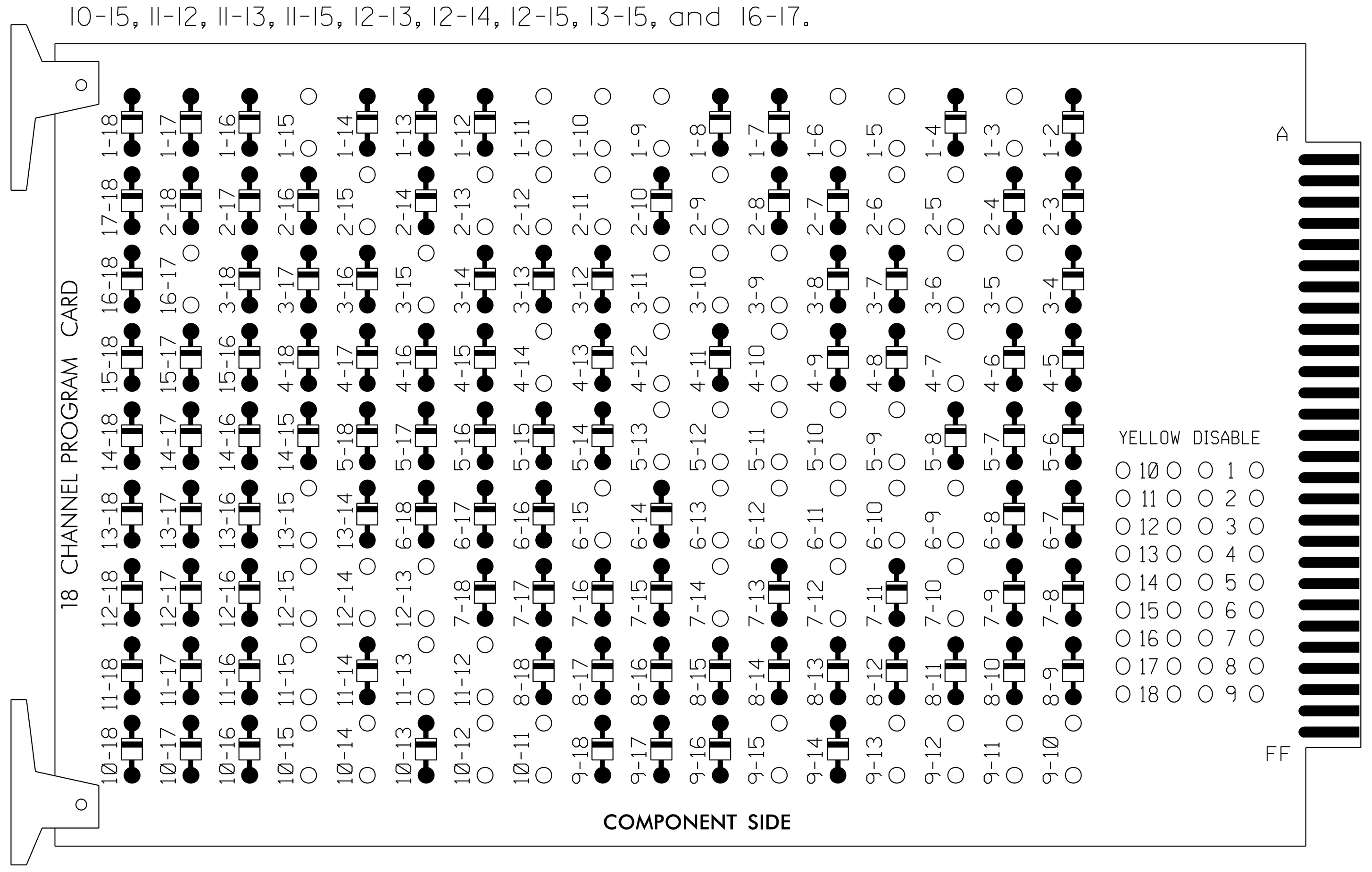
SIG. INVENTORY NO. 14-0750T2

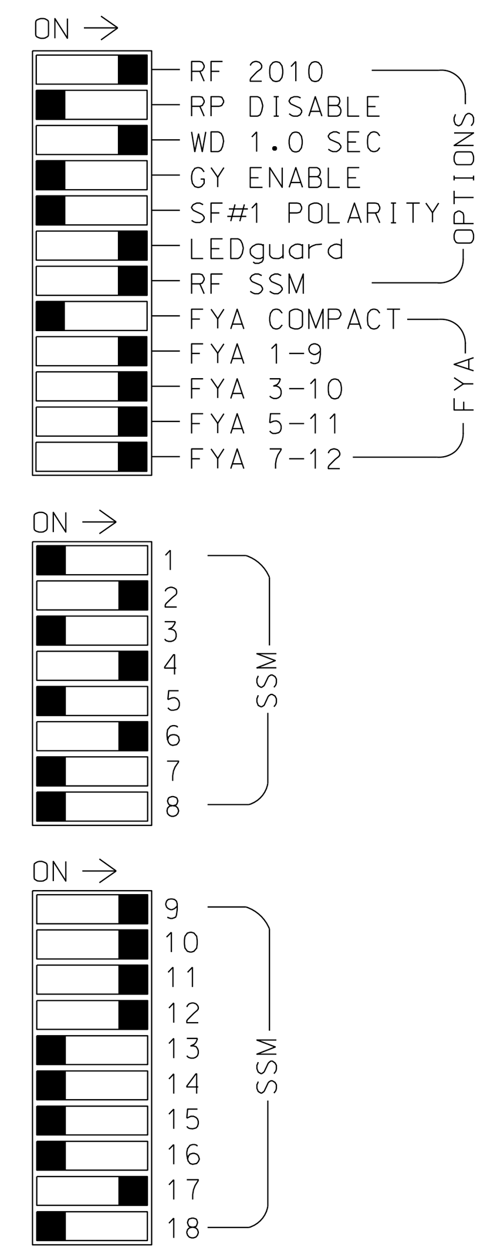
EDI MODEL 2018ECL-NC CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)



REMOVE DIODE JUMPERS 1-3, 1-5, 1-6, 1-9, 1-10, 1-11, 1-15, 2-5, 2-6, 2-9, 2-11, 2-12, 2-13, 2-15, 3-5, 3-6, 3-9, 3-10, 3-11, 3-15, 4-7, 4-10, 4-12, 4-14, 5-9, 5-10, 5-11, 5-12, 5-13, 6-9, 6-10, 6-11, 6-12, 6-13, 6-15, 7-10, 7-12, 7-14, 9-10, 9-11, 9-12, 9-13, 9-15, 10-11, 10-12, 10-14, 10-15, 11-12, 11-13, 11-15, 12-13, 12-14, 12-15, 13-15, and 16-17.





■ = DENOTES POSITION OF SWITCH

REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
2. Program controller to start up in phase 2 Walk and 6 Walk.
3. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.

EQUIPMENT INFORMATION

CONTROLLER..............2070LX
CABINET.................332 W/AUX
SOFTWARE................ECONOLITE ASC/3-2070
CABINET MOUNT...........BASE
OUTPUT FILE POSITIONS...18 WITH AUX. OUTPUT FILE
LOAD SWITCHES USED......S1,S2,S3,S4,S5,S6,S7,S8,S9,S10,S12, AUX S1,AUX S2,AUX S3,AUX S4,AUX S5
PHASES USED.............1,2,2 PED,3,3 PED,4,4 PED,5,6, 6 PED
OVERLAP "A".............*
OVERLAP "B".............*
OVERLAP "C".............*
OVERLAP "D".............*
OVERLAP "E".............*
OVERLAP "G".............*
OVERLAP "H".............*

* See overlap programming detail on sheet 2

SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5		S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3		AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4		14	5	6	15	7	8	16	9	10	17		11	12	18
PHASE	1	2	2 PED	OLG	4		4 PED	5	6	6 PED	OLH	8	3 PED	OLA	OLB	OLE		OLC	OLD	SPARE
SIGNAL HEAD NO.	11★	21,22	P21, P22	43★	41	42	P41, P42	51★	61,62	P61, P62	23★	NU	P31, P32	11★	43★	31	32	51★	23★	NU
RED		128			101	101			134						A124	A111	A111		A101	
YELLOW	*	129		*	102	102		*	135		*					A112	A112			
GREEN		130			103	103			136							A113	A113			
RED ARROW														A121				A114		
YELLOW ARROW														A122	A125			A115	A102	
FLASHING YELLOW ARROW														A123	A126			A116	A103	
GREEN ARROW	127			118	103			133			124					A113				
✋			113				104			119			110							
🚶			115				106			121			112							

NU = Not Used

* Denotes install load resistor. See load resistor installation detail this sheet.

★ See pictorial of head wiring in detail this sheet.

INPUT FILE POSITION LAYOUT

(front view)

FILE		1	2	3	4	5	6	7	8	9	10	11	12	13	14
FILE "I"	U	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	Ø2 PED DC ISOLATOR	Ø6 PED DC ISOLATOR	FS DC ISOLATOR
	L												Ø4 PED DC ISOLATOR	Ø3 PED DC ISOLATOR	ST DC ISOLATOR
FILE "J"	U	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY
	L														

EX.: 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	DETECTOR NO.	NEMA PHASE	CALL	EXTEND TIME	DELAY TIME	ADDED INITIAL	DETECTOR TYPE
PED PUSH BUTTONS										
P21,P22	TB8-4,6	I12U	67	PED 2	2 PED					
P31,P32	TB8-8,9	I13L	70	PED 8	3 PED					
P41,P42	TB8-5,6	I12L	69	PED 4	4 PED					
P61,P62	TB8-7,9	I13U	68	PED 6	6 PED					

NOTE: INSTALL DC ISOLATORS IN INPUT FILE SLOTS I12 AND I13.

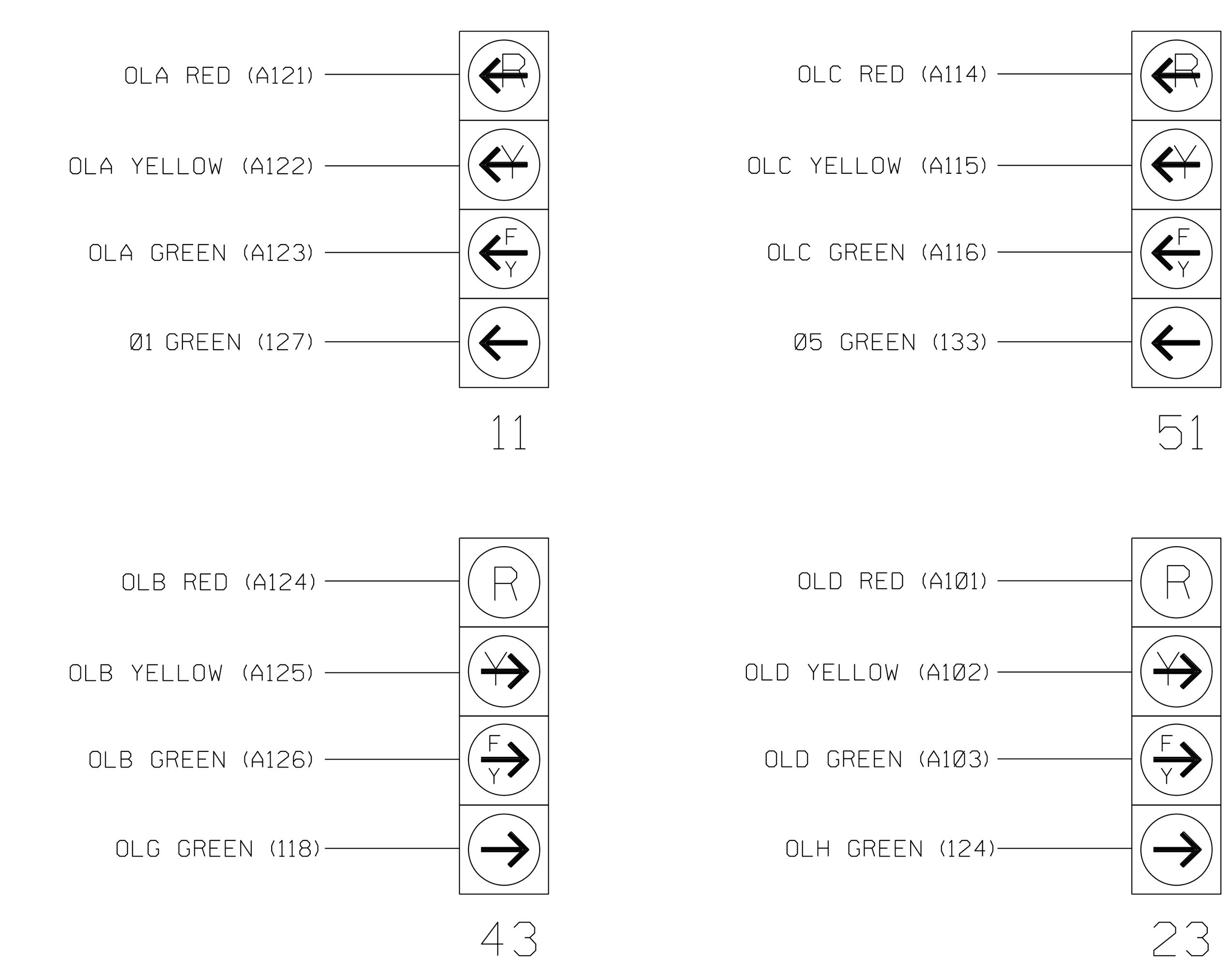
INPUT FILE POSITION LEGEND: J2L
FILE J
SLOT 2
LOWER

SPECIAL DETECTOR NOTE

Install a multizone microwave detection system for vehicle detection. Perform installation according to manufacturer's directions and NCDOT engineer-approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)

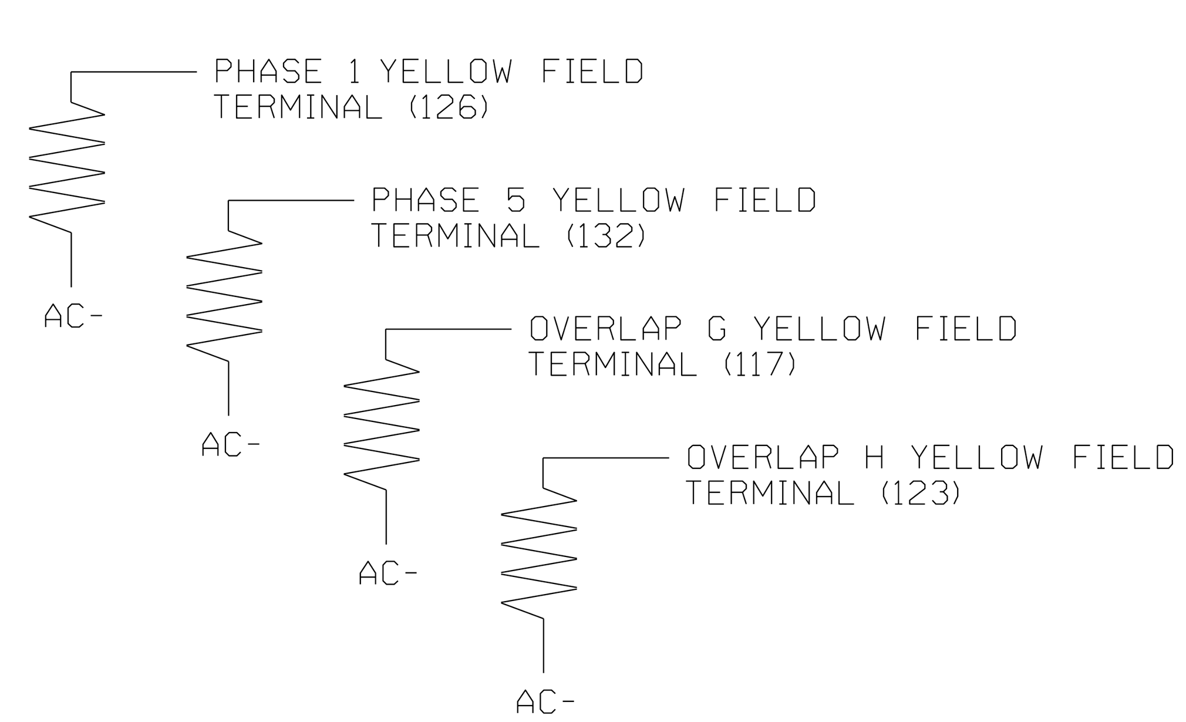


LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown)

ACCEPTABLE VALUES

VALUE (ohms)	WATTAGE
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



COUNTDOWN PEDESTRIAN SIGNAL OPERATION

Countdown Ped Signals are required to display timing only during Ped Clearance Interval. Consult Ped Signal Module user's manual for instructions on selecting this feature.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 14-0750T2
DESIGNED: May 2022
SEALED: 05/10/2022
REVISED: N/A

Electrical Detail -Sheet 1 of 3 - Temporary Design 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

ELECTRICAL AND PROGRAMMING DETAILS FOR:

Prepared for the Offices of: Transportation Mobility and Safety Division, ITS & Signals Management Section, Department of Transportation, State of North Carolina

750 N.Greenfield Pkwy,Garner,NC 27529

US 129 at NC 143 (Sweetwater Road) / Kerr Drug Entrance

Division 14 Graham County Robbinsville

PLAN DATE: May 2022	REVIEWED BY: J. Ma
PREPARED BY: M.L. Stygles	REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 033108 JIANXIN MA

DocuSigned by: Jianxin Ma 827E1953081444F... 5/10/2022 DATE

SIG. INVENTORY NO. 14-0750T2

ECONOLITE ASC/3-2070 OVERLAP PROGRAMMING DETAIL

(program controller as shown)

1. From Main Menu select `2. CONTROLLER`
2. From CONTROLLER Submenu select `2. VEHICLE OVERLAPS`

Toggle to 'Overlap G'

OVERLAP G

Select TMG VEH OVLP [G] and 'NORMAL'

```
TMG VEH OVLP...[G] TYPE: .......NORMAL
  PHASES 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
INCLUDED X . . . . . . . . . . . . . . .

LAG GRN 0.0 YEL 0.0 RED 0.0
```

Toggle to 'Overlap H'

OVERLAP H

Select TMG VEH OVLP [H] and 'NORMAL'

```
TMG VEH OVLP...[H] TYPE: .......NORMAL
  PHASES 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
INCLUDED . . . X . . . . . . . . . . . .

LAG GRN 0.0 YEL 0.0 RED 0.0
```

Toggle to 'Overlap A'

OVERLAP A

Select TMG VEH OVLP [A] and 'PPLT FYA'

```
TMG VEH OVLP...[A] TYPE: .....PPLT FYA

PROTECTED LEFT TURN....   PHASE    1
OPPOSING THROUGH.......   PHASE    2

FLASHING ARROW OUTPUT.....CH9  ISOLATE

DELAY START OF: FYA..0.0 CLEARANCE..0.0
ACTION PLAN SF BIT DISABLE........... 0
```

Toggle Once

OVERLAP B

Select TMG VEH OVLP [B] and 'PPLT FYA'

```
TMG VEH OVLP...[B] TYPE: .....PPLT FYA

PROTECTED LEFT TURN....   OVERLAP  G
OPPOSING THROUGH.......   PHASE    4

FLASHING ARROW OUTPUT.....CH10  ISOLATE

DELAY START OF: FYA..0.0 CLEARANCE..0.0
ACTION PLAN SF BIT DISABLE........... 0
```

Toggle Once

OVERLAP C

Select TMG VEH OVLP [C] and 'PPLT FYA'

```
TMG VEH OVLP...[C] TYPE: .....PPLT FYA

PROTECTED LEFT TURN....   PHASE    5
OPPOSING THROUGH.......   PHASE    6

FLASHING ARROW OUTPUT.....CH11 ISOLATE

DELAY START OF: FYA..0.0 CLEARANCE..0.0
ACTION PLAN SF BIT DISABLE........... 0
```

Toggle Once

OVERLAP D

Select TMG VEH OVLP [D] and 'PPLT FYA'

```
TMG VEH OVLP...[D] TYPE: .....PPLT FYA

PROTECTED LEFT TURN....   OVERLAP  H
OPPOSING THROUGH.......   PHASE    2

FLASHING ARROW OUTPUT.....CH12 ISOLATE

DELAY START OF: FYA..0.0 CLEARANCE..0.0
ACTION PLAN SF BIT DISABLE........... 0
```

Toggle Once

OVERLAP E

Select TMG VEH OVLP [E] and 'NORMAL'

```
TMG VEH OVLP...[E] TYPE: .......NORMAL
  PHASES 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
INCLUDED . . X . . . . . . . . . . . . .

LAG GRN 0.0 YEL 0.0 RED 0.0
```

END PROGRAMMING

FLASHER CIRCUIT MODIFICATION DETAIL

IN ORDER TO ENSURE THAT SIGNALS FLASH CONCURRENTLY ON THE SAME APPROACH, MAKE THE FOLLOWING FLASHER CIRCUIT CHANGES:

1. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-4 AND TERMINATE ON T2-3.
2. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-5 AND TERMINATE ON T2-2.
3. REMOVE FLASHER UNIT 2.

THE CHANGES LISTED ABOVE TIES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.

ECONOLITE ASC/3-2070 LOAD SWITCH ASSIGNMENT DETAIL

(program controller as shown)

To assign load switches S4 and S10 as OLG and OLH, program LD SWITCH 3 as OVLP '7' TYPE 'O', and LD SWITCH 7 as OVLP '8' TYPE 'O'.

1. From Main Menu select `1. CONFIGURATION`
2. From CONFIGURATION Submenu select `3. LOAD SW ASSIGN`

LD SWITCH ASSIGN

LD SWITCH	PHASE /OVLP	TYPE	DIMMING R	Y	G	D	FLASH PWR	AUT	TGR
1	1	V	.	.	.	+	A	R	X
2	2	V	.	.	.	+	A	Y	.
3	7	O	.	.	.	+	A	R	X
4	4	V	.	.	.	+	A	R	.
5	5	V	.	.	.	-	A	R	.
6	6	V	.	.	.	-	A	Y	X
7	8	O	.	.	.	-	A	R	.
8	8	V	.	.	.	-	A	R	X
9	1	O	.	.	.	+	A	Y	X
10	2	O	.	.	.	+	A	R	X
11	3	O	.	.	.	-	A	Y	.
12	4	O	.	.	.	-	A	Y	.
13	2	P	.	.	.	+	A	.	.
14	4	P	.	.	.	-	A	.	.
15	6	P	.	.	.	+	A	.	.
16	3	P	.	.	.	-	A	.	.

