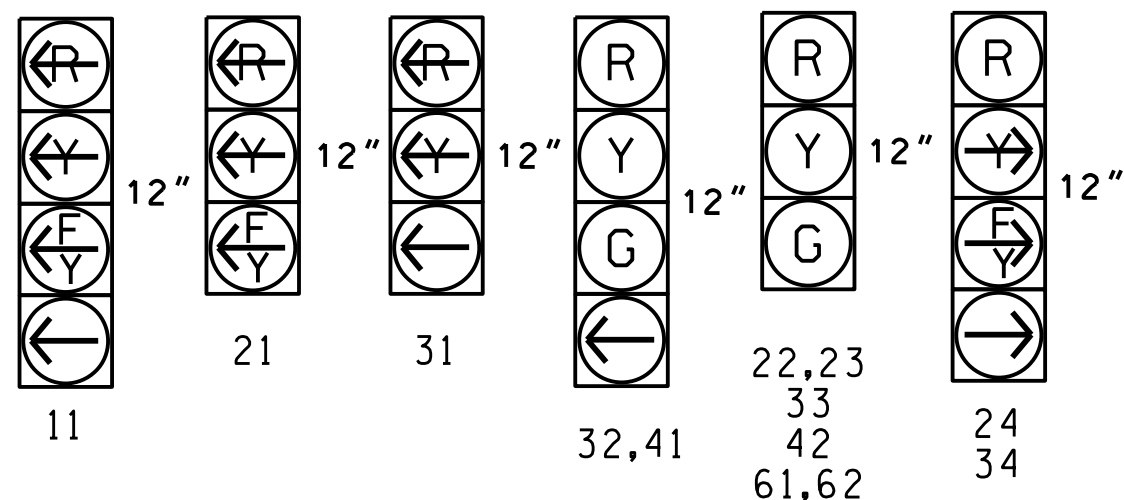


SIGNAL FACE	PHASE				
	1 + 6	2 + 6	3	4	FLASH
11	←	$\frac{F}{Y}$	→	→	→
21	$\frac{F}{Y}$	$\frac{F}{Y}$	→	→	→
22,23	R	G	R	R	R
24	R	$\frac{F}{Y}$	→	R	R
31	R	R	←	R	R
32	R	R	$\frac{G}{U}$	R	R
33	R	R	G	R	R
34	→	R	$\frac{F}{Y}$	R	R
41	R	R	R	$\frac{G}{U}$	R
42	R	R	R	G	R
61,62	G	G	R	R	R

All Heads L.E.D.

