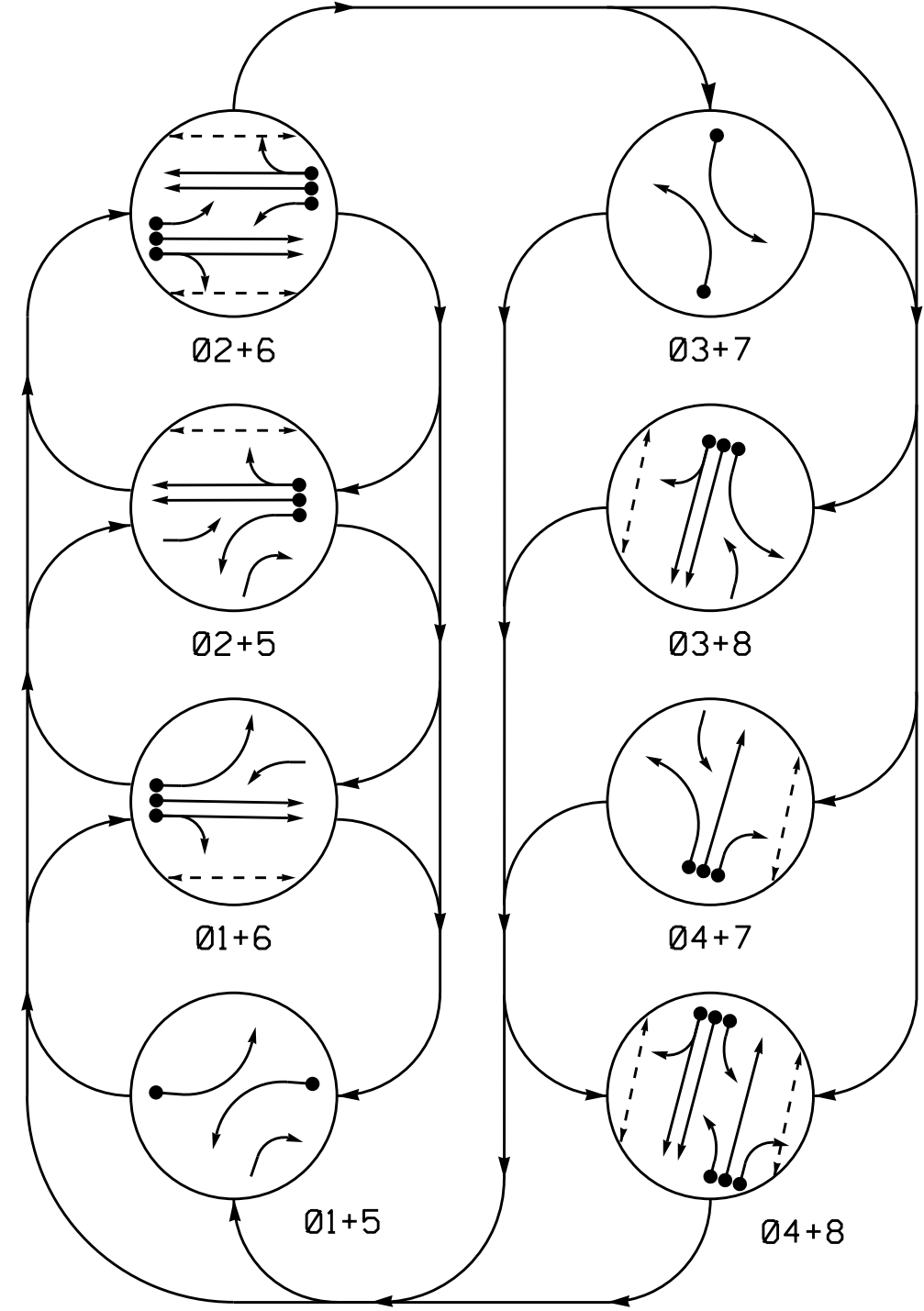
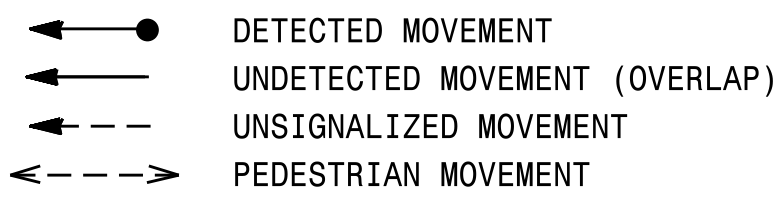