NOTICE OVERLAP G ASSIGNED TO LD SWITCH 3

NOTICE OVERLAP H ASSIGNED TO LD SWITCH 7

NOTICE PHASE 3 PED ASSIGNED TO LD SWITCH 16

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 14-0750T2
DESIGNED: May 2022
SEALED: 05/10/2022
REVISED: N/A

Electrical Detail -Sheet 2 of 3 - Temporary Design 2

ELECTRICAL AND PROGRAMMING DETAILS FOR:

Prepared for the Offices of:
Transportation Mobility and Safety Division — State of North Carolina Department of Transportation — ITS & Signals Management Section
750 N.Greenfield Pkwy,Garner,NC 27529

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Division 14 | Graham County | Robbinsville

PLAN DATE: May 2022 | REVIEWED BY: J. Ma
PREPARED BY: M.L. Stygles | REVIEWED BY:

REVISIONS	INIT.	DATE

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SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

DocuSigned by: Jianxin Ma 827E1953081444F...
5/10/2022
DATE

SIG. INVENTORY NO. 14-0750T2

PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig.3.6

ECONOLITE ASC/3-2070
PED 3 PROGRAMMING ASSIGNMENT DETAIL

(program controller as shown)

1. From Main Menu select [6. DETECTORS]
2. From DETECTOR Submenu select [3. PED DETECTOR INPUT ASSIGNMENT]

PED DET PHASE ASSIGNMENT MODE: NTCIP

PHASE	1	2	3	4	5	6	7	8
DETECTOR	0	2	8	4	0	6	0	0

PHASE	9	10	11	12	13	14	15	16
DETECTOR	0	0	0	0	0	0	0	0

NOTICE PED DETECTOR 8 ASSIGNED TO PHASE 3

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 14-0750T2
DESIGNED: May 2022
SEALED: 05/10/2022
REVISED: N/A

Electrical Detail -Sheet 3 of 3 - Temporary Design 2

ELECTRICAL AND PROGRAMMING DETAILS FOR:

Prepared for the Offices of:
Transportation Mobility and Safety Division, ITS & Signals Management Section, State of North Carolina Department of Transportation
750 N.Greenfield Pkwy,Garner,NC 27529

US 129
at
NC 143 (Sweetwater Road) /
Kerr Drug Entrance

Division 14 Graham County Robbinsville

PLAN DATE:	May 2022	REVIEWED BY:	J. Ma
PREPARED BY:	M.L. Stygles	REVIEWED BY:	

REVISIONS	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

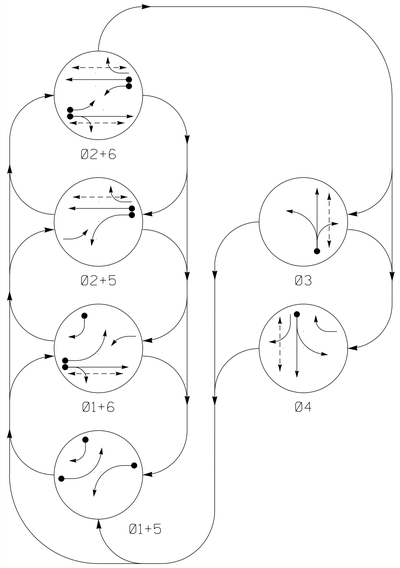
DocuSigned by: Jianxin Ma
5/10/2022
DATE

SIG. INVENTORY NO. 14-0750T2

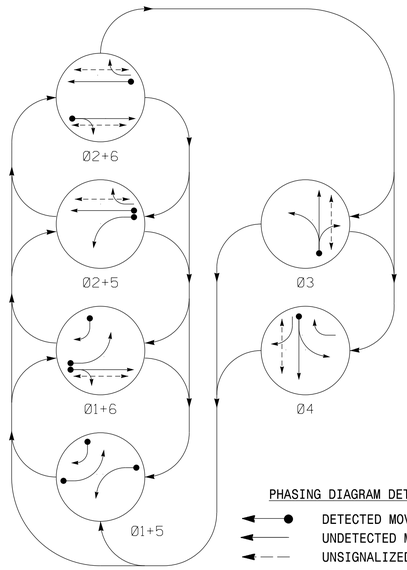
PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig.3.7

6 Phase
Fully Actuated
w/ Alternate Phasing Operation
(US 129-NC 143 Closed Loop System)

DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3	Ø4	FLASH
11	←	←	F↓	F↓	~~R~~	~~R~~	~~Y~~
21, 22	R	R	G	G	R	R	Y
23	R	R	F↓	F↓	R	→	~~Y~~
31	R	R	R	R	G←	R	R
32	R	R	R	R	G	R	R
41	R	R	R	R	G←	R	R
42	R	R	R	R	G	R	R
43	→	→	R	R	R	F↓	R
51	←	F↓	←	F↓	~~R~~	~~R~~	~~Y~~
61, 62	R	G	R	G	R	R	Y
P21,P22	DW	DW	W	W	DW	DW	DRK
P31,P32	DW	DW	DW	DW	W	DW	DRK
P41,P42	DW	DW	DW	DW	DW	W	DRK
P61,P62	DW	W	DW	W	DW	DW	DRK

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3	Ø4	FLASH
11	←	←	~~R~~	~~R~~	~~R~~	~~R~~	~~Y~~
21, 22	R	R	G	G	R	R	Y
23	R	R	F↓	F↓	R	→	~~Y~~
31	R	R	R	R	G←	R	R
32	R	R	R	R	G	R	R
41	R	R	R	R	G←	R	R
42	R	R	R	R	G	R	R
43	→	→	R	R	R	F↓	R
51	←	~~R~~	←	~~R~~	~~R~~	~~R~~	~~Y~~
61, 62	R	G	R	G	R	R	Y
P21,P22	DW	DW	W	W	DW	DW	DRK
P31,P32	DW	DW	DW	DW	W	DW	DRK
P41,P42	DW	DW	DW	DW	DW	W	DRK
P61,P62	DW	W	DW	W	DW	DW	DRK

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	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	Y	1	Yes	-	15*	-	N	-	Y
					6#	Yes	-	-	-	N	-	Y
1B	6X40	0	2-4-2	Y	1	Yes	-	15	-	N	-	Y
2A	6X6	70	4	Y	2	Yes	-	-	-	N	-	Y
3A	6X40	0	2-4-2	Y	3	Yes	-	10	-	N	-	Y
4A	6X40	0	2-4-2	Y	4	Yes	-	3	-	N	-	Y
5A	6X40	0	2-4-2	Y	5	Yes	-	15*	-	N	-	Y
					2#	Yes	-	-	-	N	-	Y
6A	6X6	70	3	Y	6	Yes	-	-	-	N	-	Y

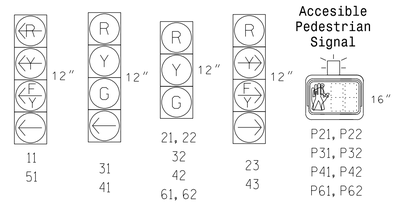
* Reduce delay to 3 seconds during Alternate Phasing Operation.
\# Disable phase call for loop(s) during Alternate Phasing Operation.

PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE I.D.

All Heads L.E.D.



ACCESSIBLE PEDESTRIAN SIGNAL OPERATION

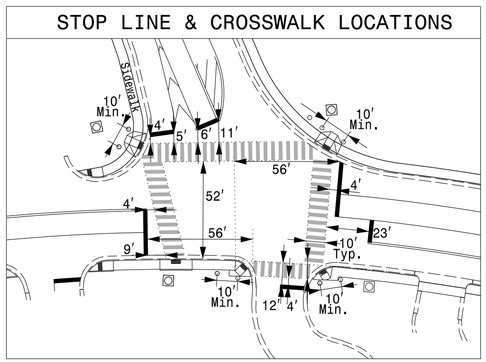
SIGNAL FACE	VOICE	TONES	INTERVAL	SPEECH MESSAGE
P21	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk/Don't Walk	Wait. Wait to cross Sweetwater.
P22	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk/Don't Walk	Wait. Wait to cross Sweetwater.
P31	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk/Don't Walk	Wait. Wait to cross US 129.
P32	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk/Don't Walk	Wait. Wait to cross US 129.
P41	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk/Don't Walk	Wait. Wait to cross US 129.
P42	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk/Don't Walk	Wait. Wait to cross US 129.
P61	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk/Don't Walk	Wait. Wait to cross Kerr Drug.
P62	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk/Don't Walk	Wait. Wait to cross Kerr Drug.

TIMING CHART

FEATURE	PHASE 1	2	3	4	5	6
Min Green *	7	10	7	7	7	10
Walk *	-	7	7	7	-	7
Ped Clear	-	24	15	16	-	8
Veh. Extension *	2.0	3.0	2.0	2.0	2.0	3.0
Max 1 *	15	45	15	25	15	45
Yellow	3.0	3.9	3.8	3.0	3.0	3.9
Red Clear	2.6	1.8	2.1	2.9	1.9	1.8
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Actuations B4 Add *	-	-	-	-	-	-
Seconds /Actuation *	-	-	-	-	-	-
Max Initial *	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-
Locking Detector	-	-	-	-	-	-
Recall Position	-	VEH RECALL	-	-	-	VEH RECALL
Dual Entry	-	-	-	-	-	-
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.

STOP LINE & CROSSWALK LOCATIONS



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. The order of phase 3 and phase 4 may be reversed.
5. Set all detector units to presence mode.
6. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
7. Program pedestrian heads to countdown the flashing 'Don't Walk' time only.
8. This intersection features accessible pedestrian signals utilizing percussive tone walk indications.
9. The Division Traffic Engineer will determine the hours of use for each phasing plan.
10. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
11. Closed loop system data: Master Asset #0750, Controller Asset #0750.

LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head With Push Button & Sign	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
M	Master Controller & Cabinet	M
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
	Directional Arrow	
	Type II Signal Pedestal	
	Metal Pole/Mast Arm	
A	Right Arrow "ONLY" Sign (R3-5R)	A
DD	Directional Drill	N/A
	Curb Ramp	N/A

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Signal Upgrade-Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared for the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

US 129 at NC 143 (Sweetwater Road) / Kerr Drug Entrance

Division 14 Graham County Robbinsville

PLAN DATE:	May 2022	REVIEWED BY:	M. L. Stygles
PREPARED BY:	J. Ma	REVIEWED BY:	

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

DocuSigned by: Jianxin Ma 5/10/2022
SIGNATURE DATE

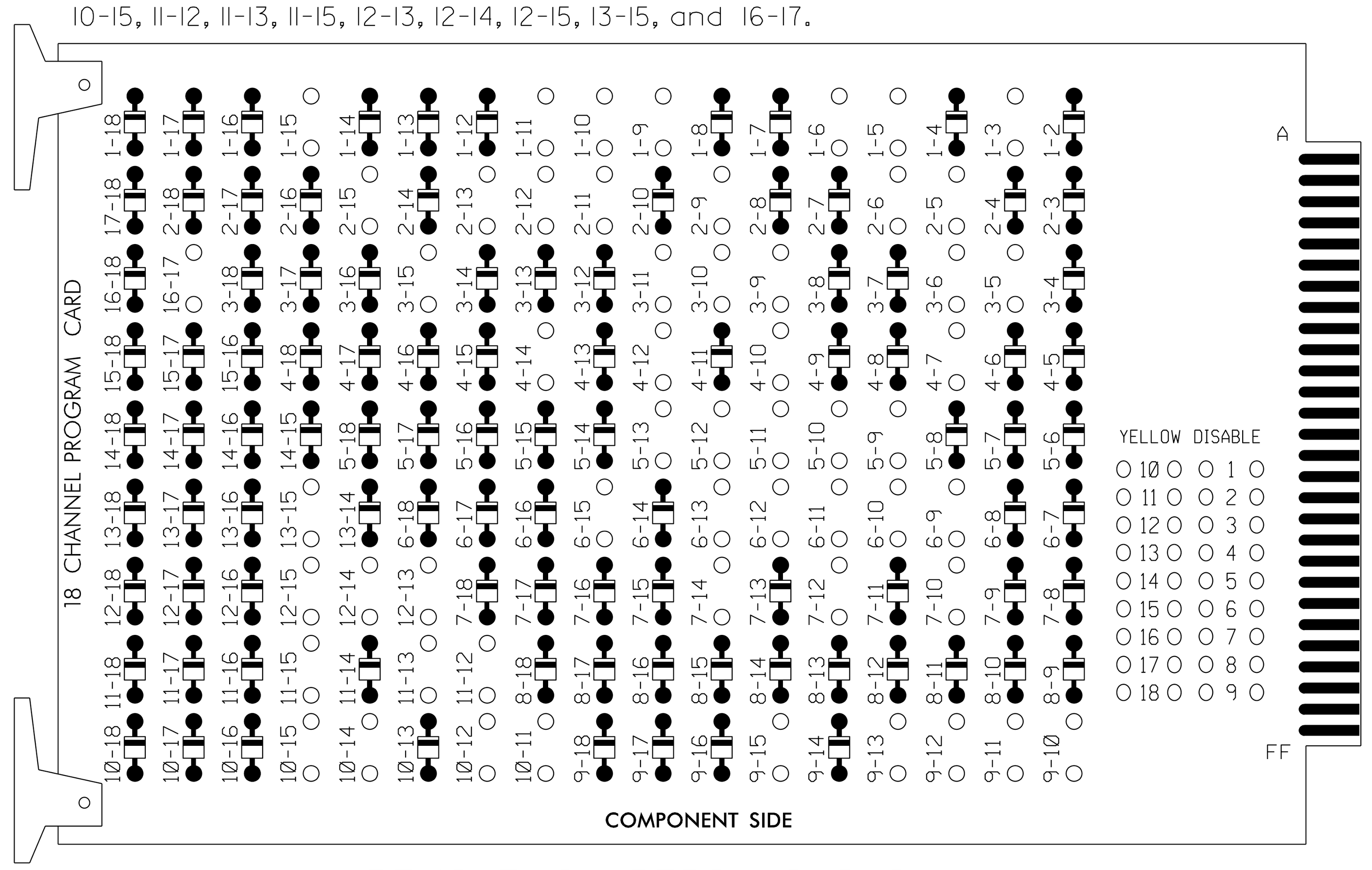
SIG. INVENTORY NO. 14-0750

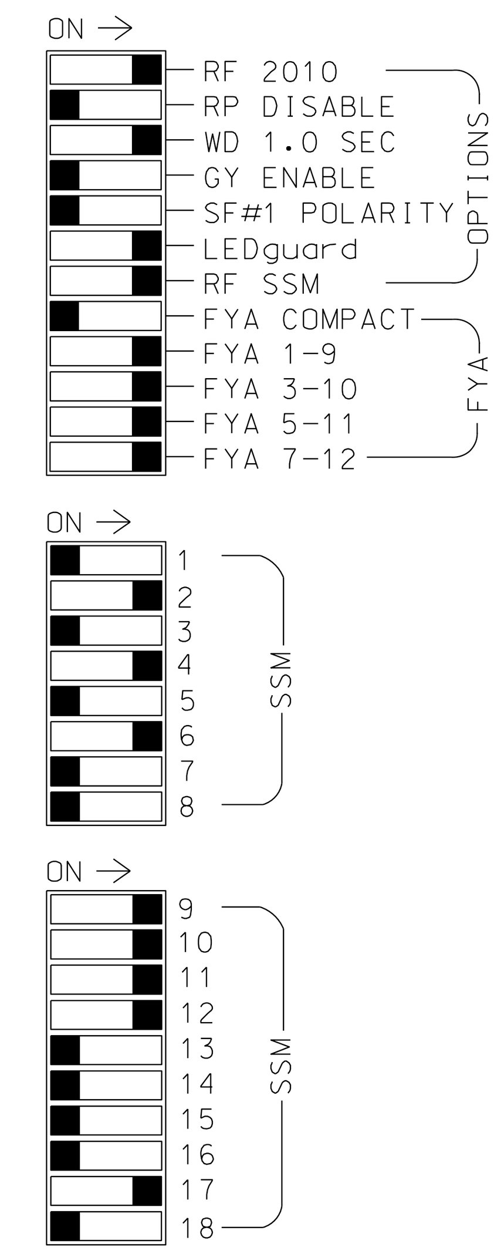
PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig.3.8

EDI MODEL 2018ECL-NC CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)

REMOVE DIODE JUMPERS 1-3, 1-5, 1-6, 1-9, 1-10, 1-11, 1-15, 2-5, 2-6, 2-9, 2-11, 2-12, 2-13, 2-15, 3-5, 3-6, 3-9, 3-10, 3-11, 3-15, 4-7, 4-10, 4-12, 4-14, 5-9, 5-10, 5-11, 5-12, 5-13, 6-9, 6-10, 6-11, 6-12, 6-13, 6-15, 7-10, 7-12, 7-14, 9-10, 9-11, 9-12, 9-13, 9-15, 10-11, 10-12, 10-14, 10-15, 11-12, 11-13, 11-15, 12-13, 12-14, 12-15, 13-15, and 16-17.





■ = DENOTES POSITION OF SWITCH

REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
2. Program controller to start up in phase 2 Walk and 6 Walk.
3. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.
4. The cabinet and controller are part of the US 129 - NC 143 Closed Loop System.

EQUIPMENT INFORMATION

CONTROLLER..............2070LX
CABINET.................332 W/AUX
SOFTWARE................ECONOLITE ASC/3-2070
CABINET MOUNT...........BASE
OUTPUT FILE POSITIONS...18 WITH AUX. OUTPUT FILE
LOAD SWITCHES USED......S1,S2,S3,S4,S5,S6,S7,S8,S9,S10,S12, AUX S1,AUX S2,AUX S3,AUX S4,AUX S5
PHASES USED.............1,2,2 PED,3,3 PED,4,4 PED,5,6, 6 PED
OVERLAP "A".............✳
OVERLAP "B".............✳
OVERLAP "C".............✳
OVERLAP "D".............✳
OVERLAP "E".............✳
OVERLAP "G".............✳
OVERLAP "H".............✳

✳ See overlap programming detail on sheet 2

SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5		S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3		AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4		14	5	6	15	7	8	16	9	10	17		11	12	18
PHASE	1	2	2 PED	OLG	4		4 PED	5	6	6 PED	OLH	8	3 PED	OLA	OLB	OLE		OLC	OLD	SPARE
SIGNAL HEAD NO.	11★	21,22	P21, P22	43★	41	42	P41, P42	51★	61,62	P61, P62	23★	NU	P31, P32	11★	43★	31	32	51★	23★	NU
RED		128			101	101			134						A124	A111	A111		A101	
YELLOW	✳	129		✳	102	102		✳	135		✳					A112	A112			
GREEN		130			103	103			136							A113	A113			
RED ARROW														A121				A114		
YELLOW ARROW														A122	A125			A115	A102	
FLASHING YELLOW ARROW														A123	A126			A116	A103	
GREEN ARROW	127			118	103			133			124					A113				
(Don't Walk hand)			113				104			119			110							
(Walk person)			115				106			121			112							

NU = Not Used

✳ Denotes install load resistor. See load resistor installation detail this sheet.

★ See pictorial of head wiring in detail this sheet.

INPUT FILE POSITION LAYOUT

(front view)

FILE		1	2	3	4	5	6	7	8	9	10	11	12	13	14
FILE "I"	U	Ø 1 1A	Ø 2 2A	SLOT EMPTY	WIRED INPUT ⊗	Ø 3 3A	Ø 4 4A	SLOT EMPTY	SLOT EMPTY	Ø 1 1B	SLOT EMPTY	SLOT EMPTY	Ø2 PED DC ISOLATOR	Ø6 PED DC ISOLATOR	FS DC ISOLATOR
	L	NOT USED	NOT USED			NOT USED	NOT USED			NOT USED			Ø4 PED DC ISOLATOR	Ø3 PED DC ISOLATOR	ST DC ISOLATOR
FILE "J"	U	Ø 5 5A	Ø 6 6A	SLOT EMPTY	WIRED INPUT ⊗	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY
	L	NOT USED	NOT USED												

EX.: 1A, 2A, ETC. = LOOP NO.'S

⊗ Wired Input - Do not populate slot with detector card

FS = FLASH SENSE
ST = STOP TIME

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	DETECTOR NO.	NEMA PHASE	CALL	EXTEND TIME	DELAY TIME	ADDED INITIAL	DETECTOR TYPE
1A [1]	TB2-1,2	I1U	56	1 ★	1	YES		15		N
	-	J4U	48	26 ★	6	YES				N
1B	TB6-9,10	I9U	60	11	1	YES		15		N
2A	TB2-5,6	I2U	39	2	2	YES				N
3A	TB4-5,6	I5U	58	3	3	YES		10		N
4A	TB4-9,10	I6U	41	4	4	YES		3		N
5A [2]	TB3-1,2	J1U	55	5 ★	5	YES		15		N
	-	I4U	47	22 ★	2	YES				N
6A	TB3-5,6	J2U	40	6	6	YES				N
PED PUSH BUTTONS										
P21,P22	TB8-4,6	I12U	67	PED 2	2 PED					
P31,P32	TB8-8,9	I13L	70	PED 8	3 PED					
P41,P42	TB8-5,6	I12L	69	PED 4	4 PED					
P61,P62	TB8-7,9	I13U	68	PED 6	6 PED					

NOTE: INSTALL DC ISOLATORS IN INPUT FILE SLOTS I12 AND I13.

[1] Add jumper from I1-W to J4-W, on rear of input file.

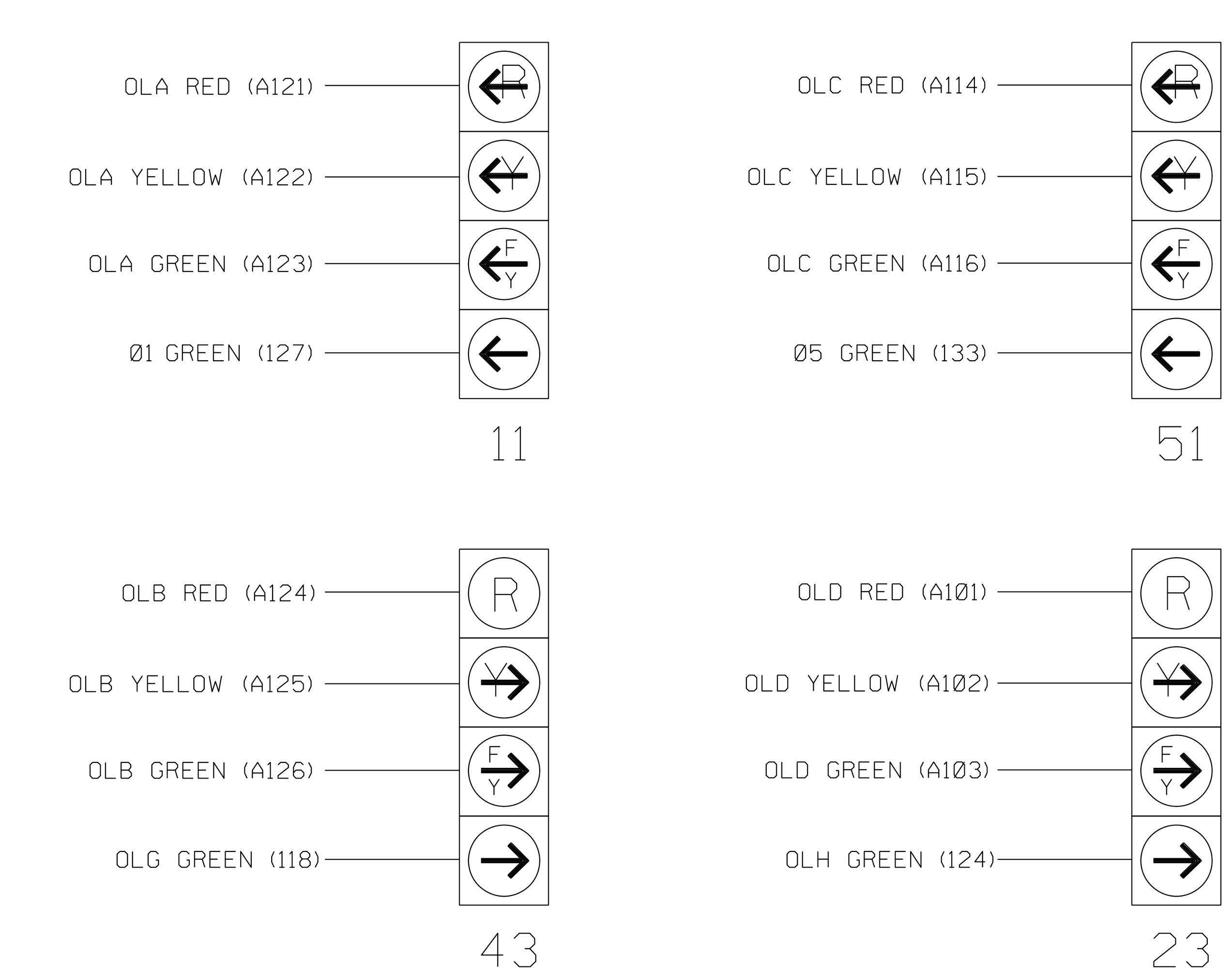
[2] Add jumper from J1-W to I4-W, on rear of input file.

★ For the detectors to work as shown on the signal design plan, see the Vehicle Detector Setup Programming Detail for Alternate Phasing on sheet 3.