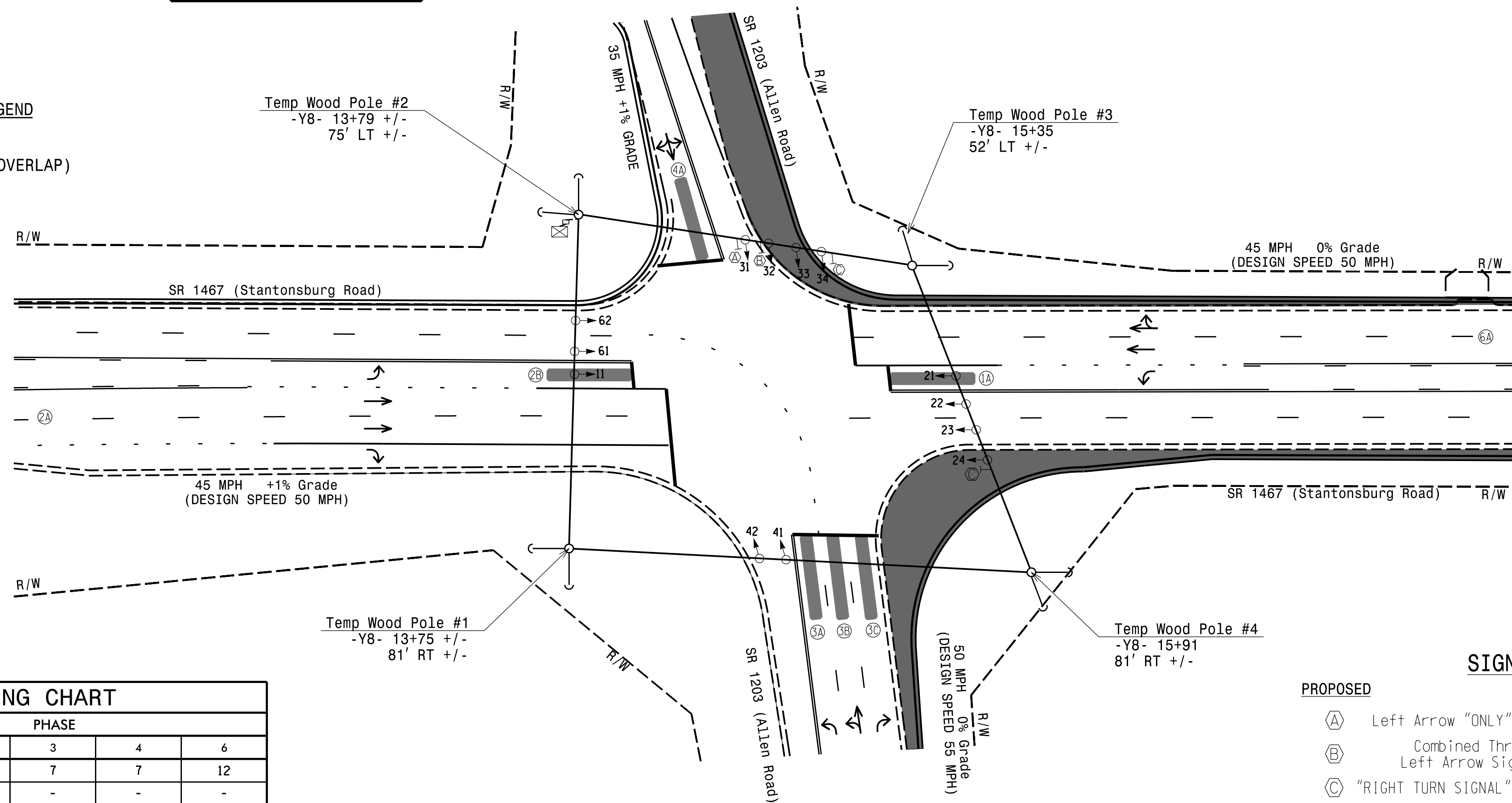


DETECTOR					PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	SYSTEM LOOP	NEW CARD
1A	6X40	0	*	*	1	Yes	-	15	-	N	-	*
					6	Yes	-	-	-	N	-	*
2B	6X40	0	*	*	2	Yes	-	-	-	N	-	*
3A	6X40	0	*	*	3	Yes	-	3	-	N	-	*
3B	6X40	0	*	*	3	Yes	-	-	-	N	-	*
3C	6X40	0	*	*	3	Yes	-	10	-	N	-	*
4A	6X40	0	*	*	4	Yes	-	5	-	N	-	*

* Multizone Microwave Detection

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 may be lagged.
4. The order of phase 3 and phase 4 may be reversed.
5. Set all detector units to presence mode.
6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
7. Pavement markings are existing.
8. This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
9. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

	DETECTED MOVEMENT
	UNDETECTED MOVEMENT (OVERLAP)
	UNSIGNALIZED MOVEMENT
	PEDESTRIAN MOVEMENT



ASC/3 TIMING CHART					
FEATURE	PHASE				
	1	2	3	4	6
Min Green *	7	12	7	7	12
Delayed Green *	-	-	-	-	-
Walk *	-	-	-	-	-
Ped Clear	-	-	-	-	-
Veh. Extension *	2.0	2.0	2.0	2.0	2.0
Max 1 *	15	90	15	25	90
Yellow	3.0	4.5	4.8	3.8	4.5
Red Clear	3.2	1.6	2.0	2.8	1.6
Red Revert	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	-	X	-	-	X
Recall Position	-	VEH. RECALL	-	-	VEH. RECALL
Dual Entry	-	-	-	-	-
Simultaneous Gap	X	X	X	X	X

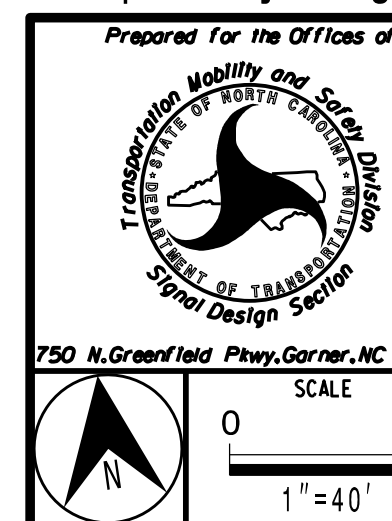
* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

MICROWAVE DETECTION				
	2A		6A	
FUNCTION	Sensor 1		Sensor 2	
Channel	1		1	
Phase	2		6	
Direction of Travel	EB		WB	
Type	Priority		Priority	
Level	2	QUEUE	2	QUEUE
Discovery Zone (ft)	<750	-	<750	-
Range (ft)	600-100	150-100	600-100	150-100
Enable Speed	Y	Y	Y	Y
Speed Range (mph)	35-100	1-35	35-100	1-35
Enable Estimated Time of Arrival	Y	N	Y	N
Estimated Time of Arrival (sec)	2.5-6.5	-	2.5-6.5	-

<u>PROPOSED</u>		<u>EXISTING</u>
(A)	Left Arrow "ONLY" Sign (R3-5L)	(A)
(B)	Combined Through and Left Arrow Sign (R3-6L)	(B)
(C)	"RIGHT TURN SIGNAL" Sign (R10-10R)	(C)

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	
	Non-Intrusive Detection Zone	
	Controller & Cabinet Junction Box	
	Oversized Junction Box	
	Type II Signal Pedestal	
	Metal Strain Pole	
	2-in Underground Conduit	
	Directional Drill	N/A
N/A	Right of Way	
	Directional Arrow	
N/A	Curb Ramp	
	Construction Zone	

**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETE**



Division 02	Pitt County	Greenville
PLAN DATE:	July 2025	REVIEWED BY: S.G. Haynie

[illegible]

Sig Inventory No.	02-0500T
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RS&H
NC FIRM LICENSE No: F-0493
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