PHASING DIAGRAM

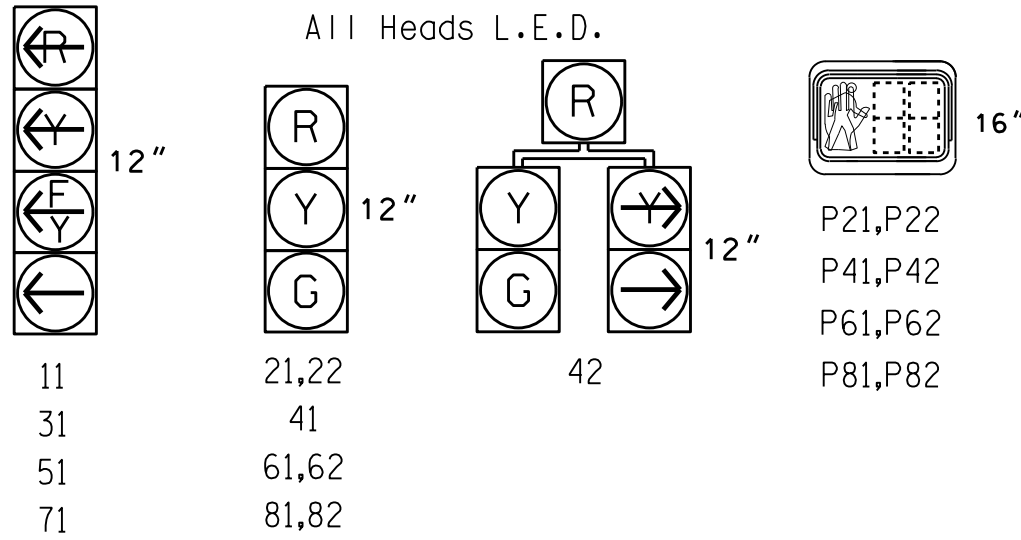


PHASING DIAGRAM DETECTION LEGEND



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

SIGNAL FACE I.D.



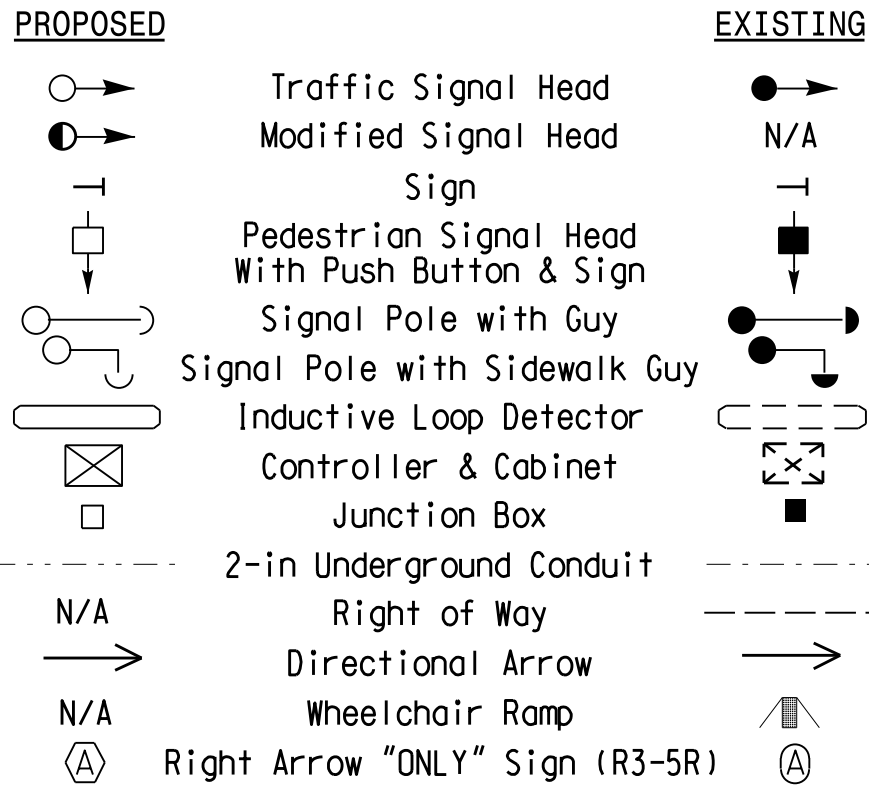
LOOP & DETECTOR INSTALLATION CHART  
ASC/3 CONTROLLER w/ TS-2 CABINET

LOOP NO.	SIZE (ft)	DIST. FROM STOPBAR (ft)	TURNS	NEW EXISTING	DETECTOR UNITS		
					TIMING		DET. TYPE
					FEATURE	TIME	
1A	6X60	0	2-4-2	- X	1 - X DELAY	15	S
2A	6X6	70	4	- X	2 - X	-	S
2B	6X6	70	4	- X	2 - X	-	S
3A	6X60	0	2-4-2	- X	3 - X DELAY	15	S
4A	6X60	0	2-4-2	- X	4 - X	-	S
4B	6X60	0	2-4-2	- X	4 - X DELAY	15	S
5A	6X60	+5	2-4-2	- X	5 - X DELAY	15	S
6A	6X6	70	4	- X	6 - X	-	S
6B	6X6	70	4	- X	6 - X	-	S
7A	6X60	0	2-4-2	- X	7 - X DELAY	15	S
8A	6X60	0	2-4-2	- X	8 - X	-	S
8B	6X60	0	2-4-2	- X	8 - X DELAY	10	S