INPUT FILE POSITION LEGEND: J2L
FILE J
SLOT 2
LOWER

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)

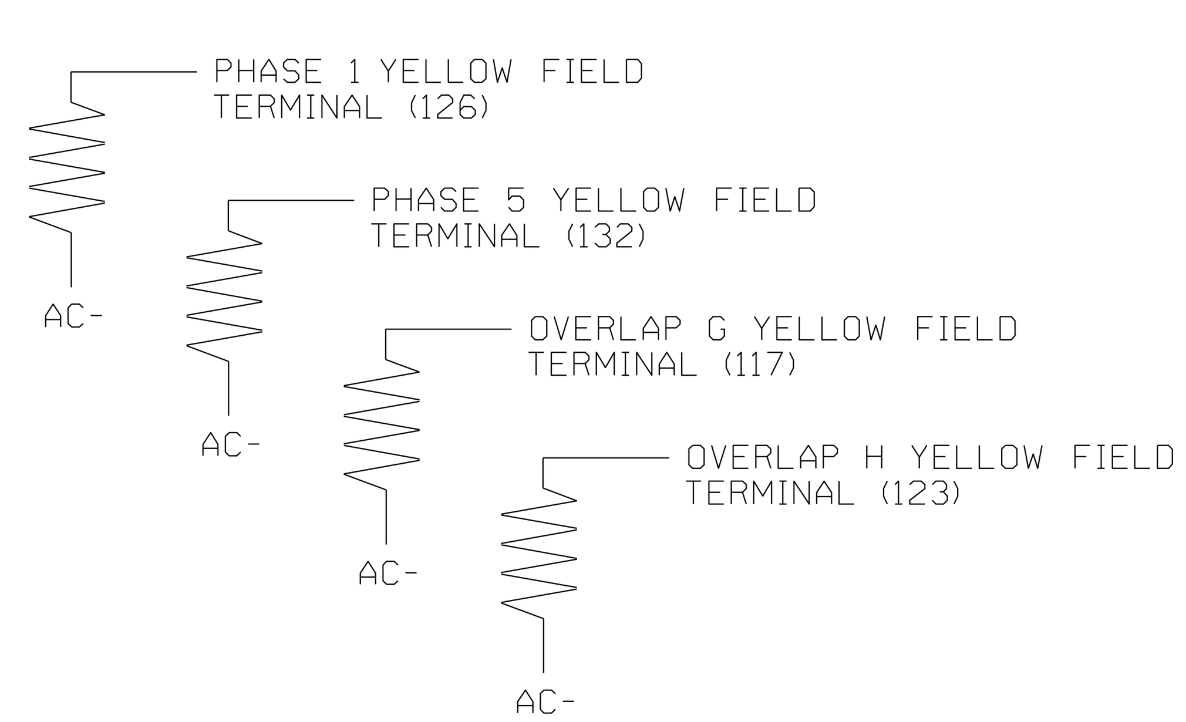


LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown)

ACCEPTABLE VALUES

VALUE (ohms)	WATTAGE
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



COUNTDOWN PEDESTRIAN SIGNAL OPERATION

Countdown Ped Signals are required to display timing only during Ped Clearance Interval. Consult Ped Signal Module user's manual for instructions on selecting this feature.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 14-0750
DESIGNED: May 2022
SEALED: 05/10/2022
REVISED: N/A

Electrical Detail - Sheet 1 of 4

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ELECTRICAL AND PROGRAMMING DETAILS FOR:

Prepared for the Offices of: Transportation Mobility and Safety Division, ITS & Signals Management Section, State of North Carolina Department of Transportation

750 N.Greenfield Pkwy,Garner,NC 27529

US 129 at NC 143 (Sweetwater Road) / Kerr Drug Entrance

Division 14 — Graham County — Robbinsville

PLAN DATE: May 2022	REVIEWED BY: J. Ma
PREPARED BY: M.L. Stygles	REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL — NORTH CAROLINA PROFESSIONAL ENGINEER — SEAL 033108 — JIANXIN MA

DocuSigned by: Jianxin Ma — 827E1953081444F... — 5/10/2022 — DATE

SIG. INVENTORY NO. 14-0750

PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig.3.9

ECONOLITE ASC/3-2070 OVERLAP PROGRAMMING DETAIL

(program controller as shown)

1. From Main Menu select [2. CONTROLLER]
2. From CONTROLLER Submenu select [2. VEHICLE OVERLAPS]

Toggle to 'Overlap G'

OVERLAP G

Select TMG VEH OVLP [G] and 'NORMAL'

```
TMG VEH OVLP...[G] TYPE: ......NORMAL
  PHASES 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
INCLUDED X . . . . . . . . . . . . . . .

LAG GRN 0.0 YEL 0.0 RED 0.0
```

Toggle to 'Overlap H'

OVERLAP H

Select TMG VEH OVLP [H] and 'NORMAL'

```
TMG VEH OVLP...[H] TYPE: ......NORMAL
  PHASES 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
INCLUDED . . . X . . . . . . . . . . . .

LAG GRN 0.0 YEL 0.0 RED 0.0
```

Toggle to 'Overlap A'

OVERLAP A

Select TMG VEH OVLP [A] and 'PPLT FYA'

```
TMG VEH OVLP...[A] TYPE: .....PPLT FYA

PROTECTED LEFT TURN....   PHASE    1
OPPOSING THROUGH.......   PHASE    2

FLASHING ARROW OUTPUT.....CH9  ISOLATE

DELAY START OF: FYA..0.0 CLEARANCE..0.0
ACTION PLAN SF BIT DISABLE.......... 0
```

Toggle Once

OVERLAP B

Select TMG VEH OVLP [B] and 'PPLT FYA'

```
TMG VEH OVLP...[B] TYPE: .....PPLT FYA

PROTECTED LEFT TURN....   OVERLAP  G
OPPOSING THROUGH.......   PHASE    4

FLASHING ARROW OUTPUT.....CH10  ISOLATE

DELAY START OF: FYA..0.0 CLEARANCE..0.0
ACTION PLAN SF BIT DISABLE.......... 0
```

Toggle Once

OVERLAP C

Select TMG VEH OVLP [C] and 'PPLT FYA'

```
TMG VEH OVLP...[C] TYPE: .....PPLT FYA

PROTECTED LEFT TURN....   PHASE    5
OPPOSING THROUGH.......   PHASE    6

FLASHING ARROW OUTPUT.....CH11 ISOLATE

DELAY START OF: FYA..0.0 CLEARANCE..0.0
ACTION PLAN SF BIT DISABLE.......... 0
```

Toggle Once

OVERLAP D

Select TMG VEH OVLP [D] and 'PPLT FYA'

```
TMG VEH OVLP...[D] TYPE: .....PPLT FYA

PROTECTED LEFT TURN....   OVERLAP  H
OPPOSING THROUGH.......   PHASE    2

FLASHING ARROW OUTPUT.....CH12 ISOLATE

DELAY START OF: FYA..0.0 CLEARANCE..0.0
ACTION PLAN SF BIT DISABLE.......... 0
```

Toggle Once

OVERLAP E

Select TMG VEH OVLP [E] and 'NORMAL'

```
TMG VEH OVLP...[E] TYPE: ......NORMAL
  PHASES 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
INCLUDED . . X . . . . . . . . . . . . .

LAG GRN 0.0 YEL 0.0 RED 0.0
```

END PROGRAMMING

FLASHER CIRCUIT MODIFICATION DETAIL

IN ORDER TO ENSURE THAT SIGNALS FLASH CONCURRENTLY ON THE SAME APPROACH, MAKE THE FOLLOWING FLASHER CIRCUIT CHANGES:

1. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-4 AND TERMINATE ON T2-3.
2. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-5 AND TERMINATE ON T2-2.
3. REMOVE FLASHER UNIT 2.

THE CHANGES LISTED ABOVE TIES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.

ECONOLITE ASC/3-2070 LOAD SWITCH ASSIGNMENT DETAIL

(program controller as shown)

To assign load switches S4 and S10 as OLG and OLH, program LD SWITCH 3 as OVLP '7' TYPE 'O', and LD SWITCH 7 as OVLP '8' TYPE 'O'.

1. From Main Menu select [1. CONFIGURATION]
2. From CONFIGURATION Submenu select [3. LOAD SW ASSIGN]

NOTICE OVERLAP G ASSIGNED TO LD SWITCH 3 →

NOTICE OVERLAP H ASSIGNED TO LD SWITCH 7 →

NOTICE PHASE 3 PED ASSIGNED TO LD SWITCH 16 →

LD SWITCH ASSIGN

	PHASE /OVLP	TYPE	DIMMING R	Y	G	D	FLASH PWR	AUT	TGR
1	1	V	.	.	.	+	A	R	X
2	2	V	.	.	.	+	A	Y	.
3	7	O	.	.	.	+	A	R	X
4	4	V	.	.	.	+	A	R	.
5	5	V	.	.	.	−	A	R	.
6	6	V	.	.	.	−	A	Y	X
7	8	O	.	.	.	−	A	R	.
8	8	V	.	.	.	−	A	R	X
9	1	O	.	.	.	+	A	Y	X
10	2	O	.	.	.	+	A	R	X
11	3	O	.	.	.	−	A	Y	.
12	4	O	.	.	.	−	A	Y	.
13	2	P	.	.	.	+	A	.	.
14	4	P	.	.	.	−	A	.	.
15	6	P	.	.	.	+	A	.	.
16	3	P	.	.	.	−	A	.	.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 14-0750
DESIGNED: May 2022
SEALED: 05/10/2022
REVISED: N/A

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

ELECTRICAL AND PROGRAMMING DETAILS FOR:	US 129 at NC 143 (Sweetwater Road) / Kerr Drug Entrance	
Prepared for the Offices of: Transportation Mobility and Safety Division, NC DEPARTMENT OF TRANSPORTATION, IT & Signals Management Section	Division 14 · Graham County · Robbinsville	
750 N.Greenfield Pkwy.Garner,NC 27529	PLAN DATE: May 2022	REVIEWED BY: J. Ma
	PREPARED BY: M.L. Stygles	REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL — NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

DocuSigned by: Jianxin Ma 827E1953081444F… 5/10/2022 DATE

SIG. INVENTORY NO. 14-0750

PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig.3.10

ECONOLITE ASC/3-2070 VEHICLE DETECTOR SETUP PROGRAMMING DETAIL FOR ALTERNATE PHASING LOOPS 1A, 5A

(program controller as shown)

IMPORTANT!

Program detectors per the input file connection and programming chart shown on sheet 1 before proceeding.

1. From Main Menu select [8. UTILITIES]
2. From UTILITIES Submenu select [1. COPY/CLEAR]
3. Copy from DETECTOR PLAN "1" to DETECTOR PLAN "2".

```
COPY / CLEAR UTILITY
       FROM                TO
PHASE TIMING.... . > PHASE TIMING.... .
TIMING PLAN..... . > TIMING PLAN..... .
PH DET OPT PLAN. . > PH DET OPT PLAN. .
DETECTOR PLAN... 1 > DETECTOR PLAN... 2
  TOGGLE TO SELECT A "FROM" AND A "TO"
          THEN PRESS ENTER
```

4. From Main Menu select [6. DETECTORS]
5. From DETECTOR Submenu select [2. VEHICLE DETECTOR SETUP]
6. Place cursor in VEH DET PLAN [ ] position and enter "2".

- Place cursor in VEH DETECTOR [ ] position and enter "1".
- Set delay time to "0".

```
VEH DETECTOR [ 1]   VEH DET PLAN [ 2]
TYPE: N-NTCIP
TS2 DETECTOR..... X ECPI LOG.......   NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
 1  1    . . . . . . . . . . . . . . . .
CALL OPTION.... YES DELAY TIME...    3.0
EXT OPTION. PASSAGE EXTENSION TIME.  0.0
USE ADDED INITIAL . CROSS SWITCH PH..  0
LOCK IN....... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY. NO
```

NOTICE VEH DET PLAN 2

ENSURE DELAY IS SET TO '3'

- Place cursor in VEH DETECTOR [ ] position and enter "26".
- Set assigned phase to "0".

```
VEH DETECTOR [ 26]   VEH DET PLAN [ 2]
TYPE: N-NTCIP
TS2 DETECTOR..... X ECPI LOG.......   NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
 26  0    . . . . . . . . . . . . . . . .
CALL OPTION.... YES DELAY TIME...    0.0
EXT OPTION. PASSAGE EXTENSION TIME.  0.0
USE ADDED INITIAL . CROSS SWITCH PH..  0
LOCK IN....... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY. NO
```

NOTICE VEH DET PLAN 2

ENSURE PHASE IS SET TO "0"

- Place cursor in VEH DETECTOR [ ] position and enter "5".
- Set delay time to "0".

```
VEH DETECTOR [ 5]   VEH DET PLAN [ 2]
TYPE: N-NTCIP
TS2 DETECTOR..... X ECPI LOG.......   NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
 5  5    . . . . . . . . . . . . . . . .
CALL OPTION.... YES DELAY TIME...    3.0
EXT OPTION. PASSAGE EXTENSION TIME.  0.0
USE ADDED INITIAL . CROSS SWITCH PH..  0
LOCK IN....... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY. NO
```

NOTICE VEH DET PLAN 2

ENSURE DELAY IS SET TO '3'

- Place cursor in VEH DETECTOR [ ] position and enter "22".
- Set assigned phase to "0".

```
VEH DETECTOR [ 22]   VEH DET PLAN [ 2]
TYPE: N-NTCIP
TS2 DETECTOR..... X ECPI LOG.......   NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
 22  0    . . . . . . . . . . . . . . . .
CALL OPTION.... YES DELAY TIME...    0.0
EXT OPTION. PASSAGE EXTENSION TIME.  0.0
USE ADDED INITIAL . CROSS SWITCH PH..  0
LOCK IN....... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY. NO
```

NOTICE VEH DET PLAN 2

ENSURE PHASE IS SET TO "0"

END PROGRAMMING

ECONOLITE ASC/3-2070 PED 3 PROGRAMMING ASSIGNMENT DETAIL

(program controller as shown)

1. From Main Menu select [6. DETECTORS]
2. From DETECTOR Submenu select [3. PED DETECTOR INPUT ASSIGNMENT]

PED DET PHASE ASSIGNMENT MODE: NTCIP

PHASE	1	2	3	4	5	6	7	8
DETECTOR	0	2	8	4	0	6	0	0

PHASE	9	10	11	12	13	14	15	16
DETECTOR	0	0	0	0	0	0	0	0

NOTICE PED DETECTOR 8 ASSIGNED TO PHASE 3

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 14-0750
DESIGNED: May 2022
SEALED: 05/10/2022
REVISED: N/A

Electrical Detail - Sheet 3 of 4

ELECTRICAL AND PROGRAMMING DETAILS FOR:

Prepared for the Offices of:
Transportation Mobility and Safety Division
ITS & Signals Management Section
State of North Carolina Department of Transportation
750 N.Greenfield Pkwy,Garner,NC 27529

US 129
at
NC 143 (Sweetwater Road) /
Kerr Drug Entrance

Division 14 — Graham County — Robbinsville

PLAN DATE: May 2022	REVIEWED BY: J. Ma
PREPARED BY: M.L. Stygles	REVIEWED BY:

REVISIONS	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

DocuSigned by: Jianxin Ma
827E1953081444F...
5/10/2022
DATE

SIG. INVENTORY NO. 14-0750

ALTERNATE PHASING ACTIVATION DETAIL

TO RUN ALT. PHASING DURING FREE RUN – PROGRAM CHANGES (SHOWN BELOW) IN A TIME BASED ACTION PLAN. SCHEDULE A DAY PLAN THAT INCLUDES THE ACTION PLAN PROGRAMMED TO SELECT VEH DET PLAN 2 AND ENABLE SF BITS 1 and 5.

TO RUN ALT. PHASING DURING COORDINATION – SELECT THE TIME BASED ACTION PLAN THAT IS PROGRAMMED TO SELECT VEH DET PLAN 2 AND ENABLE SF BITS 1 and 5.

PHASING	VEH DET PLAN	SF BITS ENABLED
ACTIONS REQUIRED TO RUN DEFAULT PHASING	1	NONE
ACTIONS REQUIRED TO RUN ALTERNATE PHASING	2	1, 5

IMPORTANT: IF ALT. PHASING IS USED DURING FREE RUN AND COORDINATION, DO NOT OPERATE TIME OF DAY EVENTS CONCURRENTLY WITH COORDINATION PLAN EVENTS IN THE EVENT SCHEDULER. (EX. FREE RUN EVENT SHOULD END BEFORE COORDINATION PLAN EVENT STARTS AND VICE-VERSA).

ALTERNATE PHASING CHANGE SUMMARY

THE FOLLOWING IS A SUMMARY OF WHAT TAKES PLACE WHEN SF BITS 1 AND 5 AND VEH DET PLAN 2 ACTIVATE TO CALL THE "ALTERNATE PHASING":

SF BITS 1,3,5,7: Modifies overlap parent phases for heads 11 and 51 to run protected turns only.

VEH DET PLAN 2: Disables phase 6 call on loop 1A and reduces delay time for phase 1 call on loop 1A to 3 seconds.

Disables phase 2 call on loop 5A and reduces delay time for phase 5 call on loop 5A to 3 seconds.

ECONOLITE ASC/3-2070 ACTION PLAN PROGRAMMING DETAIL

1. From Main Menu select [5. TIME BASE]
2. From TIME BASE Submenu select [2. ACTION PLAN]

ACTION PLAN...[*]

PATTERN..........	AUTO	SYS OVERRIDE....	NO
TIMING PLAN........	0	SEQUENCE........	0
VEH DETECTOR PLAN..	2	DET LOG........	NONE
FLASH...........	--	RED REST........	NO
VEH DET DIAG PLN...	0	PED DET DIAG PLN..	0
DIMMING ENABLE..	NO	PRIORITY RETURN.	NO
PED PR RETURN..	NO	QUEUE DELAY.....	NO
PMT COND DELAY	NO		

PHASE	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
PED RCL	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
WALK 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
VEX 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
VEH RCL	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
MAX RCL	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
MAX 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

PHASE	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
MAX 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
CS INH	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
OMIT	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
SPC FCT	X	.	.	.	X	.	.	.	(1-8)							
AUX FCT	.	.	.	(1-3)												

	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

* The Action Plan number(s) are to be determined by the Division and/or City Traffic Engineer.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 14-0750
DESIGNED: May 2022
SEALED: 05/10/2022
REVISED: N/A

Electrical Detail - Sheet 4 of 4

ELECTRICAL AND PROGRAMMING DETAILS FOR:

Prepared for the Offices of: Mobility and Safety Division, ITS & Signals Management Section, Transportation, State of North Carolina Department of Transportation

750 N.Greenfield Pkwy,Garner,NC 27529

US 129
at
NC 143 (Sweetwater Road) /
Kerr Drug Entrance

Division 14 | Graham County | Robbinsville

PLAN DATE: May 2022 | REVIEWED BY: J. Ma
PREPARED BY: M.L. Styles | REVIEWED BY:

REVISIONS	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

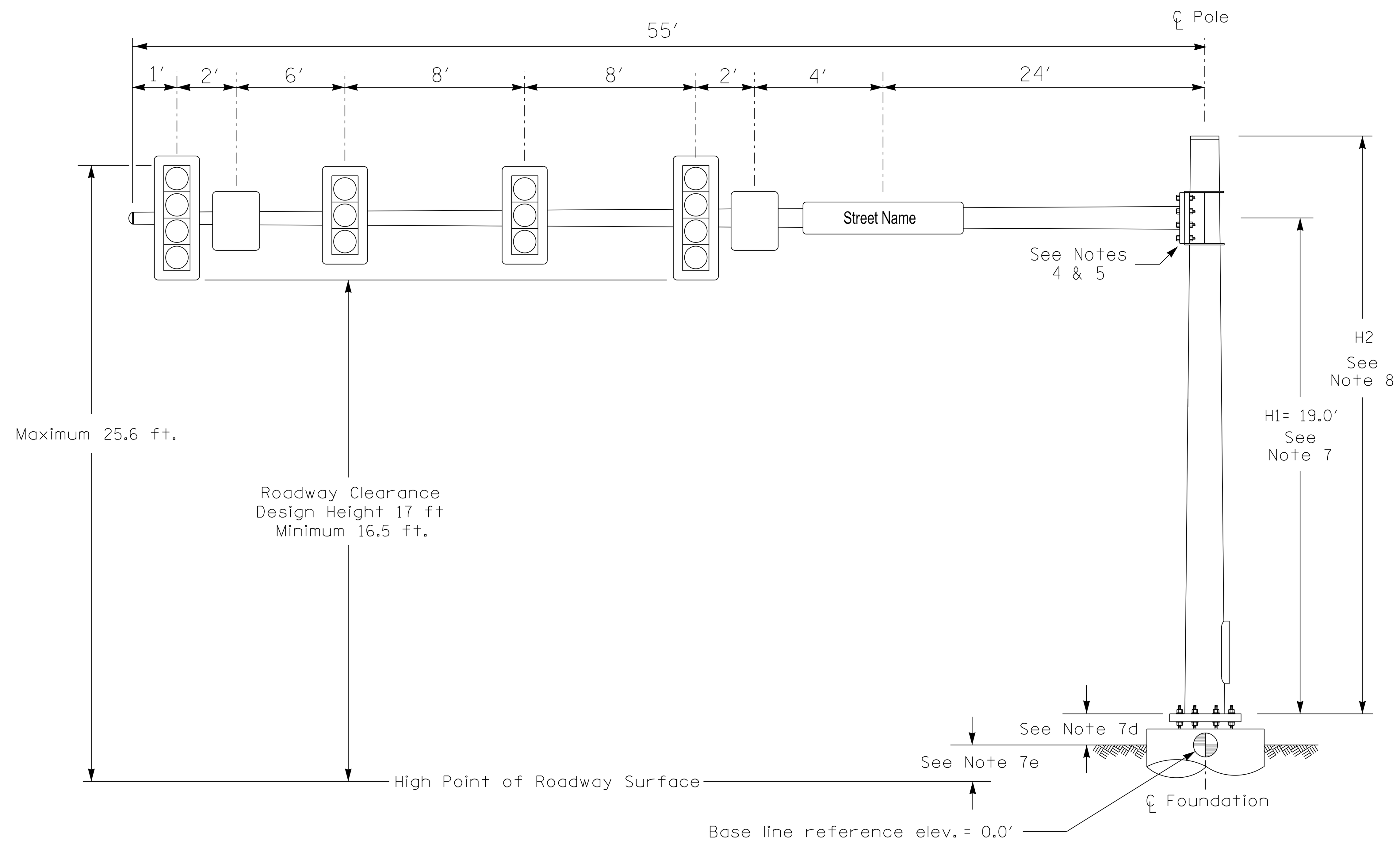
DocuSigned by: Jianxin Ma
827E1953081444F...
5/10/2022
DATE

SIG. INVENTORY NO. 14-0750

METAL POLE No. 1 AND 2

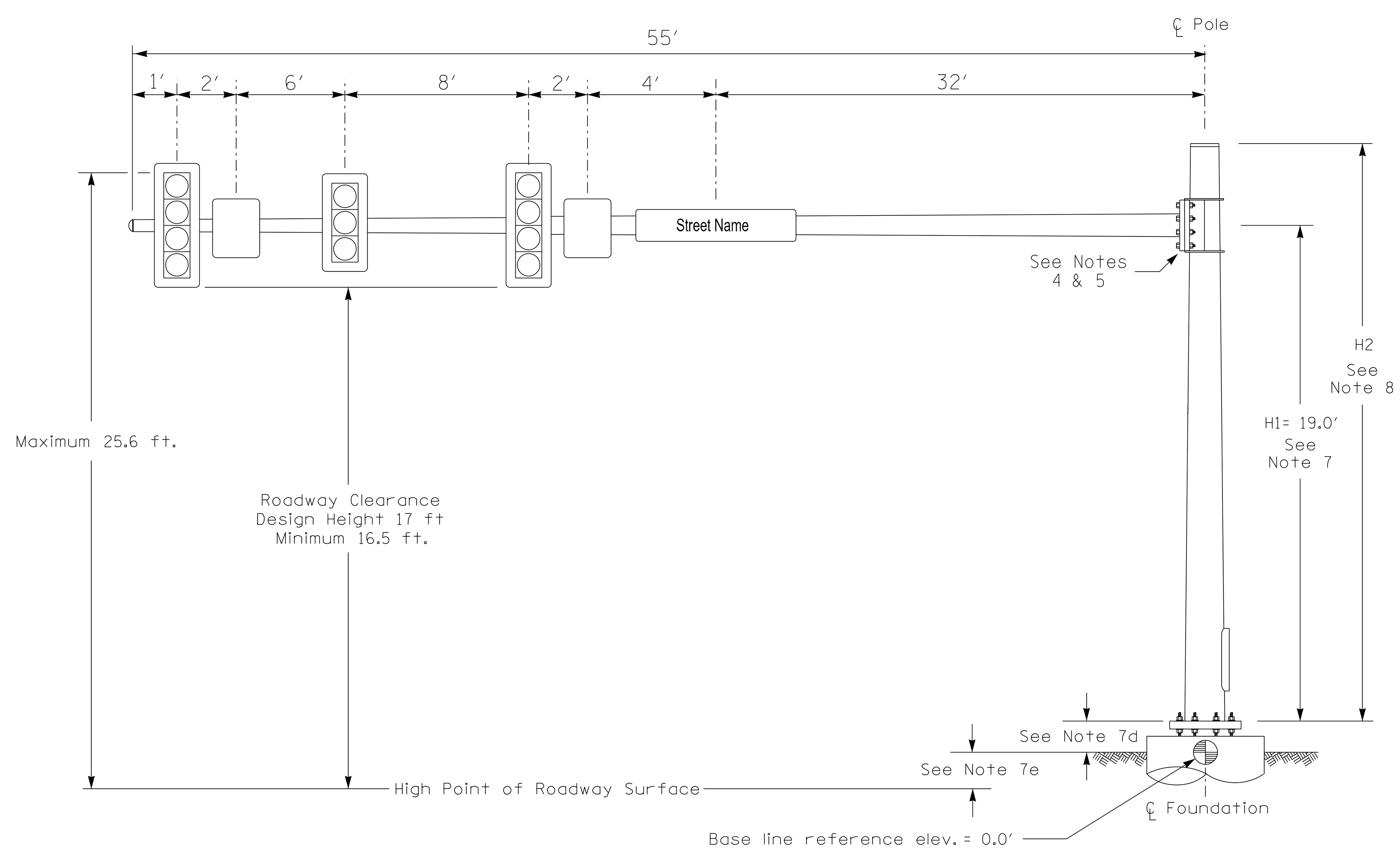
PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig.3.12

Design Loading for METAL POLE NO. 1



Elevation View

Design Loading for METAL POLE NO. 2



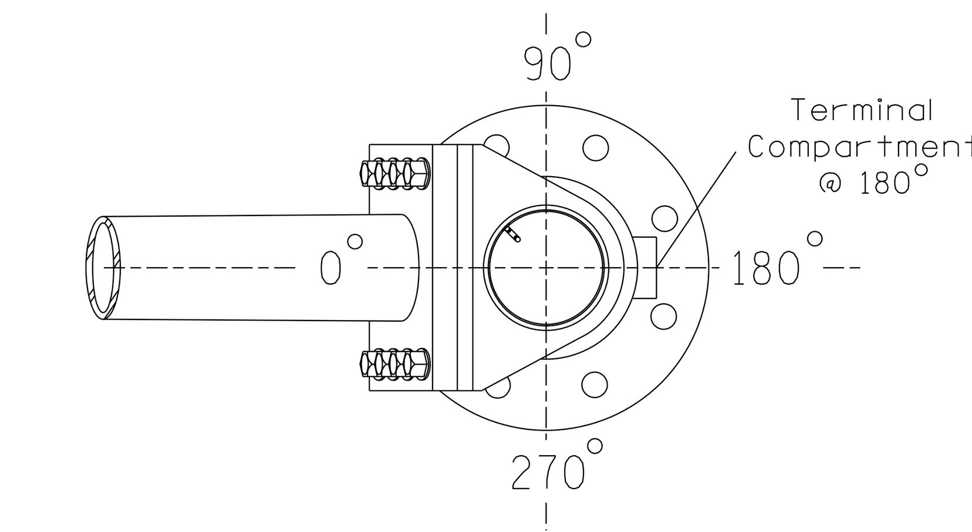
Elevation View

SPECIAL NOTE

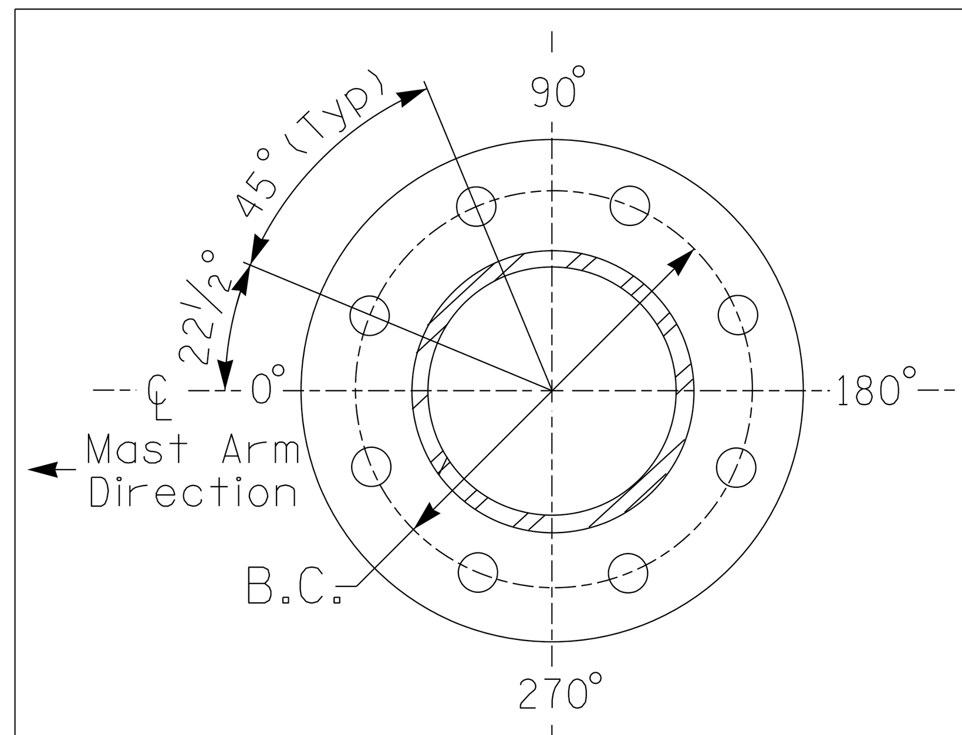
The contractor is responsible for verifying that the mast arm attachment height (H1) will provide the "Design Height" clearance from the roadway before submitting final shop drawings for approval. Verify elevation data below which was obtained by field measurement or from available project survey data.

Elevation Data for Mast Arm Attachment (H1)

Elevation Differences for:	Pole 1	Pole 2
Baseline reference point at ℄ Foundation @ ground level	0.0 ft.	0.0 ft.
Elevation difference at High point of roadway surface	0.0 ft.	0.0 ft.
Elevation difference at Edge of travelway or face of curb	0.0 ft.	0.0 ft.

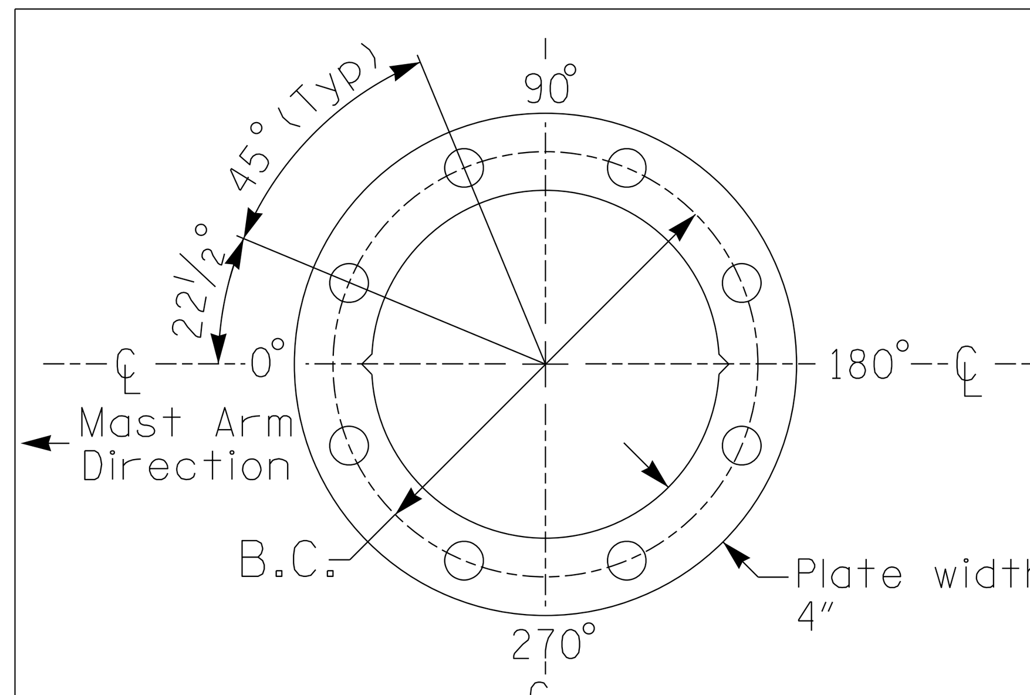


POLE RADIAL ORIENTATION



8 BOLT BASE PLATE DETAIL

See Note 6



BASE PLATE TEMPLATE & ANCHOR BOLT LOCK PLATE DETAIL

For 8 Bolt Base Plate

MAST ARM LOADING SCHEDULE

LOADING SYMBOL	DESCRIPTION	AREA	SIZE	WEIGHT
	RIGID MOUNTED SIGNAL HEAD 12"-4 SECTION-WITH BACKPLATE	11.5 S.F.	25.5"W X 66.0"L	74 LBS
	RIGID MOUNTED SIGNAL HEAD 12"-3 SECTION-WITH BACKPLATE	9.3 S.F.	25.5"W X 52.5"L	60 LBS
	SIGN RIGID MOUNTED	7.5 S.F.	30.0"W X 36.0"L	14 LBS
Street Name	STREET NAME SIGN RIGID MOUNTED	16.0 S.F.	24.0"W X 96.0"L	36 LBS

NOTES

DESIGN REFERENCE MATERIAL

1. Design the traffic signal structure and foundation in accordance with:
   - The 6th Edition 2013 AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, including all of the latest interim revisions.
   - The 2018 NCDOT "Standard Specifications for Roads and Structures." The latest addenda to the specifications can be found in the traffic signal project special provisions.
   - The 2018 NCDOT Roadway Standard Drawings.
   - The traffic signal project plans and special provisions.
   - The NCDOT "Metal Pole Standards" located at the following NCDOT website: https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx

DESIGN REQUIREMENTS

2. Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signal plans for the actual loads that will be applied at the time of the installation.
3. Design all signal supports using stress ratios that do not exceed 0.9.
4. The camber design for the mast arm deflection should provide an appearance of a low pitched arch where the tip or the free end of the mast arm does not deflect below horizontal when fully loaded.
5. A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design requirements.
6. Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts.
7. The mast arm attachment height (H1) shown is based on the following design assumptions:
   a. Mast arm slope and deflection are not considered in determining the arm attachment height as they are assumed to offset each other.
   b. Signal heads are rigidly mounted and vertically centered on the mast arm.
   c. The roadway clearance height for design is as shown in the elevation views.
   d. The top of the pole base plate is 0.75 feet above the ground elevation.
   e. Refer to the Elevation Data Chart for the elevation differences between the proposed foundation ground level and the high point of the roadway.
8. The pole manufacturer will determine the total height (H2) of each pole using the greater of the following:
   - Mast arm attachment height (H1) plus 2 feet, or
   - H1 plus 1/2 of the total height of the mast arm attachment assembly plus 1 foot.
9. If pole location adjustments are required, the contractor must gain approval from the Engineer as this may affect the mast arm lengths and arm attachment heights. The contractor may contact the Signal Design Section Senior Structural Engineer for assistance at (919) 814-5000.
10. The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway.
11. The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.

VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27607
P: 919-829-0328

NCDOT Wind Zone 5 (120 mph)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared for the Offices of: Transportation Mobility and Safety Division, Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

US 129 at NC 143 (Sweetwater Road) / Kerr Drug Entrance

Division 14	Graham County	Robbinsville
PLAN DATE: May 2022	REVIEWED BY: M. L. Stygles	
PREPARED BY: J. Ma	VHB PROJECT NO.: 38536.40	

SCALE: 0 N/A — N/A

REVISIONS	INIT.	DATE

SEAL: NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

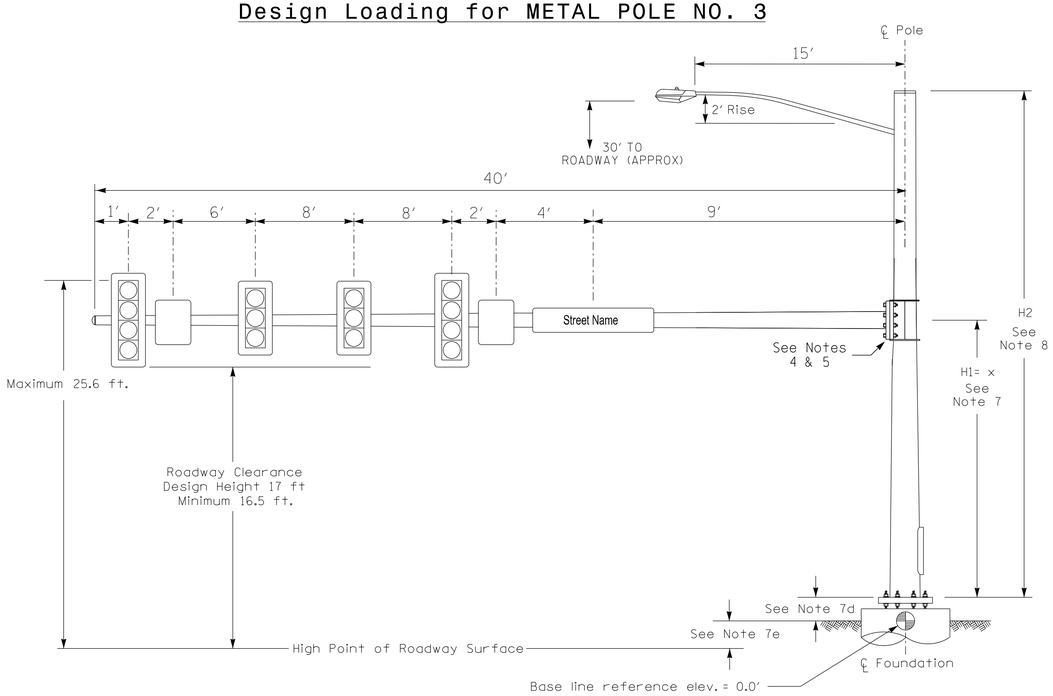
DocuSigned by: Jianxin Ma — 5/10/2022 DATE

SIG. INVENTORY NO. 14-0750

METAL POLE No. 3

PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig.3.13

Design Loading for METAL POLE NO. 3



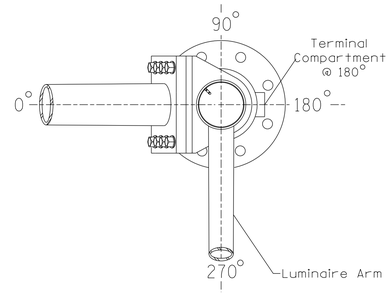
Elevation View

SPECIAL NOTE

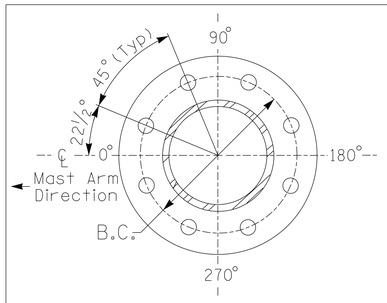
The contractor is responsible for verifying that the mast arm attachment height (H1) will provide the "Design Height" clearance from the roadway before submitting final shop drawings for approval. Verify elevation data below which was obtained by field measurement or from available project survey data.

Elevation Data for Mast Arm Attachment (H1)

Elevation Differences for:	Pole 3
Baseline reference point at ℄ Foundation @ ground level	0.0 ft.
Elevation difference at High point of roadway surface	0.0 ft.
Elevation difference at Edge of travelway or face of curb	0.0 ft.

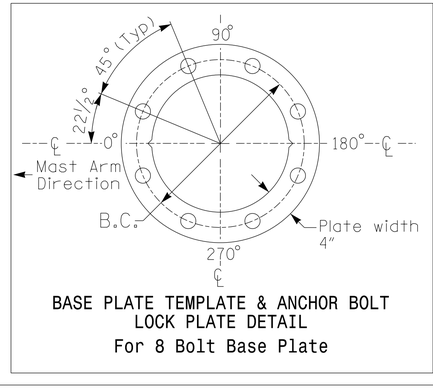


POLE RADIAL ORIENTATION



8 BOLT BASE PLATE DETAIL

See Note 6



BASE PLATE TEMPLATE & ANCHOR BOLT LOCK PLATE DETAIL

For 8 Bolt Base Plate

MAST ARM LOADING SCHEDULE

LOADING SYMBOL	DESCRIPTION	AREA	SIZE	WEIGHT
	RIGID MOUNTED SIGNAL HEAD 12″-4 SECTION-WITH BACKPLATE	11.5 S.F.	25.5″W X 66.0″L	74 LBS
	RIGID MOUNTED SIGNAL HEAD 12″-3 SECTION-WITH BACKPLATE	9.3 S.F.	25.5″W X 52.5″L	60 LBS
	SIGN RIGID MOUNTED	7.5 S.F.	30.0″W X 36.0″L	14 LBS
Street Name	STREET NAME SIGN RIGID MOUNTED	16.0 S.F.	24.0″W X 96.0″L	36 LBS
	LUMINAIRE	EPA 0.87 S.F.	13.25″W X 26.25″L	35 LBS

NOTES

DESIGN REFERENCE MATERIAL

1. Design the traffic signal structure and foundation in accordance with:
   - The 6th Edition 2013 AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, including all of the latest interim revisions.
   - The 2018 NCDOT "Standard Specifications for Roads and Structures." The latest addenda to the specifications can be found in the traffic signal project special provisions.
   - The 2018 NCDOT Roadway Standard Drawings.
   - The traffic signal project plans and special provisions.
   - The NCDOT "Metal Pole Standards" located at the following NCDOT website: https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx

DESIGN REQUIREMENTS

2. Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signal plans for the actual loads that will be applied at the time of the installation.
3. Design all signal supports using stress ratios that do not exceed 0.9.
4. The camber design for the mast arm deflection should provide an appearance of a low pitched arch where the tip or the free end of the mast arm does not deflect below horizontal when fully loaded.
5. A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design requirements.
6. Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts.
7. The mast arm attachment height (H1) shown is based on the following design assumptions:
   a. Mast arm slope and deflection are not considered in determining the arm attachment height as they are assumed to offset each other.
   b. Signal heads are rigidly mounted and vertically centered on the mast arm.
   c. The roadway clearance height for design is as shown in the elevation views.
   d. The top of the pole base plate is 0.75 feet above the ground elevation.
   e. Refer to the Elevation Data Chart for the elevation differences between the proposed foundation ground level and the high point of the roadway.
8. The pole manufacturer will determine the total height (H2) of each pole X based on the luminaire height requirement of 30 ft.
9. If pole location adjustments are required, the contractor must gain approval from the Engineer as this may affect the mast arm lengths and arm attachment heights. The contractor may contact the Signal Design Section Senior Structural Engineer for assistance at (919) 814-5000.
10. The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway.
11. The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.
12. Comply with NEC code 230.2(E) concerning service equipment disconnect.
13. Lighting fixture and luminaire arm represent a load condition to the pole and may not represent exactly how the fixtures will be mounted. The contractor is responsible for ensuring that any required factory preps for mounting fixtures to the pole are included on the shop drawings.
14. Design the luminaire support arm using design dimensions as shown on elevations views. Refer to the Radial Orientation Detail for attachment to the signal pole. Design arm end for a nominal 2 inch slip fit socket connection for light assembly.

NCDOT Wind Zone 5 (120 mph)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27607
P: 919-829-0328

Prepared for the Offices of:
Transportation Mobility and Safety Division
Signal Design Section

750 N.Greenfield Pkwy,Garner,NC 27529

US 129
at
NC 143 (Sweetwater Road) / Kerr Drug Entrance

Division 14 | Graham County | Robbinsville

PLAN DATE:	May 2022	REVIEWED BY:	M. L. Stygles
PREPARED BY:	J. Ma	VHB PROJECT NO.:	38536.40

SCALE 0 N/A N/A

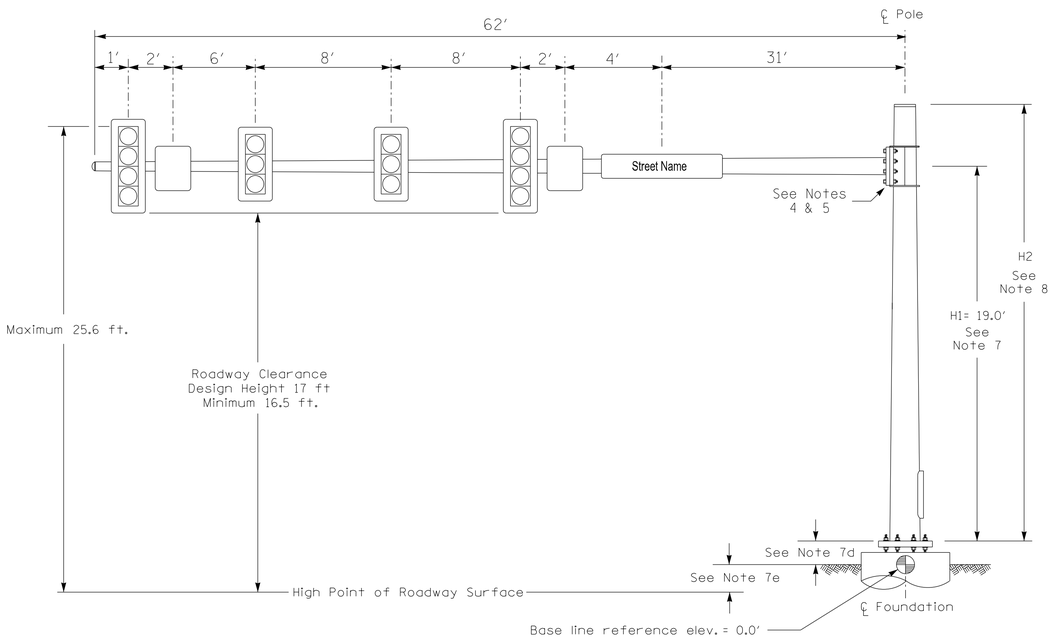
REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

DocuSigned by: Jianxin Ma 5/10/2022
SIGNATURE DATE

SIG. INVENTORY NO. 14-0750

Design Loading for METAL POLE NO. 4



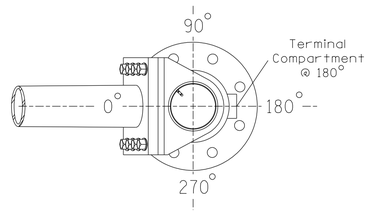
Elevation View

SPECIAL NOTE

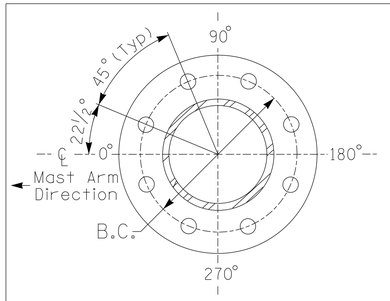
The contractor is responsible for verifying that the mast arm attachment height (H1) will provide the "Design Height" clearance from the roadway before submitting final shop drawings for approval. Verify elevation data below which was obtained by field measurement or from available project survey data.

Elevation Data for Mast Arm Attachment (H1)

Elevation Differences for:	Pole 4
Baseline reference point at ℄ Foundation @ ground level	0.0 ft.
Elevation difference at High point of roadway surface	0.0 ft.
Elevation difference at Edge of travelway or face of curb	0.0 ft.

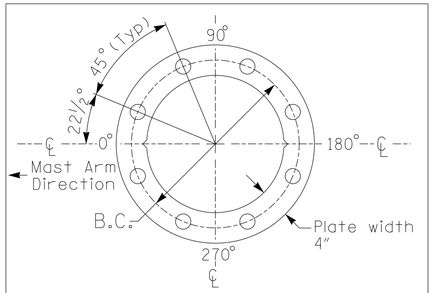


POLE RADIAL ORIENTATION



8 BOLT BASE PLATE DETAIL

See Note 6



BASE PLATE TEMPLATE & ANCHOR BOLT LOCK PLATE DETAIL
For 8 Bolt Base Plate

METAL POLE No. 4

PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig.3.14

MAST ARM LOADING SCHEDULE

LOADING SYMBOL	DESCRIPTION	AREA	SIZE	WEIGHT
	RIGID MOUNTED SIGNAL HEAD 12″-4 SECTION-WITH BACKPLATE	11.5 S.F.	25.5″W X 66.0″L	74 LBS
	RIGID MOUNTED SIGNAL HEAD 12″-3 SECTION-WITH BACKPLATE	9.3 S.F.	25.5″W X 52.5″L	60 LBS
	SIGN RIGID MOUNTED	7.5 S.F.	30.0″W X 36.0″L	14 LBS
Street Name	STREET NAME SIGN RIGID MOUNTED	16.0 S.F.	24.0″W X 96.0″L	36 LBS

NOTES

DESIGN REFERENCE MATERIAL

1. Design the traffic signal structure and foundation in accordance with:
   - The 6th Edition 2013 AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, including all of the latest interim revisions.
   - The 2018 NCDOT "Standard Specifications for Roads and Structures." The latest addenda to the specifications can be found in the traffic signal project special provisions.
   - The 2018 NCDOT Roadway Standard Drawings.
   - The traffic signal project plans and special provisions.
   - The NCDOT "Metal Pole Standards" located at the following NCDOT website: https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx

DESIGN REQUIREMENTS

2. Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signal plans for the actual loads that will be applied at the time of the installation.
3. Design all signal supports using stress ratios that do not exceed 0.9.
4. The camber design for the mast arm deflection should provide an appearance of a low pitched arch where the tip or the free end of the mast arm does not deflect below horizontal when fully loaded.
5. A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design requirements.
6. Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts.
7. The mast arm attachment height (H1) shown is based on the following design assumptions:
   a. Mast arm slope and deflection are not considered in determining the arm attachment height as they are assumed to offset each other.
   b. Signal heads are rigidly mounted and vertically centered on the mast arm.
   c. The roadway clearance height for design is as shown in the elevation views.
   d. The top of the pole base plate is 0.75 feet above the ground elevation.
   e. Refer to the Elevation Data Chart for the elevation differences between the proposed foundation ground level and the high point of the roadway.
8. The pole manufacturer will determine the total height (H2) of each pole using the greater of the following:
   - Mast arm attachment height (H1) plus 2 feet, or
   - H1 plus 1/2 of the total height of the mast arm attachment assembly plus 1 foot.
9. If pole location adjustments are required, the contractor must gain approval from the Engineer as this may affect the mast arm lengths and arm attachment heights. The contractor may contact the Signal Design Section Senior Structural Engineer for assistance at (919) 814-5000.
10. The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway.
11. The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.

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NCDOT Wind Zone 5 (120 mph)

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Prepared for the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

US 129
at
NC 143 (Sweetwater Road) / Kerr Drug Entrance

Division 14 | Graham County | Robbinsville

PLAN DATE:	May 2022	REVIEWED BY:	M. L. Stygles
PREPARED BY:	J. Ma	VHB PROJECT NO.:	38536.40

SCALE: 0 N/A N/A

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

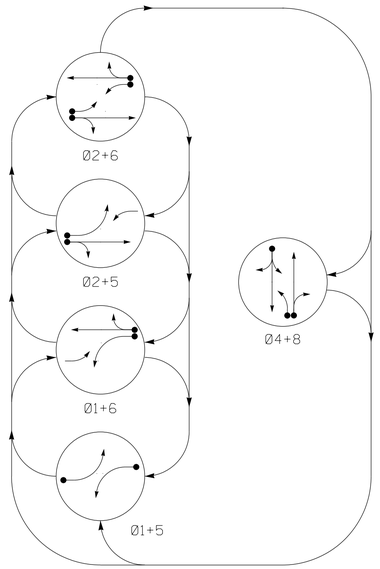
DocuSigned by: Jianxin Ma 5/10/2022
SIGNATURE DATE

SIG. INVENTORY NO. 14-0750

PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig. 4.0

5 Phase Fully Actuated Isolated

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

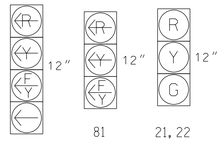
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE 0 1 + 5	0 1 + 6	0 2 + 5	0 2 + 6	0 4 + 8	FLASH
11	←	←	F Y	F Y	~~R~~	~~Y~~
21, 22	R	R	G	G	R	Y
41, 42	R	R	R	R	G	R
51	←	F Y	←	F Y	~~R~~	~~Y~~
61, 62	R	G	R	G	R	Y
81	~~R~~	~~R~~	~~R~~	~~R~~	F Y	~~R~~
82, 83	R	R	R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



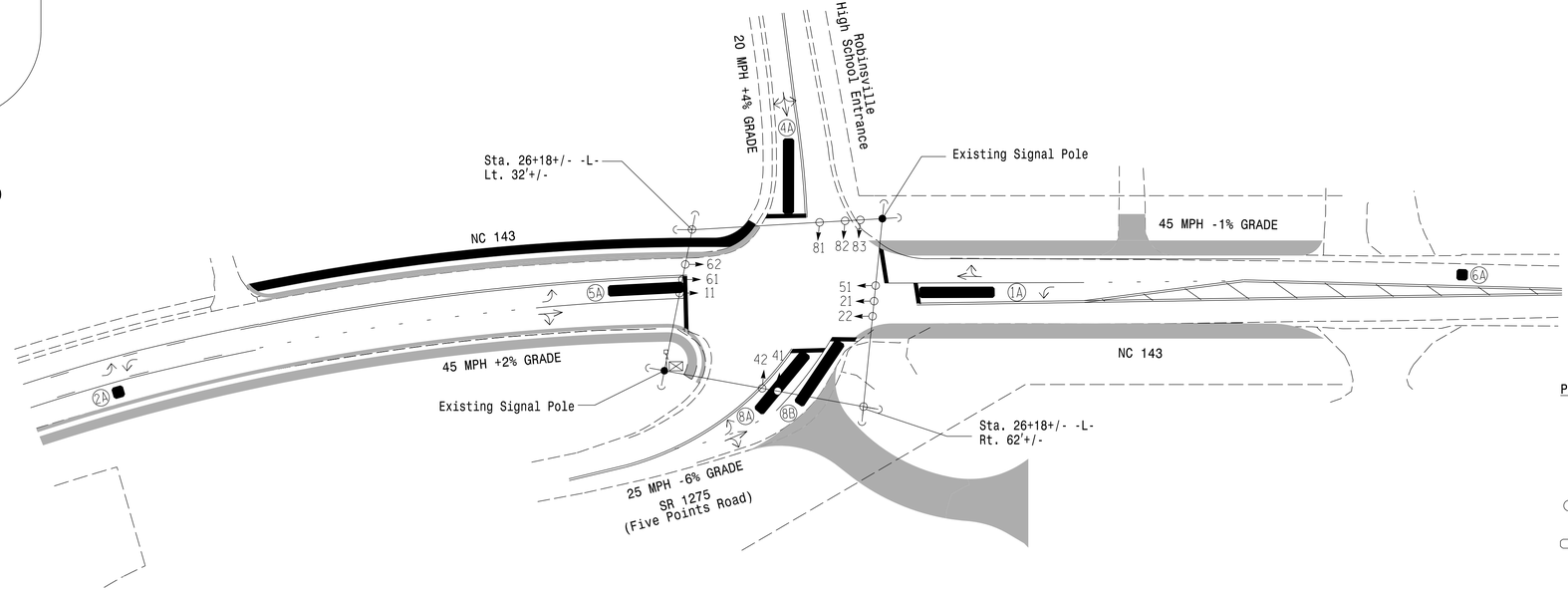
ASC/3 DETECTOR INSTALLATION CHART

DETECTOR					PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	SYSTEM LOOP	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

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



LEGEND

PROPOSED		EXISTING
○→	Traffic Signal Head	●→
◐→	Modified Signal Head	N/A
⊣	Sign	⊣
▯↓	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	→
DD	Directional Drill	N/A
	Curb Ramp	N/A
	Construction Zone	N/A
	Multizone Microwave Detection	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 1 *	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.

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Signal Upgrade-Temporary Design 1 (Phase I)

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Prepared for the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

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'

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

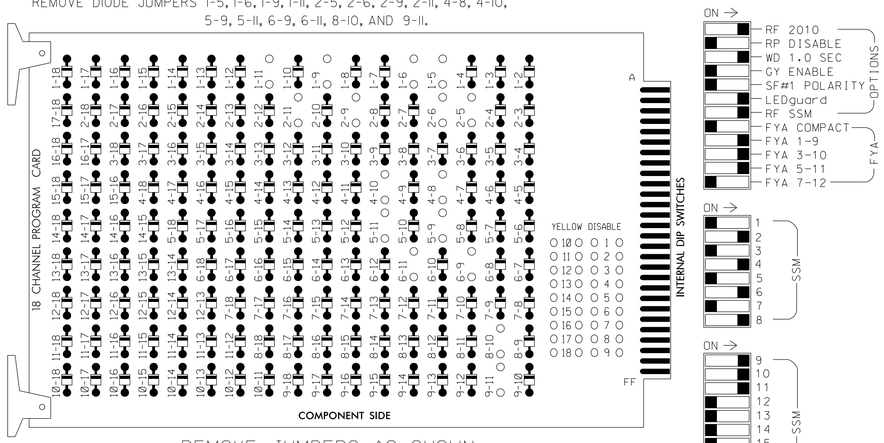
DocuSigned by: Jianxin Ma 5/10/2022
SIGNATURE DATE

SIG. INVENTORY NO. 14-0631T1

EDI MODEL 2018ECL-NC CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)

REMOVE DIODE JUMPERS I-5, I-6, I-9, I-11, 2-5, 2-6, 2-9, 2-11, 4-8, 4-10, 5-9, 5-11, 6-9, 6-11, 8-10, AND 9-11.



REMOVE JUMPERS AS SHOWN

■ = DENOTES POSITION OF SWITCH

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
2. Program phases 4 and 8 for Dual Entry.
3. Program controller to start up in phase 2 Green and 6 Green.
4. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.

EQUIPMENT INFORMATION

CONTROLLER.....2070LX
CABINET.....332 W/AUX
SOFTWARE.....ECONOLITE ASC/3-2070
CABINET MOUNT.....BASE
OUTPUT FILE POSITIONS...18 WITH AUX. OUTPUT FILE
LOAD SWITCHES USED.....S1,S2,S5,S7,S8,S11, AUX S1,AUX S2,AUX S4
PHASES USED.....1,2,4,5,6,8
OVERLAP "A".....*
OVERLAP "B".....*
OVERLAP "C".....*
OVERLAP "D".....NOT USED

* See overlap programming detail on sheet 2

PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig. 4.1

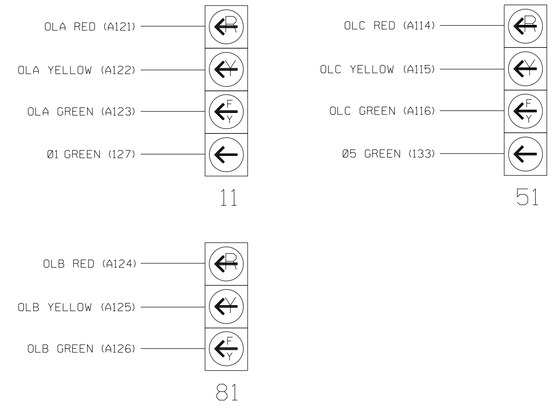
SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	8	8 PED	OLA	OLB	SPARE	OLC	OLD	SPARE
SIGNAL HEAD NO.	11★	21,22	NU	NU	41,42	NU	51★	61,62	NU	NU	82,83	NU	11★	81★	NU	51★	NU	NU
RED		128			101			134			107							
YELLOW	*	129			102		*	135			108							
GREEN		130			103			136			109							
RED ARROW													A121	A124		A114		
YELLOW ARROW													A122	A125		A115		
FLASHING YELLOW ARROW													A123	A126		A116		
GREEN ARROW	127						133											
✋																		
🚶																		

NU = Not Used
* Denotes install load resistor. See load resistor installation detail this sheet.
★ See pictorial of head wiring in detail this sheet.

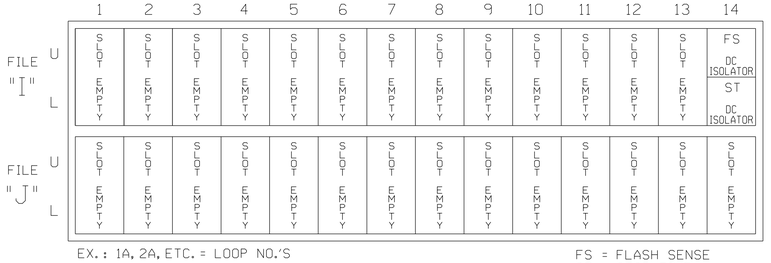
FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



INPUT FILE POSITION LAYOUT

(front view)



EX.: 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

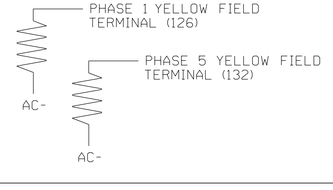
SPECIAL DETECTOR NOTE

Install a multizone microwave detection system for vehicle detection. Perform installation according to manufacturer's directions and NCDOT engineer-approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown)

ACCEPTABLE VALUES	
VALUE (ohms)	WATTAGE
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 14-0631T1
DESIGNED: May 2022
SEALED: 05/10/2022
REVISED:

Electrical Detail-Temporary Design 1(Phase I)-Sheet 1 of 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

ELECTRICAL AND PROGRAMMING DETAILS FOR:

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

Transportation Mobility and Safety Division
DEPARTMENT OF TRANSPORTATION
750 N.Greenfield Pkwy,Garner,NC 27529

VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27607
P: 919-829-0328

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

DocuSigned by: Jianxin Ma 827E1953081444F
5/10/2022
DATE

SIG. INVENTORY NO. 14-0631T1

PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig. 4.2

ECONOLITE ASC/3-2070 OVERLAP PROGRAMMING DETAIL

(program controller as shown)

1. From Main Menu select [2. CONTROLLER]
2. From CONTROLLER Submenu select [2. VEHICLE OVERLAPS]

OVERLAP A

Select TMG VEH OVLP [A] and 'PPLT FYA'

```
TMG VEH OVLP...[A] TYPE: .....PPLT FYA

PROTECTED LEFT TURN....   PHASE    1
OPPOSING THROUGH.......   PHASE    2

FLASHING ARROW OUTPUT.....CH9  ISOLATE

DELAY START OF: FYA..0.0 CLEARANCE..0.0
ACTION PLAN SF BIT DISABLE.......... 0
```

Toggle Once

↓

OVERLAP B

Select TMG VEH OVLP [B] and 'OTHER/ECONOLITE'

```
TMG VEH OVLP...[B] TYPE:OTHER/ECONOLITE
  PHASES 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
INCLUDED . . . X . . . . . . . . . . . .
PROTECT  . . . . . . . . . . . . . . . .
PED PRTC . . . . . . . . . . . . . . . .
NOT OVLP . . . . . . . . . . . . . . . .
FLSH GRN . . . 1 . . . . . . . . . . . .
LAG X PH . . . . . . . . . . . . . . . .
LAG 2 PH . . . . . . . . . . . . . . . .

LAG GRN 0.0 YEL 0.0 RED 0.0 ADV GRN 0.0
```

Toggle Once

↓

OVERLAP C

Select TMG VEH OVLP [C] and 'PPLT FYA'

```
TMG VEH OVLP...[C] TYPE: .....PPLT FYA

PROTECTED LEFT TURN....   PHASE    5
OPPOSING THROUGH.......   PHASE    6

FLASHING ARROW OUTPUT.....CH11 ISOLATE

DELAY START OF: FYA..0.0 CLEARANCE..0.0
ACTION PLAN SF BIT DISABLE.......... 0
```

END PROGRAMMING

FLASHER CIRCUIT MODIFICATION DETAIL

In order to ensure that signals flash concurrently on the Same approach, make the following flasher circuit changes:

1. On rear of PDA - remove wire from Term. T2-4 and terminate on T2-2.
2. On rear of PDA - remove wire from Term. T2-5 and terminate on T2-3.
3. Remove flasher unit 2.

The changes listed above ties all phases and overlaps to flasher unit 1.

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 14-0631T1
DESIGNED: May 2022
SEALED: 05/10/2022
REVISED:

Electrical Detail-Temporary Design 1(Phase I)-Sheet 2 of 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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ELECTRICAL AND PROGRAMMING DETAILS FOR:

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

750 N.Greenfield Pkwy.Garner,NC 27529

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

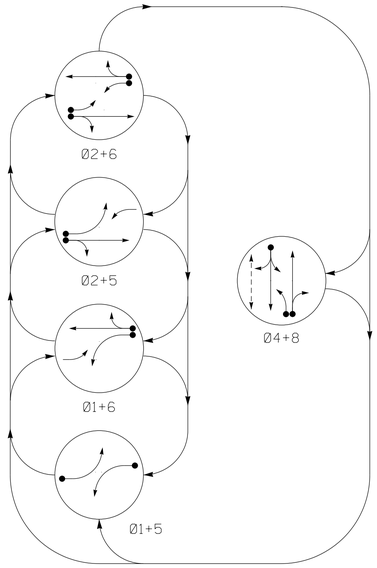
DocuSigned by:
Jianxin Ma
827E19530814444F...
5/10/2022
DATE

SIG. INVENTORY NO. 14-0631T1

PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig. 4.3

5 Phase Fully Actuated Isolated

DEFAULT PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

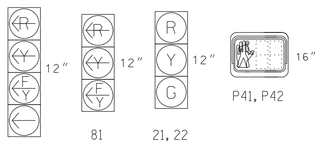
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø4+8	FLASH
11	←●	←	←F Y	←F Y	←R	←Y
21, 22	R	R	G	G	R	Y
41, 42	R	R	R	R	G	R
51	←●	←F Y	←	←F Y	←R	←Y
61, 62	R	G	R	G	R	Y
81	←R	←R	←R	←R	←F Y	←R
82, 83	R	R	R	R	G	R
P41,P42	DW	DW	DW	DW	W	DRK

SIGNAL FACE I.D.

All Heads L.E.D.



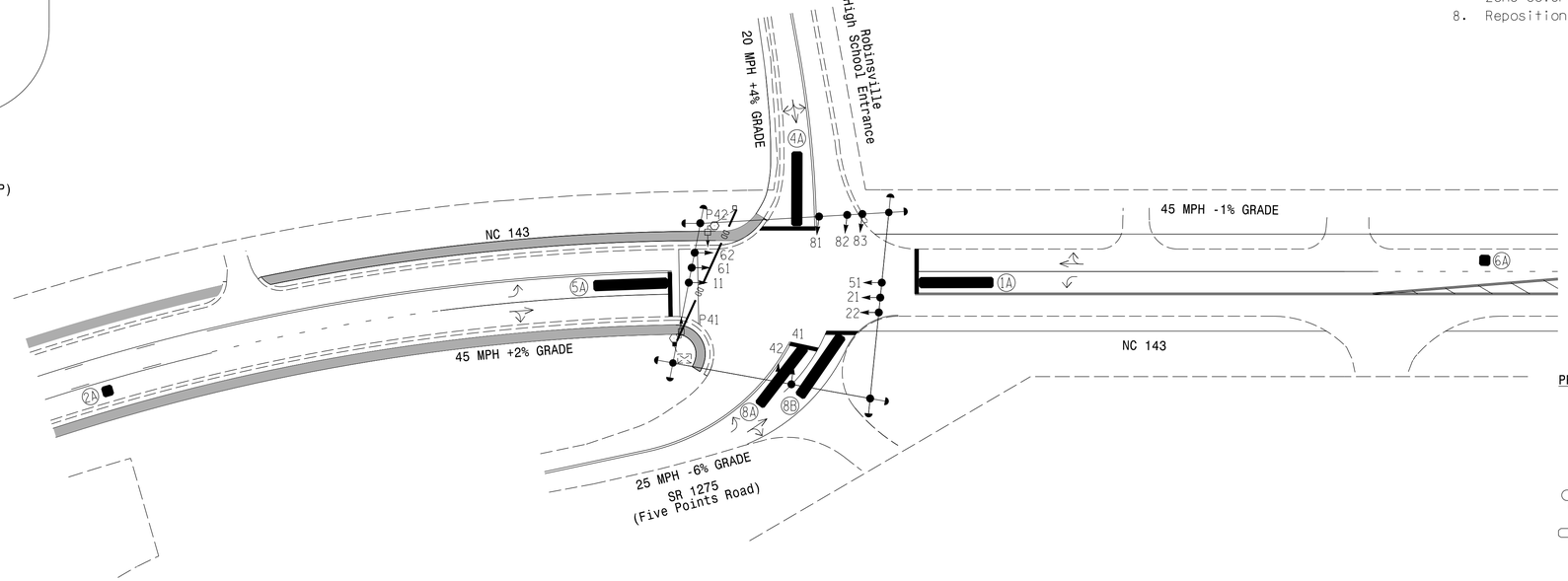
ASC/3 DETECTOR INSTALLATION CHART

DETECTOR					PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	SYSTEM LOOP	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

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. Set all detector units to presence mode.
5. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
6. Program pedestrian heads to countdown the flashing 'Don't Walk' time only.
7. This intersection features a multizone microwave detection system. Install detectors according to manufacturer's specifications to ensure optimum detection zone coverage.
8. Reposition all signal heads.



LEGEND

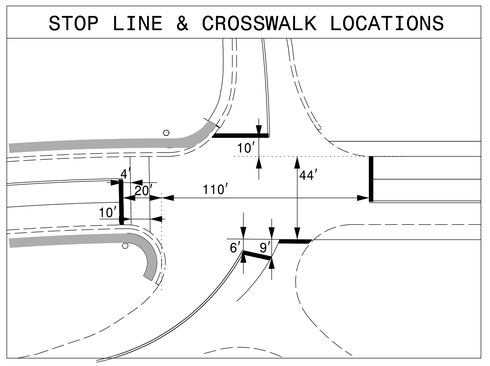
PROPOSED		EXISTING
○→	Traffic Signal Head	●→
◐→	Modified Signal Head	N/A
⊣	Sign	⊣
□↓	Pedestrian Signal Head With Push Button & Sign	■↓
○	Signal Pole with Guy	●
○↓	Signal Pole with Sidewalk Guy	●↓
▭	Inductive Loop Detector	▭
⊠	Controller & Cabinet	⊠
□	Junction Box	■
----	2-in Underground Conduit	----
N/A	Right of Way	----
→	Directional Arrow	→
⬡	Type II Signal Pedestal	⬡
DD	Directional Drill	N/A
	Curb Ramp	N/A
	Construction Zone	N/A
	Multizone Microwave Detection	N/A

ASC/3 TIMING CHART

FEATURE	PHASE 1	2	4	5	6	8
Min Green *	7	12	7	7	12	7
Walk *	-	-	7	-	-	-
Ped Clear	-	-	10	-	-	-
Veh. Extension *	2.0	6.0	2.0	2.0	6.0	2.0
Max 1 *	20	90	25	20	90	15
Yellow	3.0	4.6	3.0	3.0	4.6	3.5
Red Clear	2.6	1.9	2.4	2.9	1.9	2.4
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.

STOP LINE & CROSSWALK LOCATIONS



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Signal Upgrade-Temporary Design 2 (Phase II)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared for the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

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'

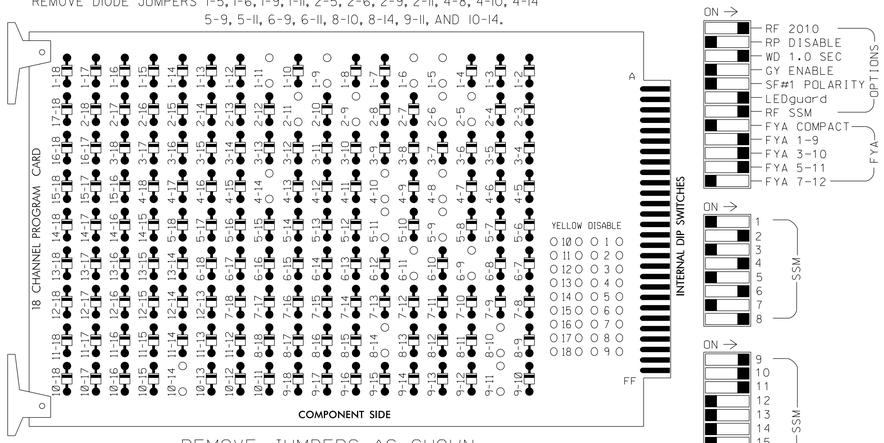
SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIAXIN MA
Docusigned by: Jiaxin Ma B27E1953081444F...
5/10/2022
SIGNATURE DATE

SIG. INVENTORY NO. 14-0631T2

EDI MODEL 2018ECL-NC CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)

REMOVE DIODE JUMPERS I-5, I-6, I-9, I-11, 2-5, 2-6, 2-9, 2-11, 4-8, 4-10, 4-14 5-9, 5-11, 6-9, 6-11, 8-10, 8-14, 9-11, AND 10-14.



REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

■ = DENOTES POSITION OF SWITCH

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
2. Program phases 4 and 8 for Dual Entry.
3. Program controller to start up in phase 2 Green and 6 Green.
4. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.

EQUIPMENT INFORMATION

CONTROLLER.....2070LX
CABINET.....332 W/AUX
SOFTWARE.....ECONOLITE ASC/3-2070
CABINET MOUNT.....BASE
OUTPUT FILE POSITIONS...18 WITH AUX. OUTPUT FILE
LOAD SWITCHES USED.....S1,S2,S5,S6,S7,S8,S11, AUX S1,AUX S2,AUX S4
PHASES USED.....1,2,4,4PED,5,6,8
OVERLAP "A".....*
OVERLAP "B".....*
OVERLAP "C".....*
OVERLAP "D".....NOT USED

* See overlap programming detail on sheet 2

PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig. 4.4

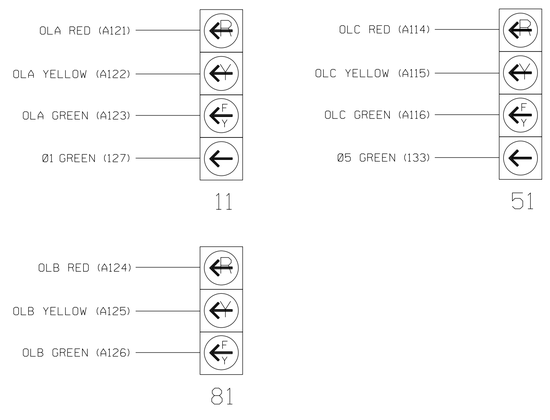
SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	8	8 PED	OLA	OLB	SPARE	OLC	OLD	SPARE
SIGNAL HEAD NO.	11★	21,22	NU	NU	41,42	P41, P42	51★	61,62	NU	NU	82,83	NU	11★	81★	NU	51★	NU	NU
RED		128			101			134			107							
YELLOW	✳	129			102		✳	135			108							
GREEN		130			103			136			109							
RED ARROW													A121	A124		A114		
YELLOW ARROW													A122	A125		A115		
FLASHING YELLOW ARROW													A123	A126		A116		
GREEN ARROW	127						133											
✋						104												
🚶						106												

NU = Not Used
✳ Denotes install load resistor. See load resistor installation detail this sheet.
★ See pictorial of head wiring in detail this sheet.

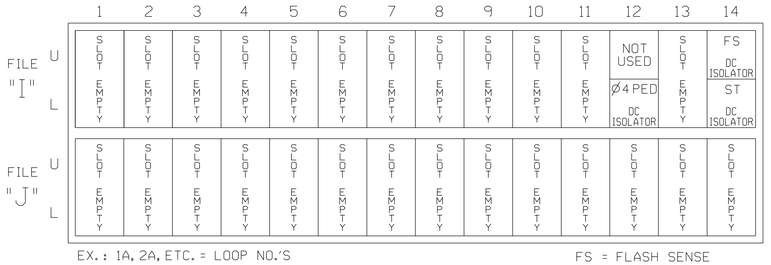
FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



INPUT FILE POSITION LAYOUT

(front view)



INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	DETECTOR NO.	NEMA PHASE	CALL	EXTEND TIME	DELAY TIME	ADDED INITIAL	DETECTOR TYPE
PED PUSH BUTTONS										
P41,P42	TB8-5,6	I12L	69	PED 4	4 PED					

NOTE: INSTALL DC ISOLATORS IN INPUT FILE SLOT I12.

INPUT FILE POSITION LEGEND: J2L
FILE J
SLOT 2
LOWER

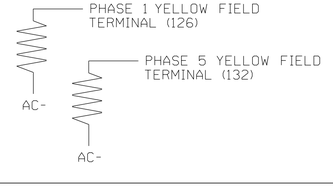
SPECIAL DETECTOR NOTE

Install a multizone microwave detection system for vehicle detection. Perform installation according to manufacturer's directions and NCDOT engineer-approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown)

ACCEPTABLE VALUES	
VALUE (ohms)	WATTAGE
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



COUNTDOWN PEDESTRIAN SIGNAL OPERATION

Countdown Ped Signals are required to display timing only during Ped Clearance Interval. Consult Ped Signal Module user's manual for instructions on selecting this feature.

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THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 14-0631T2
DESIGNED: May 2022
SEALED: 05/10/2022
REVISED:

Electrical Detail-Temporary Design 2(Phase II)-Sheet 1 of 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

ELECTRICAL AND PROGRAMMING DETAILS FOR:

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

750 N.Greenfield Pkwy,Garner,NC 27529

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

DocuSigned by: Jianxin Ma B27E1953081444F... 5/10/2022 DATE

SIG. INVENTORY NO. 14-0631T2

ECONOLITE ASC/3-2070 OVERLAP PROGRAMMING DETAIL

(program controller as shown)

1. From Main Menu select [2. CONTROLLER]
2. From CONTROLLER Submenu select [2. VEHICLE OVERLAPS]

OVERLAP A

Select TMG VEH OVLP [A] and 'PPLT FYA'

```
TMG VEH OVLP...[A] TYPE: .....[PPLT FYA]

PROTECTED LEFT TURN....   PHASE    1
OPPOSING THROUGH.......   PHASE    2

FLASHING ARROW OUTPUT.....CH9  ISOLATE

DELAY START OF: FYA..0.0 CLEARANCE..0.0
ACTION PLAN SF BIT DISABLE........... 0
```

Toggle Once

OVERLAP B

Select TMG VEH OVLP [B] and 'OTHER/ECONOLITE'

```
TMG VEH OVLP...[B] TYPE:[OTHER/ECONOLITE]
  PHASES 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
INCLUDED . . . X . . . . . . . . . . . .
PROTECT  . . . . . . . . . . . . . . . .
PED PRTC . . . . . . . . . . . . . . . .
NOT OVLP . . . . . . . . . . . . . . . .
FLSH GRN . . . 1 . . . . . . . . . . . .
LAG X PH . . . . . . . . . . . . . . . .
LAG 2 PH . . . . . . . . . . . . . . . .

LAG GRN 0.0 YEL 0.0 RED 0.0 ADV GRN 0.0
```

Toggle Once

OVERLAP C

Select TMG VEH OVLP [C] and 'PPLT FYA'

```
TMG VEH OVLP...[C] TYPE: .....[PPLT FYA]

PROTECTED LEFT TURN....   PHASE    5
OPPOSING THROUGH.......   PHASE    6

FLASHING ARROW OUTPUT.....CH11 ISOLATE

DELAY START OF: FYA..0.0 CLEARANCE..0.0
ACTION PLAN SF BIT DISABLE........... 0
```

END PROGRAMMING

FLASHER CIRCUIT MODIFICATION DETAIL

In order to ensure that signals flash concurrently on the Same approach, make the following flasher circuit changes:

1. On rear of PDA - remove wire from Term. T2-4 and terminate on T2-2.
2. On rear of PDA - remove wire from Term. T2-5 and terminate on T2-3.
3. Remove flasher unit 2.

The changes listed above ties all phases and overlaps to flasher unit 1.

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 14-0631T2
DESIGNED: May 2022
SEALED: 05/10/2022
REVISED:

Electrical Detail-Temporary Design 2(Phase II)-Sheet 2 of 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

VHB Engineering NC, P.C. (C-3705)
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Raleigh, NC 27607
P: 919-829-0328

ELECTRICAL AND PROGRAMMING DETAILS FOR:

Transportation Mobility and Safety Division · State of North Carolina · Department of Transportation · ITS & Signals Management Section

750 N.Greenfield Pkwy,Garner,NC 27529

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

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

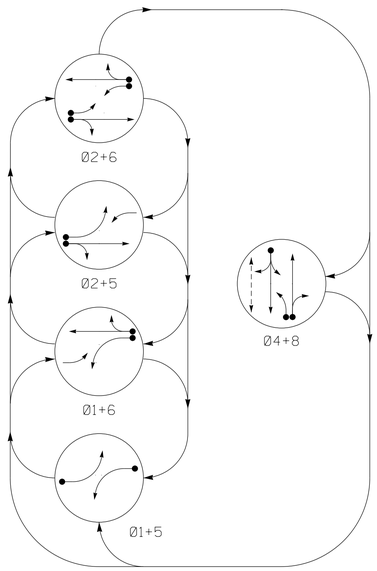
DocuSigned by: Jianxin Ma 827E1953081444F... 5/10/2022 DATE

SIG. INVENTORY NO. 14-0631T2

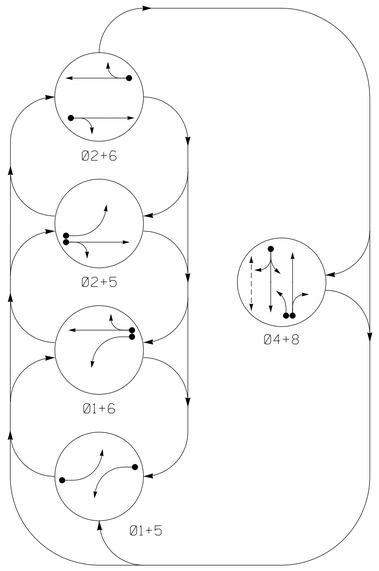
PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig. 4.6

5 Phase
Fully Actuated
w/ Alternate Phasing Operation
(US 129-NC 143 Closed Loop System)

DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø4+8	FLASH
11	←—	←—	←F Y	←F Y	←R	←Y
21, 22	R	R	G	G	R	Y
41, 42	R	R	R	R	G	R
51	←—	←F Y	←—	←F Y	←R	←Y
61, 62	R	G	R	G	R	Y
81	←R	←R	←R	←R	←F Y	←R
82, 83	R	R	R	R	G	R
P41,P42	DW	DW	DW	DW	W	DRK

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø4+8	FLASH
11	←—	←—	←R	←R	←R	←Y
21, 22	R	R	G	G	R	Y
41, 42	R	R	R	R	G	R
51	←—	←R	←—	←R	←R	←Y
61, 62	R	G	R	G	R	Y
81	←R	←R	←R	←R	←F Y	←R
82, 83	R	R	R	R	G	R
P41,P42	DW	DW	DW	DW	W	DRK

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	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	X	1	Yes	-	15*	-	N	-	X
					6#	Yes	-	3	-	C	-	X
2A	6X6	300	4	X	2	Yes	-	-	X	N	-	X
4A	6X40	0	2-4-2	X	4	Yes	-	10	-	N	-	X
5A	6X40	0	2-4-2	X	5	Yes	-	15*	-	N	-	X
					2#	Yes	-	3	-	C	-	X
6A	6X6	300	5	X	6	Yes	-	-	X	N	-	X
8A	6X40	0	2-4-2	X	8	Yes	-	3	-	N	-	X
8B	6X40	0	2-4-2	X	8	Yes	-	10	-	N	-	X

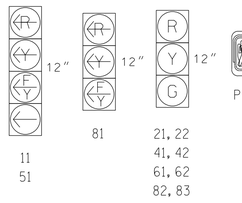
* Reduce delay to 3 seconds during Alternate Phasing Operation.
\# Disable phase call for loop(s) during Alternate Phasing Operation.

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. Set all detector units to presence mode.
5. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
6. Program pedestrian heads to countdown the flashing 'Don't Walk' time only.
7. The Division (City) Traffic Engineer will determine the hours of use for each phasing plan.
8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
9. Closed loop system data: Master Asset #0750, Controller Asset #1631.

SIGNAL FACE I.D.

All Heads L.E.D.



PHASING DIAGRAM DETECTION LEGEND

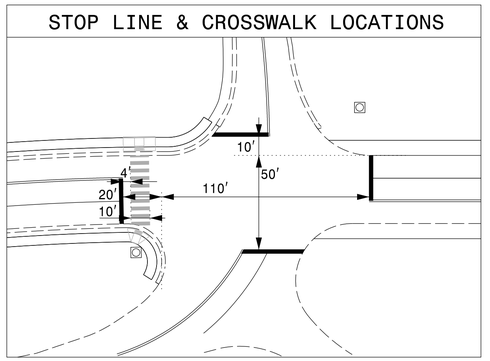
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TIMING CHART

FEATURE	PHASE 1	2	4	5	6	8
Min Green *	7	12	7	7	12	7
Walk *	-	-	7	-	-	-
Ped Clear	-	-	10	-	-	-
Veh. Extension *	2.0	6.0	2.0	2.0	6.0	2.0
Max 1 *	20	90	25	20	90	15
Yellow	3.0	4.6	3.0	3.0	4.6	3.5
Red Clear	2.6	1.9	2.4	2.9	1.9	2.2
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.

STOP LINE & CROSSWALK LOCATIONS



LEGEND

PROPOSED		EXISTING
○→	Traffic Signal Head	●→
◐→	Modified Signal Head	N/A
⊣	Sign	⊣
□↓	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	→
⬡	Type II Signal Pedestal	⬡
◁	Metal Pole/Mast Arm	◁
DD	Directional Drill	N/A
◢◣	Curb Ramp	N/A

VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27607
P: 919-829-0328

Signal Upgrade-Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared for the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

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:

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 033108 JIANXIN MA

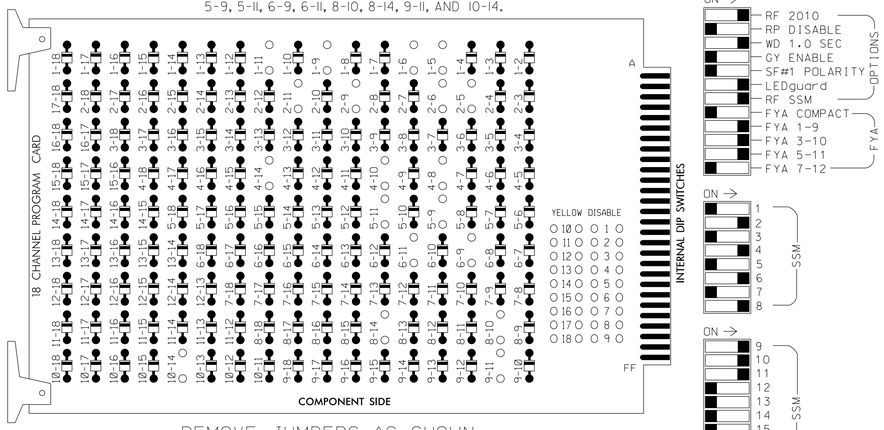
DocuSigned by: Jianxin Ma 5/10/2022
SIGNATURE DATE

SIG. INVENTORY NO. 14-0631

EDI MODEL 2018ECL-NC CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)

REMOVE DIODE JUMPERS I-5, I-6, I-9, I-11, 2-5, 2-6, 2-9, 2-11, 4-8, 4-10, 4-14 5-9, 5-11, 6-9, 6-11, 8-10, 8-14, 9-11, AND 10-14.



REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

■ = DENOTES POSITION OF SWITCH

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
2. Program phases 4 and 8 for Dual Entry.
3. Program controller to start up in phase 2 Green and 6 Green.
4. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.
5. The cabinet and controller are part of the US129-NC 143 Closed Loop System.

EQUIPMENT INFORMATION

CONTROLLER.....2070LX
CABINET.....332 W/AUX
SOFTWARE.....ECONOLITE ASC/3-2070
CABINET MOUNT.....BASE
OUTPUT FILE POSITIONS...18 WITH AUX. OUTPUT FILE
LOAD SWITCHES USED.....S1,S2,S5,S6,S7,S8,S11, AUX S1,AUX S2,AUX S4
PHASES USED.....1,2,4,4PED,5,6,8
OVERLAP "A".....*
OVERLAP "B".....*
OVERLAP "C".....*
OVERLAP "D".....NOT USED

* See overlap programming detail on sheet 2

PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig. 4.7

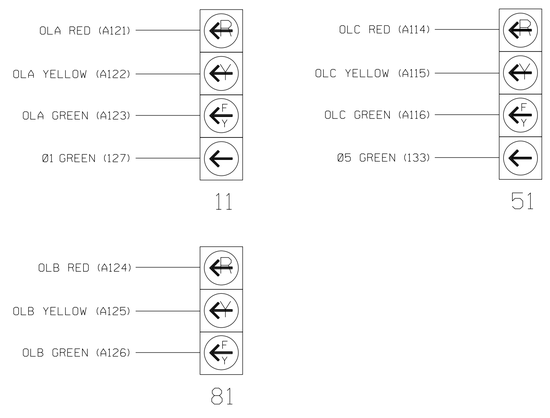
SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	8	8 PED	OLA	OLB	SPARE	OLC	OLD	SPARE
SIGNAL HEAD NO.	11 ★	21,22	NU	NU	41,42	P41, P42	51 ★	61,62	NU	NU	82,83	NU	11 ★	81 ★	NU	51 ★	NU	NU
RED		128			101			134			107							
YELLOW	✳	129			102		✳	135			108							
GREEN		130			103			136			109							
RED ARROW													A121	A124		A114		
YELLOW ARROW													A122	A125		A115		
FLASHING YELLOW ARROW													A123	A126		A116		
GREEN ARROW	127						133											
✋						104												
🚶						106												

NU = Not Used
✳ Denotes install load resistor. See load resistor installation detail this sheet.
★ See pictorial of head wiring in detail this sheet.

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



INPUT FILE POSITION LAYOUT

(front view)

		1	2	3	4	5	6	7	8	9	10	11	12	13	14
FILE "I"	U	Ø1 1A	Ø2 2A	SLOT EMPTY	WIRED INPUT ⊗	SLOT EMPTY	Ø4 4A	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	NOT USED	SLOT EMPTY	FS DC ISOLATOR
	L	NOT USED	NOT USED				NOT USED						Ø4 PED DC ISOLATOR		ST DC ISOLATOR
FILE "J"	U	Ø5 5A	Ø6 6A	SLOT EMPTY	WIRED INPUT ⊗	SLOT EMPTY	Ø8 8A	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY
	L	NOT USED	NOT USED				Ø8 8B								

EX.: 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

⊗ Wired Input - Do not populate slot with detector card

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	DETECTOR NO.	NEMA PHASE	CALL	EXTEND TIME	DELAY TIME	ADDED INITIAL	DETECTOR TYPE
1A[1]	TB2-1,2	I1U	56	1 ★	1	YES		15		N
	-	J4U	48	26 ★	6	YES		3		G
2A	TB2-5,6	I2U	39	2	2	YES			X	N
4A	TB4-9,10	I6U	41	4	4	YES		10		N
5A[2]	TB3-1,2	J1U	55	5 ★	5	YES		15		N
	-	I4U	47	22 ★	2	YES		3		G
6A	TB3-5,6	J2U	40	6	6	YES			X	N
8A	TB5-9,10	J6U	42	8	8	YES		3		N
8B	TB5-11,12	J6L	46	18	8	YES		10		N
PED PUSH BUTTONS										
P41,P42	TB8-5,6	I12L	69	PED 4	4 PED					

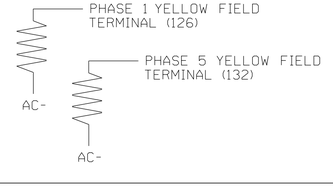
NOTE: INSTALL DC ISOLATORS IN INPUT FILE SLOT I12.

[1] Add jumper from I1-W to J4-W, on rear of input file.
[2] Add jumper from J1-W to I4-W, on rear of input file.
★ For the detectors to work as shown on the signal design plan, see the Vehicle Detector Setup Programming Detail for Alternate Phasing on sheet 2.

INPUT FILE POSITION LEGEND: J2L
FILE J
SLOT 2
LOWER

LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown)



ACCEPTABLE VALUES	
VALUE (ohms)	WATTAGE
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)

COUNTDOWN PEDESTRIAN SIGNAL OPERATION

Countdown Ped Signals are required to display timing only during Ped Clearance Interval. Consult Ped Signal Module user's manual for instructions on selecting this feature.

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 14-0631
DESIGNED: May 2022
SEALED: 05/10/2022
REVISED:

Electrical Detail-Final Design-Sheet 1 of 3

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

ELECTRICAL AND PROGRAMMING DETAILS FOR:

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

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA
DocuSigned by: Jianxin Ma 5/10/2022
DATE
SIG. INVENTORY NO. 14-0631

VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27607
P: 919-829-0328

750 N.Greenfield Pkwy,Garner,NC 27529

ECONOLITE ASC/3-2070 OVERLAP PROGRAMMING DETAIL

(program controller as shown)

1. From Main Menu select [2. CONTROLLER]
2. From CONTROLLER Submenu select [2. VEHICLE OVERLAPS]

OVERLAP A

Select TMG VEH OVLP [A] and 'PPLT FYA'

```
TMG VEH OVLP...[A] TYPE: .....[PPLT FYA]

PROTECTED LEFT TURN....    PHASE     1
OPPOSING THROUGH.......    PHASE     2

FLASHING ARROW OUTPUT.....CH9  ISOLATE

DELAY START OF: FYA..0.0 CLEARANCE..0.0
ACTION PLAN SF BIT DISABLE.......... 1   <- NOTICE ACTION PLAN SF BIT "1"
```

Toggle Once

OVERLAP B

Select TMG VEH OVLP [B] and 'OTHER/ECONOLITE'

```
TMG VEH OVLP...[B] TYPE:[OTHER/ECONOLITE]
  PHASES 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
INCLUDED . . . X . . . . . . . . . . . .
PROTECT  . . . . . . . . . . . . . . . .
PED PRTC . . . . . . . . . . . . . . . .
NOT OVLP . . . . . . . . . . . . . . . .
FLSH GRN . . . 1 . . . . . . . . . . . .
LAG X PH . . . . . . . . . . . . . . . .
LAG 2 PH . . . . . . . . . . . . . . . .

LAG GRN 0.0 YEL 0.0 RED 0.0 ADV GRN 0.0
```

Toggle Once

OVERLAP C

Select TMG VEH OVLP [C] and 'PPLT FYA'

```
TMG VEH OVLP...[C] TYPE: .....[PPLT FYA]

PROTECTED LEFT TURN....    PHASE     5
OPPOSING THROUGH.......    PHASE     6

FLASHING ARROW OUTPUT.....CH11 ISOLATE

DELAY START OF: FYA..0.0 CLEARANCE..0.0
ACTION PLAN SF BIT DISABLE.......... 5   <- NOTICE ACTION PLAN SF BIT "5"
```

END PROGRAMMING

FLASHER CIRCUIT MODIFICATION DETAIL

In order to ensure that signals flash concurrently on the Same approach, make the following flasher circuit changes:

1. On rear of PDA - remove wire from Term. T2-4 and terminate on T2-2.
2. On rear of PDA - remove wire from Term. T2-5 and terminate on T2-3.
3. Remove flasher unit 2.

The changes listed above ties all phases and overlaps to flasher unit 1.

IMPORTANT!

Program detectors per the input file connection and programming chart shown on sheet 1 before proceeding.

1. From Main Menu select [8. UTILITIES]
2. From UTILITIES Submenu select [1. COPY/CLEAR]
3. Copy from DETECTOR PLAN "1" to DETECTOR PLAN "2".

```
COPY / CLEAR UTILITY
        FROM                TO
PHASE TIMING.... . > PHASE TIMING.... .
TIMING PLAN..... . > TIMING PLAN..... .
PH DET OPT PLAN. . > PH DET OPT PLAN. .
DETECTOR PLAN... 1 > DETECTOR PLAN... 2
  TOGGLE TO SELECT A "FROM" AND A "TO"
        THEN PRESS ENTER
```

4. From Main Menu select [6. DETECTORS]
5. From DETECTOR Submenu select [2. VEHICLE DETECTOR SETUP]
6. Place cursor in VEH DET PLAN [ ] position and enter "2".

- Place cursor in VEH DETECTOR [ ] position and enter "1".
- Set delay time to "3".

```
VEH DETECTOR [ 1]   VEH DET PLAN [ 2]   <- NOTICE VEH DET PLAN 2
TYPE: N-NTCIP
TS2 DETECTOR..... X ECPI LOG.......   NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
 1  1    . . . . . . . . . . . . . . . .
CALL OPTION.... YES DELAY TIME...    3.0   <- ENSURE DELAY IS SET TO '3'
EXT OPTION. PASSAGE EXTENSION TIME.  0.0
USE ADDED INITIAL . CROSS SWITCH PH..  0
LOCK IN..... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY. NO
```

- Place cursor in VEH DETECTOR [ ] position and enter "26".
- Set assigned phase to "0".

ENSURE PHASE IS SET TO "0" →

```
VEH DETECTOR [26]   VEH DET PLAN [ 2]   <- NOTICE VEH DET PLAN 2
TYPE: G-GREEN EXTENSION/DELAY
TS2 DETECTOR..... . ECPI LOG.......   NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
 26 0    . . . . . . . . . . . . . . . .
EXTEND TIME...  0.0 DELAY TIME...    3.0
USE ADDED INITIAL . CROSS SWITCH PH..  0
LOCK IN..... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY. NO
```

- Place cursor in VEH DETECTOR [ ] position and enter "5".
- Set delay time to "3".

```
VEH DETECTOR [ 5]   VEH DET PLAN [ 2]   <- NOTICE VEH DET PLAN 2
TYPE: N-NTCIP
TS2 DETECTOR..... X ECPI LOG.......   NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
 5  5    . . . . . . . . . . . . . . . .
CALL OPTION.... YES DELAY TIME...    3.0   <- ENSURE DELAY IS SET TO '3'
EXT OPTION. PASSAGE EXTENSION TIME.  0.0
USE ADDED INITIAL . CROSS SWITCH PH..  0
LOCK IN..... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY. NO
```

- Place cursor in VEH DETECTOR [ ] position and enter "22".
- Set assigned phase to "0".

ENSURE PHASE IS SET TO "0" →

```
VEH DETECTOR [22]   VEH DET PLAN [ 2]   <- NOTICE VEH DET PLAN 2
TYPE: G-GREEN EXTENSION/DELAY
TS2 DETECTOR..... . ECPI LOG.......   NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
 22 0    . . . . . . . . . . . . . . . .
EXTEND TIME...  0.0 DELAY TIME...    3.0
USE ADDED INITIAL . CROSS SWITCH PH..  0
LOCK IN..... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY. NO
```

END PROGRAMMING

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 14-0631
DESIGNED: May 2022
SEALED: 05/10/2022
REVISED:

VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27607
P: 919-829-0328

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

ELECTRICAL AND PROGRAMMING DETAILS FOR:

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

750 N.Greenfield Pkwy,Garner,NC 27529

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

DocuSigned by: Jianxin Ma 5/10/2022
SIG. INVENTORY NO. 14-0631 DATE

PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig. 4.9

ALTERNATE PHASING ACTIVATION DETAIL

TO RUN ALT. PHASING DURING FREE RUN - PROGRAM CHANGES (SHOWN BELOW) IN A TIME BASED ACTION PLAN. SCHEDULE A DAY PLAN THAT INCLUDES THE ACTION PLAN PROGRAMMED TO SELECT VEH DET PLAN 2 AND ENABLE SF BITS 1 AND 5.

TO RUN ALT. PHASING DURING COORDINATION - SELECT THE TIME BASED ACTION PLAN THAT IS PROGRAMMED TO SELECT VEH DET PLAN 2 AND ENABLE SF BITS 1 AND 5.

PHASING	VEH DET PLAN	SF BITS ENABLED
ACTIONS REQUIRED TO RUN DEFAULT PHASING	1	NONE
ACTIONS REQUIRED TO RUN ALTERNATE PHASING	2	1, 5

IMPORTANT: IF ALT. PHASING IS USED DURING FREE RUN AND COORDINATION, DO NOT OPERATE TIME OF DAY EVENTS CONCURRENTLY WITH COORDINATION PLAN EVENTS IN THE EVENT SCHEDULER. (EX. FREE RUN EVENT SHOULD END BEFORE COORDINATION PLAN EVENT STARTS AND VICE-VERSA).

ALTERNATE PHASING CHANGE SUMMARY

THE FOLLOWING IS A SUMMARY OF WHAT TAKES PLACE WHEN SF BITS 1 AND 5 AND VEH DET PLAN 2 ACTIVATE TO CALL THE "ALTERNATE PHASING":

SF BITS 1,5: Modifies overlap parent phases for heads 11 and 51 to run protected turns only.

VEH DET PLAN 2: Disables phase 6 call on loop 1A and reduces delay time for phase 1 call on loop 1A to 3 seconds.

Disables phase 2 call on loop 5A and reduces delay time for phase 5 call on loop 5A to 3 seconds.

ECONOLITE ASC/3-2070 ACTION PLAN PROGRAMMING DETAIL

1. From Main Menu select [5. TIME BASE]
2. From TIME BASE Submenu select [2. ACTION PLAN]

ACTION PLAN...[*]

PATTERN..........	AUTO	SYS OVERRIDE....	NO
TIMING PLAN........	0	SEQUENCE........	0
VEH DETECTOR PLAN..	2	DET LOG........	NONE
FLASH...........	--	RED REST........	NO
VEH DET DIAG PLN...	0	PED DET DIAG PLN..	0
DIMMING ENABLE..	NO	PRIORITY RETURN.	NO
PED PR RETURN..	NO	QUEUE DELAY.....	NO
PMT COND DELAY	NO		

PHASE	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
PED RCL	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
WALK 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
VEX 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
VEH RCL	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
MAX RCL	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
MAX 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

PHASE	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
MAX 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
CS INH	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
OMIT	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
SPC FCT	X	.	.	.	X	.	.	.	(1-8)							
AUX FCT	.	.	.	(1-3)												

	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

* The Action Plan number(s) are to be determined by the Division and/or City Traffic Engineer.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 14-0631
DESIGNED: May 2022
SEALED: 05/10/2022
REVISED:

Electrical Detail-Final Design-Sheet 3 of 3

VHB Engineering NC, P.C. (C-3705)
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ELECTRICAL AND PROGRAMMING DETAILS FOR:

Transportation Mobility and Safety Division · State of North Carolina · Department of Transportation · ITS & Signals Management Section

750 N.Greenfield Pkwy,Garner,NC 27529

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

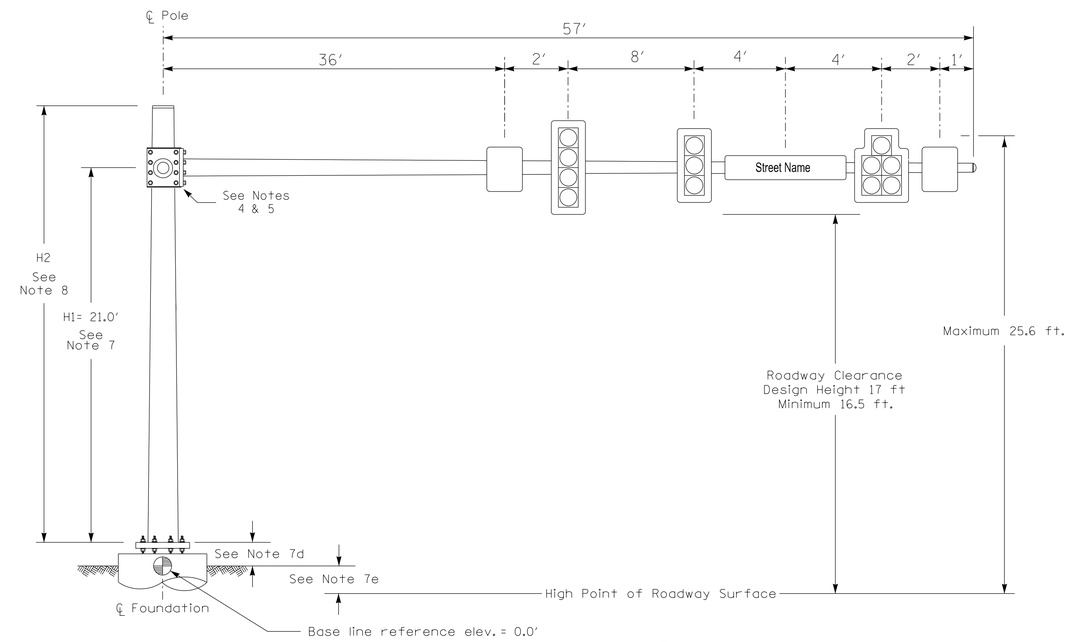
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

DocuSigned by: Jianxin Ma 827E1953081444F...
5/10/2022
DATE

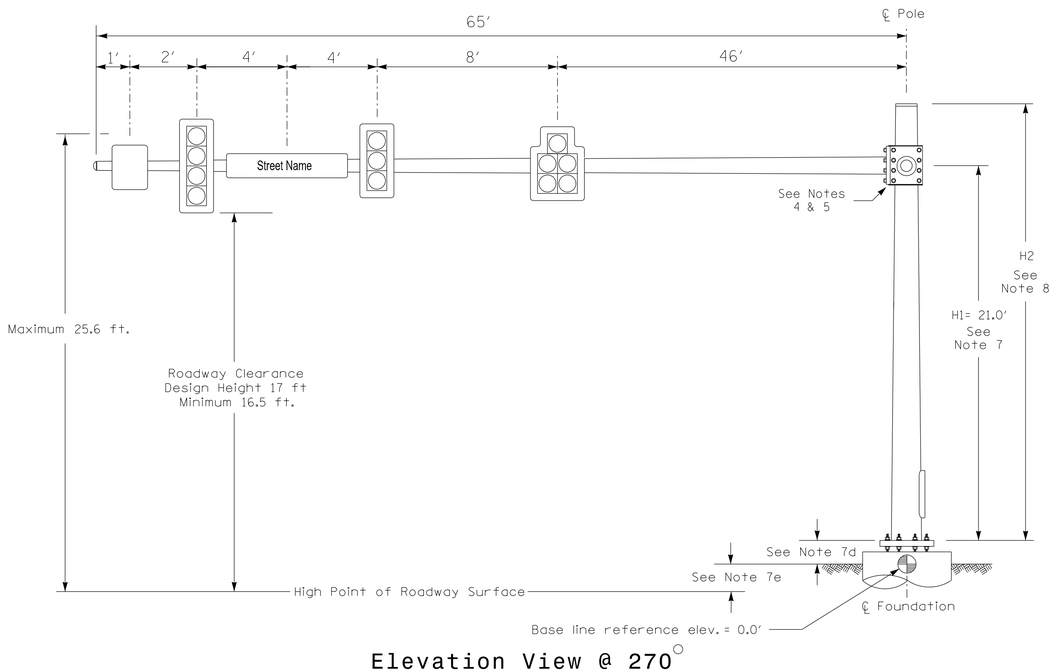
SIG. INVENTORY NO. 14-0631

Design Loading for METAL POLE NO. 1, MAST ARM A



Elevation View @ 0°

Design Loading for METAL POLE NO. 1, MAST ARM B



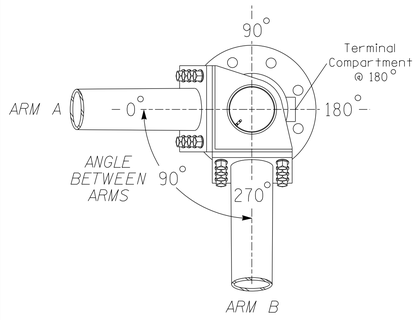
Elevation View @ 270°

SPECIAL NOTE

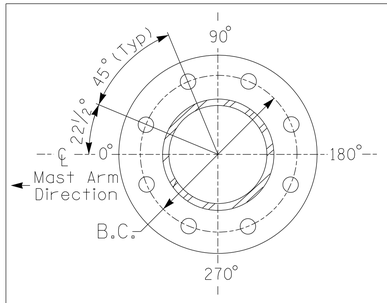
The contractor is responsible for verifying that the mast arm attachment height (H1) will provide the "Design Height" clearance from the roadway before submitting final shop drawings for approval. Verify elevation data below which was obtained by field measurement or from available project survey data.

Elevation Data for Mast Arm Attachment (H1)

Elevation Differences for:	Arm A	Arm B
Baseline reference point at ℄ Foundation @ ground level	0.0 ft.	0.0 ft.
Elevation difference at High point of roadway surface	+2.0 ft.	+2.0 ft.
Elevation difference at Edge of travelway or face of curb	+1.0 ft.	+1.0 ft.

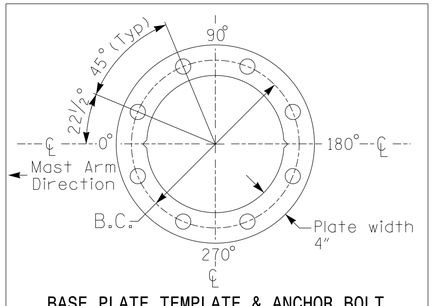


POLE RADIAL ORIENTATION



8 BOLT BASE PLATE DETAIL

See Note 6



BASE PLATE TEMPLATE & ANCHOR BOLT LOCK PLATE DETAIL

For 8 Bolt Base Plate

METAL POLE No. 1

PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig.4.10

MAST ARM LOADING SCHEDULE

LOADING SYMBOL	DESCRIPTION	AREA	SIZE	WEIGHT
	RIGID MOUNTED SIGNAL HEAD 12″-4 SECTION-WITH BACKPLATE	11.5 S.F.	25.5″W X 66.0″L	74 LBS
	RIGID MOUNTED SIGNAL HEAD 12″-3 SECTION-WITH BACKPLATE	9.3 S.F.	25.5″W X 52.5″L	60 LBS
	RIGID MOUNTED SIGNAL HEAD 12″-5 SECTION-WITH BACKPLATE	16.3 S.F.	42.0″W X 56.0″L	103 LBS
	SIGN RIGID MOUNTED	7.5 S.F.	30.0″W X 36.0″L	14 LBS
Street Name	STREET NAME SIGN RIGID MOUNTED	16.0 S.F.	24.0″W X 96.0″L	36 LBS

NOTES

DESIGN REFERENCE MATERIAL

1. Design the traffic signal structure and foundation in accordance with:
   - The 6th Edition 2013 AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, including all of the latest interim revisions.
   - The 2018 NCDOT "Standard Specifications for Roads and Structures." The latest addenda to the specifications can be found in the traffic signal project special provisions.
   - The 2018 NCDOT Roadway Standard Drawings.
   - The traffic signal project plans and special provisions.
   - The NCDOT "Metal Pole Standards" located at the following NCDOT website: https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx

DESIGN REQUIREMENTS

2. Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signal plans for the actual loads that will be applied at the time of the installation.
3. Design all signal supports using stress ratios that do not exceed 0.9.
4. The camber design for the mast arm deflection should provide an appearance of a low pitched arch where the tip or the free end of the mast arm does not deflect below horizontal when fully loaded.
5. A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design requirements. This requires staggering the connections. Use elevation data for each arm to determine appropriate arm connection points.
6. Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts.
7. The mast arm attachment height (H1) shown is based on the following design assumptions:
   a. Mast arm slope and deflection are not considered in determining the arm attachment height as they are assumed to offset each other.
   b. Signal heads are rigidly mounted and vertically centered on the mast arm.
   c. The roadway clearance height for design is as shown in the elevation views.
   d. The top of the pole base plate is 0.75 feet above the ground elevation.
   e. Refer to the Elevation Data Chart for the elevation differences between the proposed foundation ground level and the high point of the roadway.
8. The pole manufacturer will determine the total height (H2) of each pole using the greater of the following:
   - Mast arm attachment height (H1) plus 2 feet, or
   - H1 plus 1/2 of the total height of the mast arm attachment assembly plus 1 foot.
9. If pole location adjustments are required, the contractor must gain approval from the Engineer as this may affect the mast arm lengths and arm attachment heights. The contractor may contact the Signal Design Section Senior Structural Engineer for assistance at (919) 814-5000.
10. The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway.
11. The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.

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NCDOT Wind Zone 5 (120 mph)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared for the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

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

Division 14 | Graham County | Robbinsville

PLAN DATE:	May 2022	REVIEWED BY:	M. Stygles
PREPARED BY:	J. Ma	VHB PROJECT NO.:	38536.40

REVISIONS	INIT.	DATE

SCALE: 0 N/A N/A

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

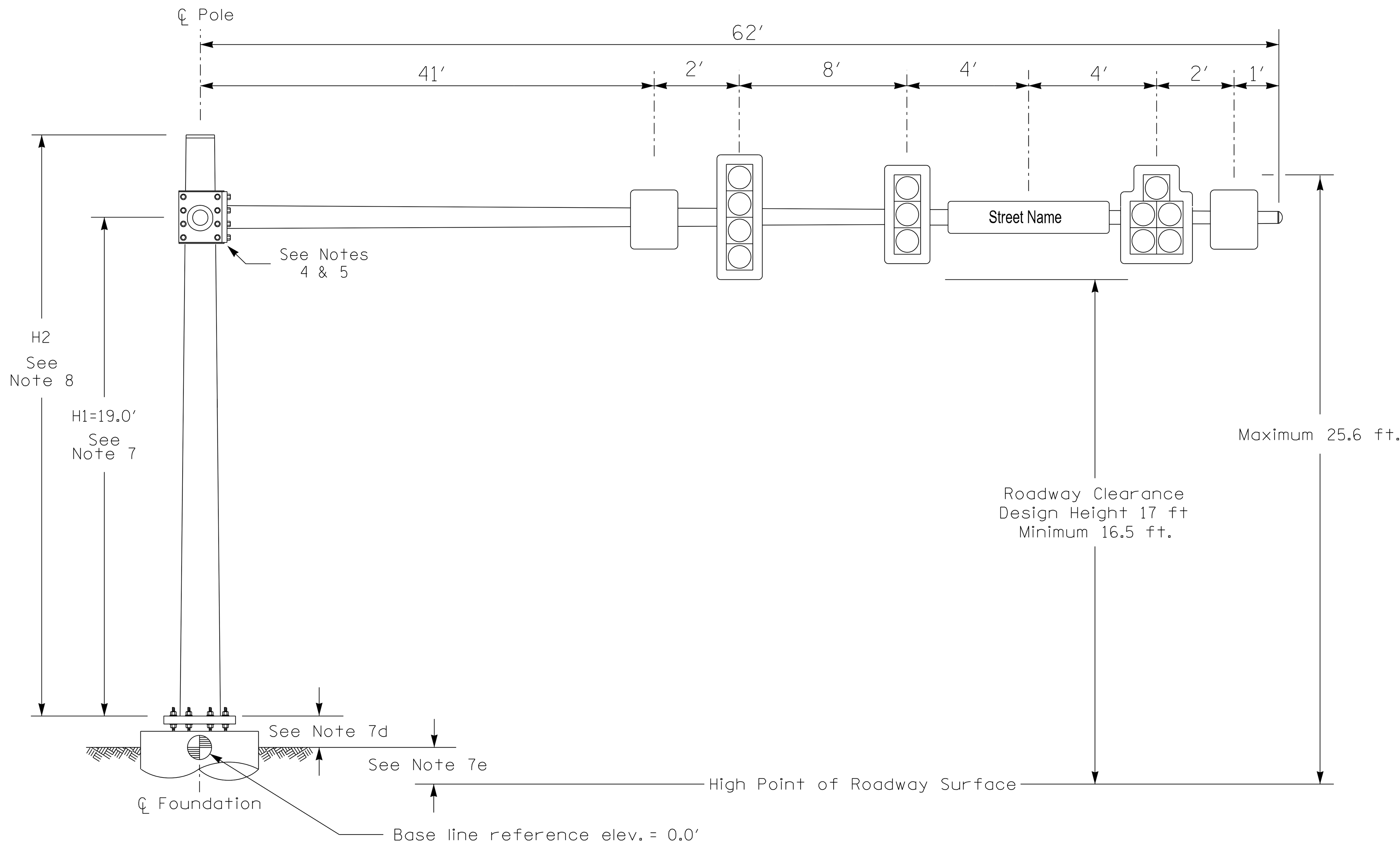
Documents signed by: Jianxin Ma 5/10/2022
SIGNATURE DATE

SIG. INVENTORY NO. 14-0631

METAL POLE No. 2

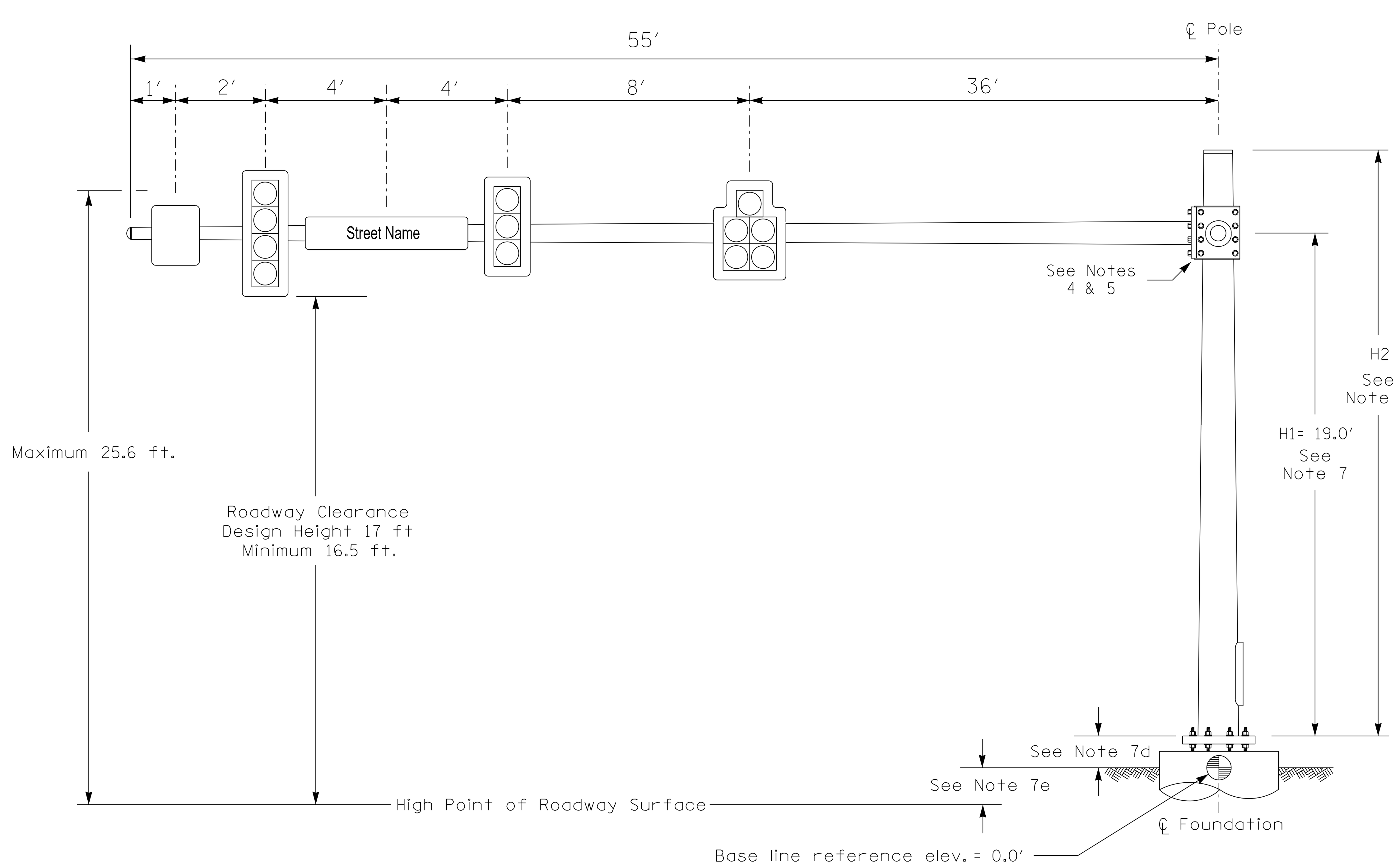
PROJECT REFERENCE NO.	SHEET NO.
A-0009CA	Sig.4.11

Design Loading for METAL POLE NO. 2, MAST ARM A



Elevation View @ 0°

Design Loading for METAL POLE NO. 2, MAST ARM B



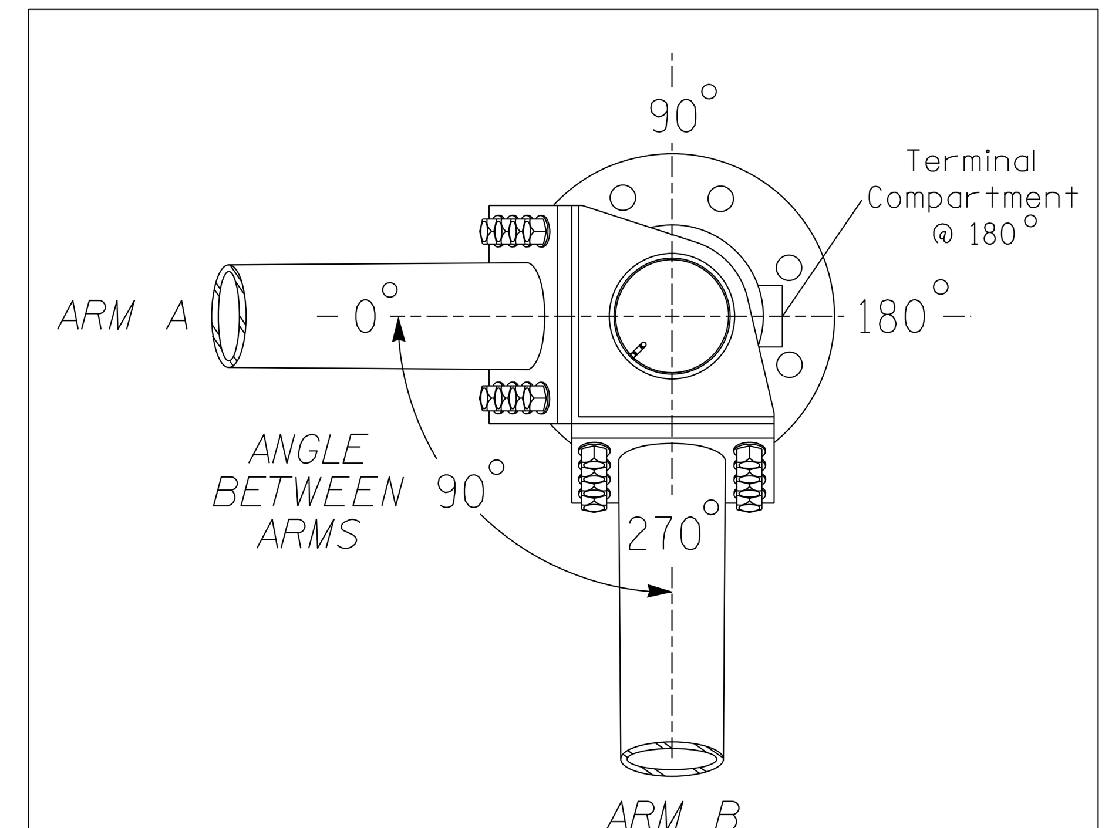
Elevation View @ 270°

SPECIAL NOTE

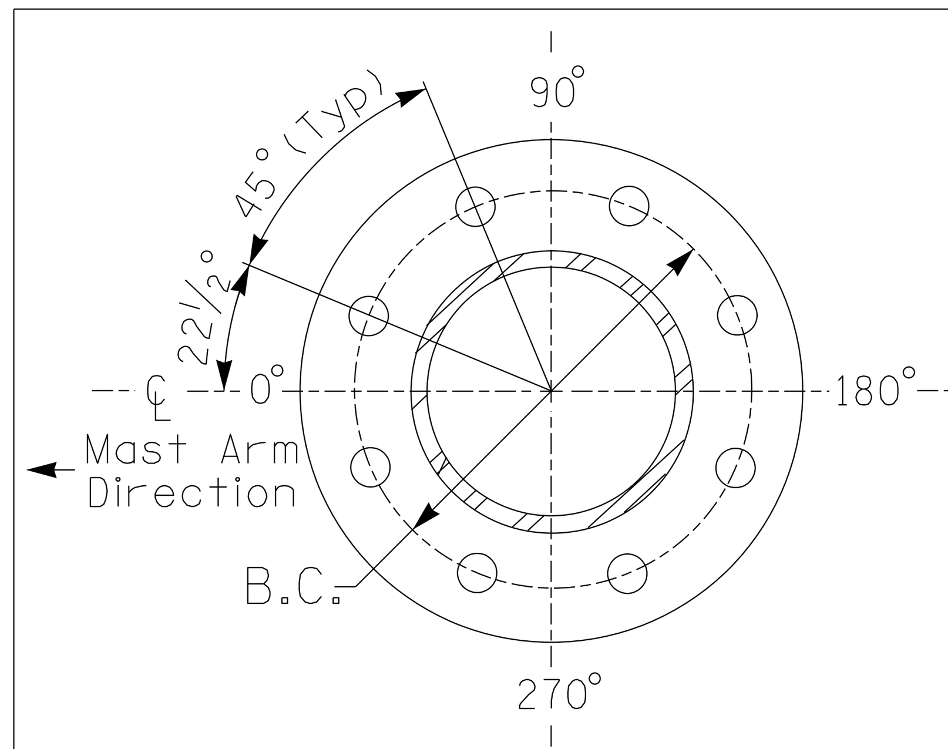
The contractor is responsible for verifying that the mast arm attachment height (H1) will provide the "Design Height" clearance from the roadway before submitting final shop drawings for approval. Verify elevation data below which was obtained by field measurement or from available project survey data.

Elevation Data for Mast Arm Attachment (H1)

Elevation Differences for:	Arm A	Arm B
Baseline reference point at ℄ Foundation @ ground level	0.0 ft.	0.0 ft.
Elevation difference at High point of roadway surface	0.0 ft.	-1.0 ft.
Elevation difference at Edge of travelway or face of curb	0.0 ft.	-1.0 ft.

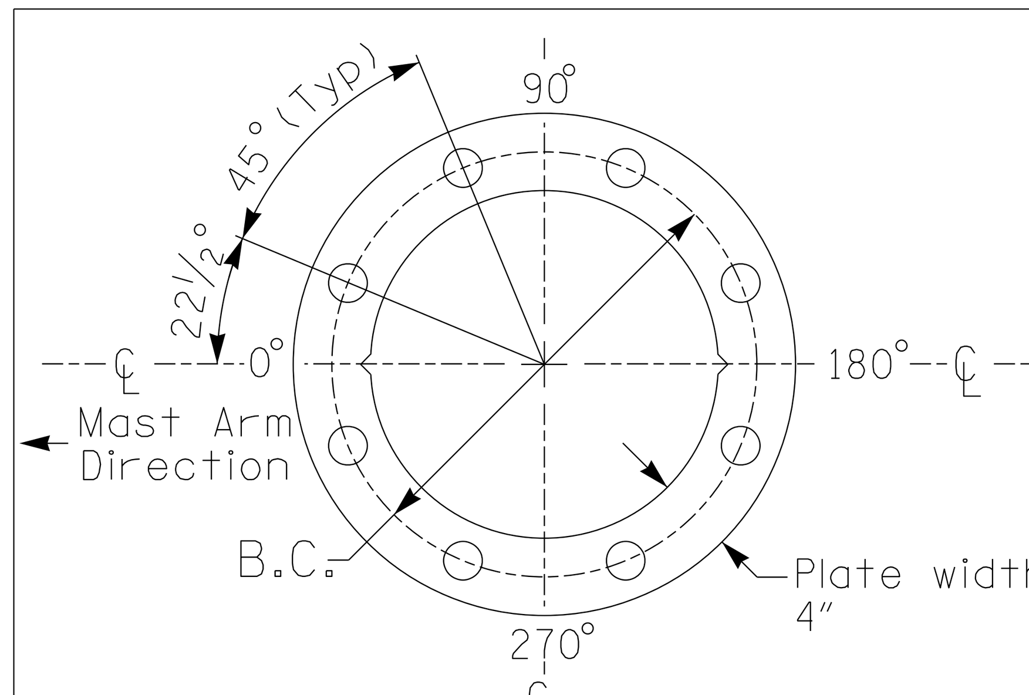


POLE RADIAL ORIENTATION



8 BOLT BASE PLATE DETAIL

See Note 6



BASE PLATE TEMPLATE & ANCHOR BOLT LOCK PLATE DETAIL

For 8 Bolt Base Plate

MAST ARM LOADING SCHEDULE

LOADING SYMBOL	DESCRIPTION	AREA	SIZE	WEIGHT
	RIGID MOUNTED SIGNAL HEAD 12″-4 SECTION-WITH BACKPLATE	11.5 S.F.	25.5″W X 66.0″L	74 LBS
	RIGID MOUNTED SIGNAL HEAD 12″-3 SECTION-WITH BACKPLATE	9.3 S.F.	25.5″W X 52.5″L	60 LBS
	RIGID MOUNTED SIGNAL HEAD 12″-5 SECTION-WITH BACKPLATE	16.3 S.F.	42.0″W X 56.0″L	103 LBS
	SIGN RIGID MOUNTED	7.5 S.F.	30.0″W X 36.0″L	14 LBS
Street Name	STREET NAME SIGN RIGID MOUNTED	16.0 S.F.	24.0″W X 96.0″L	36 LBS

NOTES

DESIGN REFERENCE MATERIAL

1. Design the traffic signal structure and foundation in accordance with:
   - The 6th Edition 2013 AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, including all of the latest interim revisions.
   - The 2018 NCDOT "Standard Specifications for Roads and Structures." The latest addenda to the specifications can be found in the traffic signal project special provisions.
   - The 2018 NCDOT Roadway Standard Drawings.
   - The traffic signal project plans and special provisions.
   - The NCDOT "Metal Pole Standards" located at the following NCDOT website: https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx

DESIGN REQUIREMENTS

2. Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signal plans for the actual loads that will be applied at the time of the installation.
3. Design all signal supports using stress ratios that do not exceed 0.9.
4. The camber design for the mast arm deflection should provide an appearance of a low pitched arch where the tip or the free end of the mast arm does not deflect below horizontal when fully loaded.
5. A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design requirements. This requires staggering the connections. Use elevation data for each arm to determine appropriate arm connection points.
6. Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts.
7. The mast arm attachment height (H1) shown is based on the following design assumptions:
   a. Mast arm slope and deflection are not considered in determining the arm attachment height as they are assumed to offset each other.
   b. Signal heads are rigidly mounted and vertically centered on the mast arm.
   c. The roadway clearance height for design is as shown in the elevation views.
   d. The top of the pole base plate is 0.75 feet above the ground elevation.
   e. Refer to the Elevation Data Chart for the elevation differences between the proposed foundation ground level and the high point of the roadway.
8. The pole manufacturer will determine the total height (H2) of each pole using the greater of the following:
   - Mast arm attachment height (H1) plus 2 feet, or
   - H1 plus 1/2 of the total height of the mast arm attachment assembly plus 1 foot.
9. If pole location adjustments are required, the contractor must gain approval from the Engineer as this may affect the mast arm lengths and arm attachment heights. The contractor may contact the Signal Design Section Senior Structural Engineer for assistance at (919) 814-5000.
10. The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway.
11. The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.

vhb
VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27607
P: 919-829-0328

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

NCDOT Wind Zone 5 (120 mph)

Prepared for the Offices of: Transportation Mobility and Safety Division, State of North Carolina Department of Transportation, Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

SCALE 0 N/A
N/A

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

Division 14	Graham County	Robbinsville
PLAN DATE: November 2021	REVIEWED BY: M. Styglès	
PREPARED BY: J. Ma	VHB PROJECT NO.: 38536.40	

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

DocuSigned by: Jianxin Ma 827E1953081444F...
SIGNATURE 5/10/2022 DATE

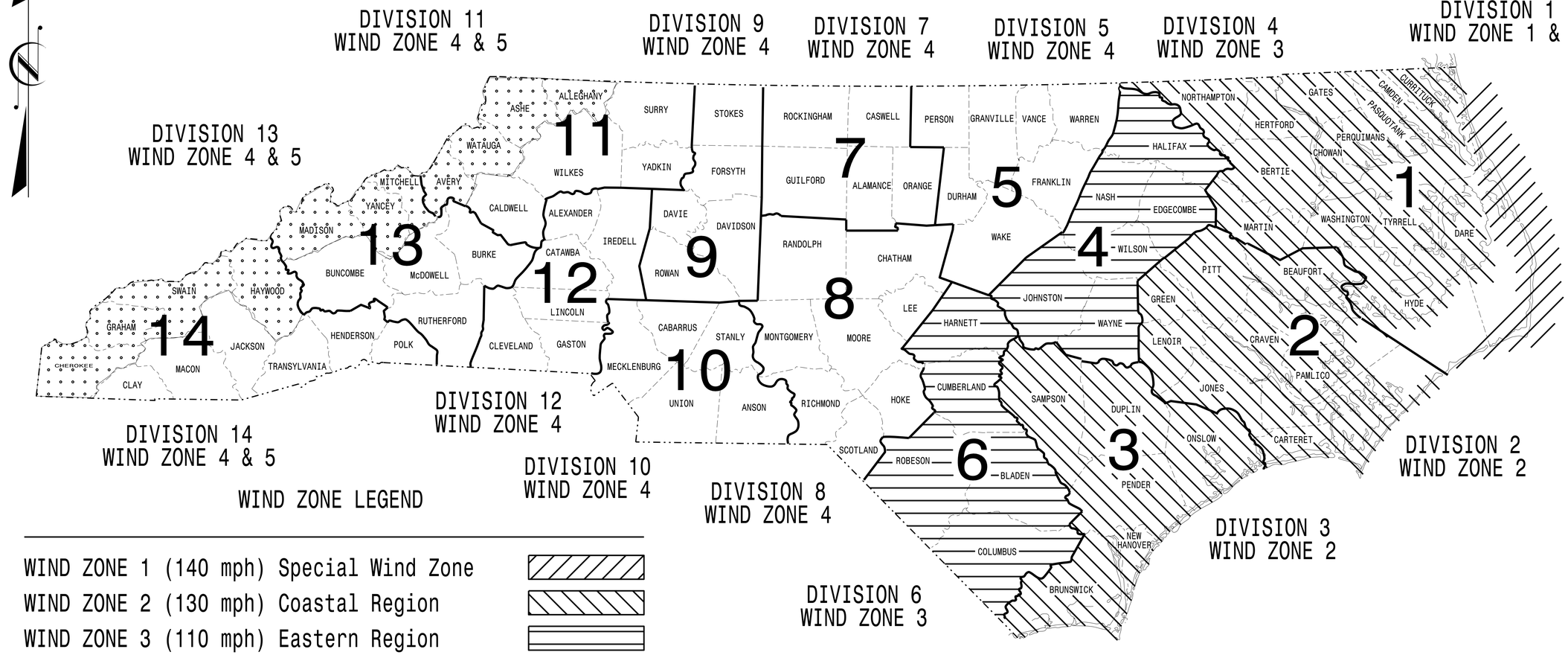
SIG. INVENTORY NO. 14-0631

NCDOT METAL POLE STANDARDS

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PROJECT I.D. NO.	SHEET NO.
A-0009CA	Sig.M1

STANDARD DRAWINGS FOR ALL METAL POLES



WIND ZONE LEGEND

WIND ZONE 1 (140 mph)	Special Wind Zone
WIND ZONE 2 (130 mph)	Coastal Region
WIND ZONE 3 (110 mph)	Eastern Region
WIND ZONE 4 (90 mph)	Central & Mtn. Region
WIND ZONE 5 (120 mph)	Special Wind Zone

https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx

Prepared In the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N.Greenfield Pkwy.
Garner,NC 27529

Designed in conformance with the latest 2015 Interim to the 6th Edition 2013

AASHTO

Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals

INDEX OF PLANS

NCDOT CONTACTS:

MOBILITY AND SAFETY DIVISION – ITS AND SIGNALS UNIT

M.M. MCDIARMID, P.E. – STATE ITS AND SIGNALS ENGINEER

J. P. GALLOWAY, P.E. – STATE SIGNALS ENGINEER

D.C. SARKAR, P.E. – ITS AND SIGNALS SENIOR STRUCTURAL ENGINEER

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 028094 ENGINEER DEBESH C. SARKAR

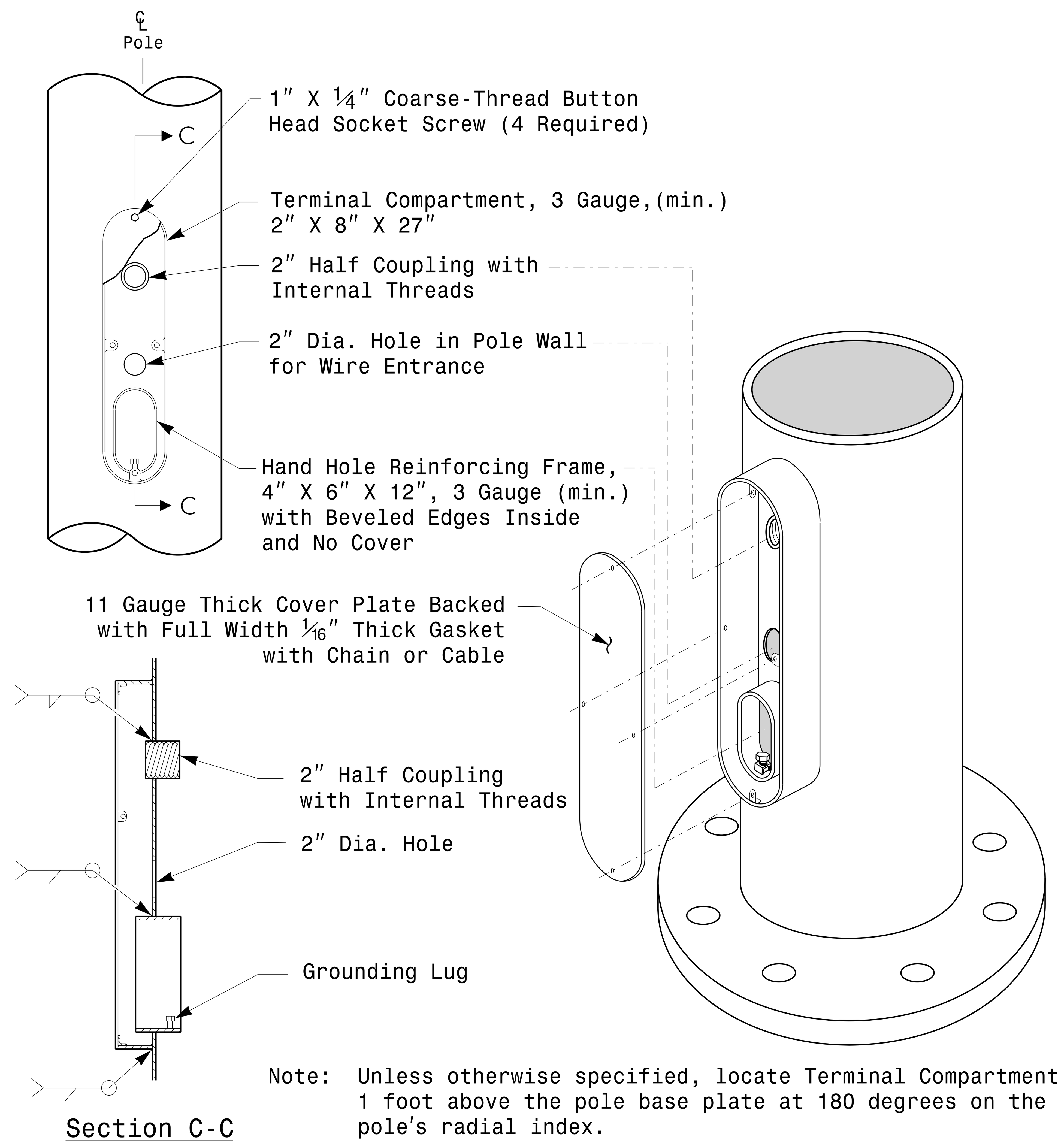
DocuSigned by: Debesh C. Sarkar 44E8E3... SIGNATURE

10/11/2017 DATE

PROJECT ID. NO.	SHEET NO.
A-0009CA	Sig.M2

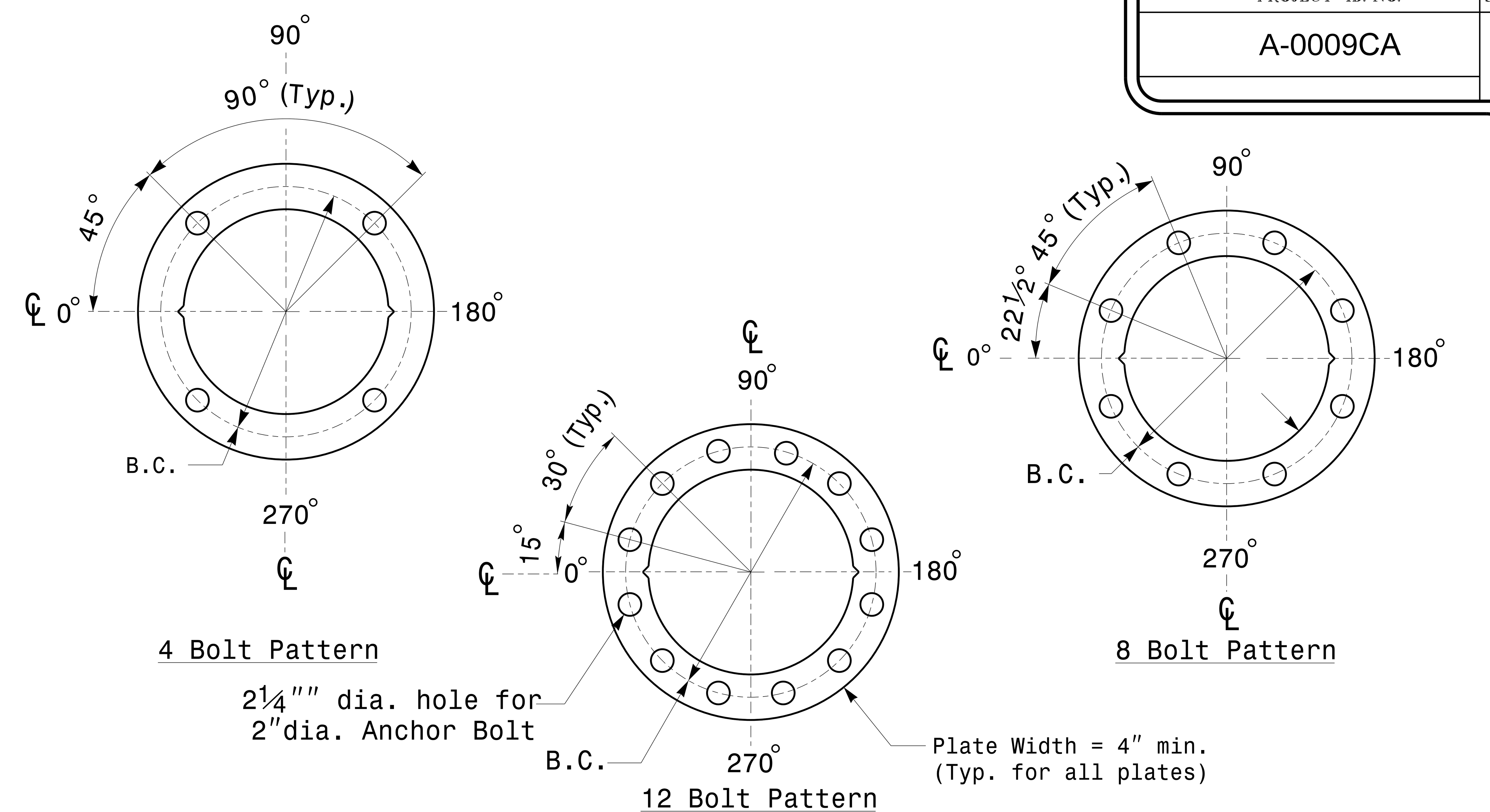
Fabrication Details – All Metal Poles

Terminal Compartment Detail



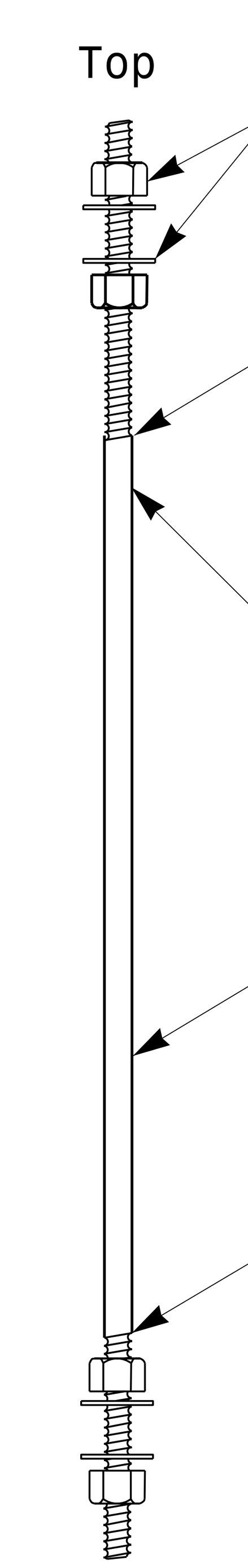
Note: Unless otherwise specified, locate Terminal Compartment 1 foot above the pole base plate at 180 degrees on the pole's radial index.

Base Plate Template and Anchor Bolt Lock Plate Details

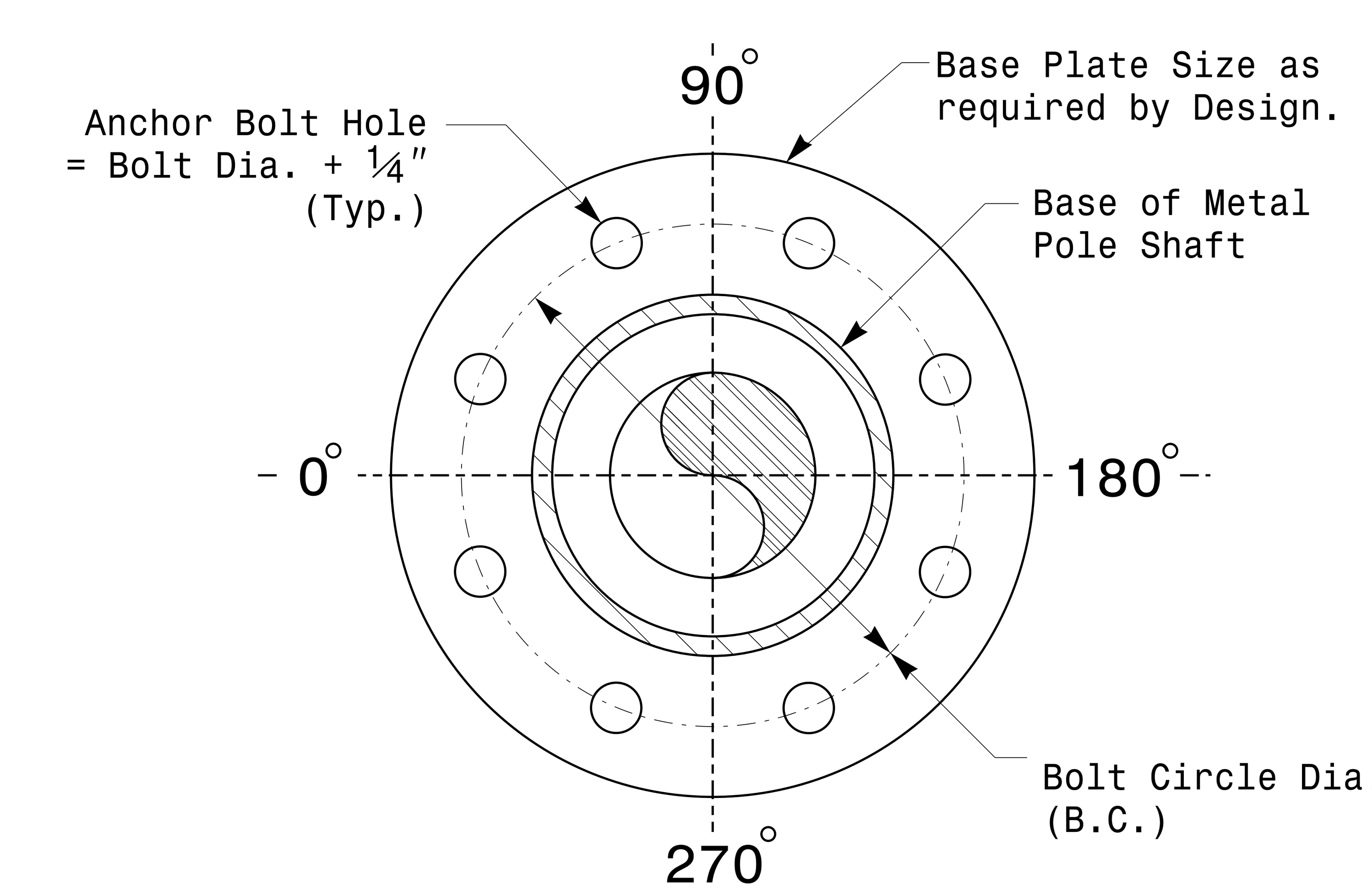


Construct Templates and Plates from ¼″ min. thick Steel. Galvanizing is not required.

Anchor Bolt Detail



Typical Base Plate Detail



Note: Base plate may be circular,octagonal,square or rectangular in shape.

Identification Tag Details

MFG ________ MFG. DATE: MM/YY
SHAFT D/T/L/Y ----/----/----/----
ARM-A D/T/L/Y ----/----/----/----
----/----/----/----
ARM-B D/T/L/Y ----/----/----/----
----/----/----/----
A.B. DIA./B.C./L/Y ----/----/----/----
NCDOT SIG. INV. NO. ________
NCDOT POLE NO. ________

Shaft I.D. Tag
(Provide on Shaft of Strain Poles and Mast Arm Poles Shaft)

MFG ________ MFG. DATE:MM/YY
SECTION D/T/L/Y ----/----/----/----
NCDOT SIG. INV. NO. ________
NCDOT POLE NO. ________

Arm I.D. Tag
(Provide on each section of a multi-section mast arm.)

Notes:
1) D= Diameter, T= Thickness, L= Length, Y= Yield Strength
2) A.B. = Anchor Bolt
3) B.C. = Bolt Circle of Anchor Bolts
4) If Custom Design, use "NCDOT STANDARD" line for Signal Inv. Number and pole I.D. number
5) See drawing M3 and M4 for mounting positions of I.D. tags.

Prepared in the Offices of: Transportation Mobility and Safety Division, Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

Typical Fabrication Details For All Metal Poles

PLAN DATE:	OCTOBER 2017	DESIGNED BY:	C.F.ANDREWS
PREPARED BY:	N. BITTING	REVIEWED BY:	D.C. SARKAR

SCALE: 0 NA — NONE

REVISIONS | INIT. | DATE

SEAL: North Carolina Professional Engineer, Seal 028094, Debesh C. Sarkar

DocuSigned by: Debesh C. Sarkar — SIGNATURE — 10/11/2017 DATE