NOTES

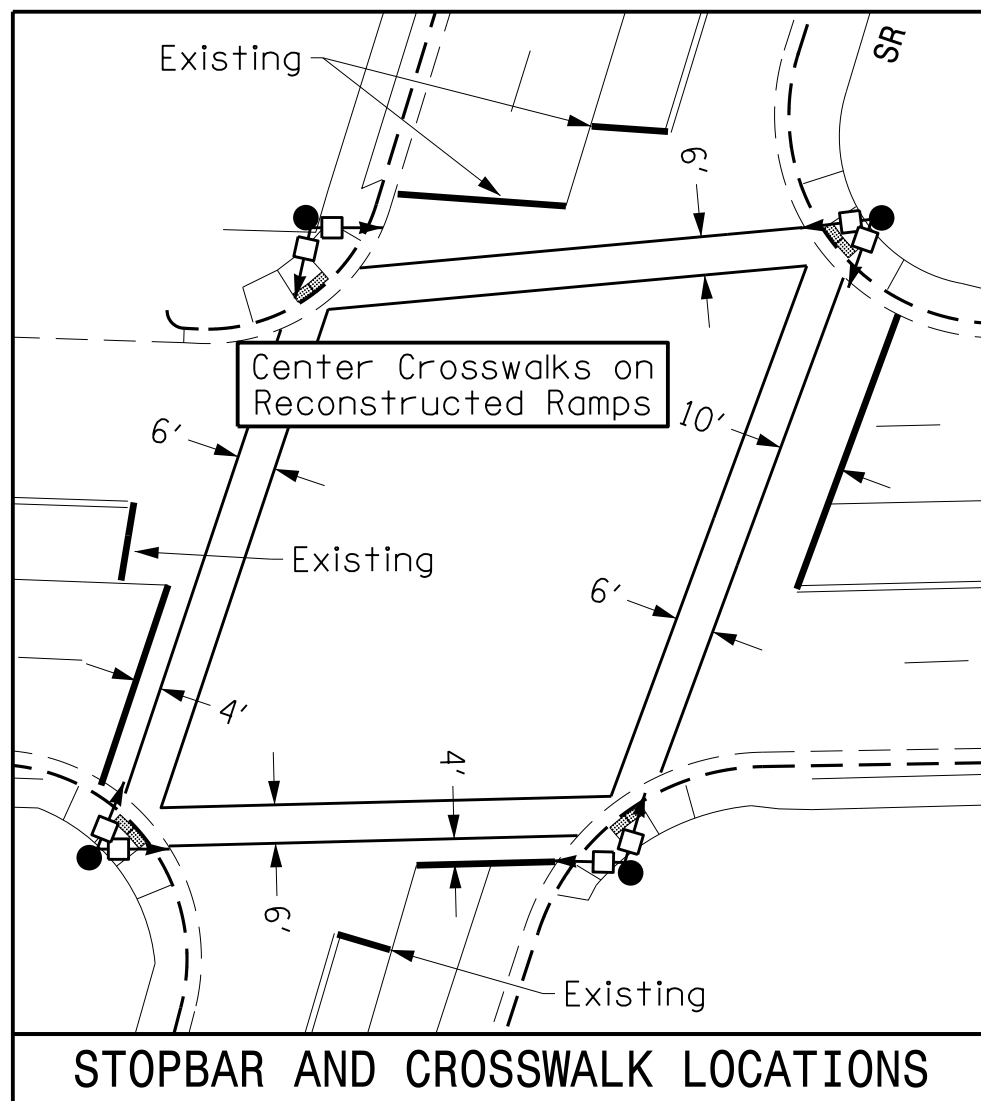
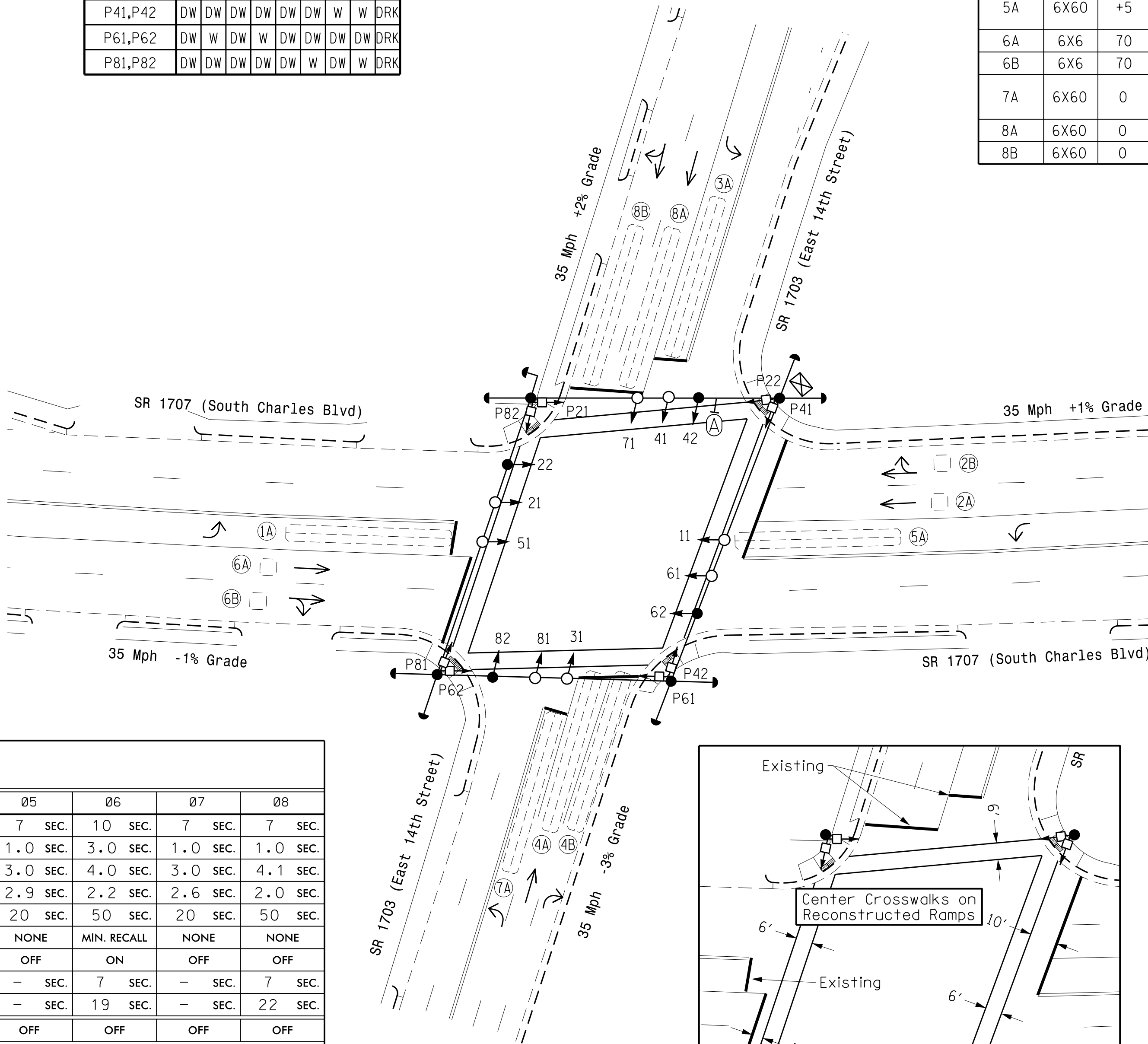
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Phase 3 and/or phase 7 may be lagged.
- Reposition existing signal heads numbered 22,62 and 82.
- Set all detector units to presence mode.
- In the event of loop replacement, refer to the current ITS and Signals Design Manual and submit a Plan of Record to the Signal Design Section.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- Pedestrian pedestals are conceptual and shown for reference only. See sheets P1-P3 for pushbutton location details.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

LEGEND



TIMING CHART ASC/3 CONTROLLER								
PHASE	01	02	03	04	05	06	07	08
MINIMUM GREEN *	7 SEC.	10 SEC.	7 SEC.	7 SEC.	7 SEC.	10 SEC.	7 SEC.	7 SEC.
VEHICLE EXT. *	1.0 SEC.	3.0 SEC.	1.0 SEC.	1.0 SEC.	1.0 SEC.	3.0 SEC.	1.0 SEC.	1.0 SEC.
YELLOW CHANGE INT.	3.0 SEC.	4.0 SEC.	3.0 SEC.	4.1 SEC.	3.0 SEC.	4.0 SEC.	3.0 SEC.	4.1 SEC.
RED CLEARANCE	3.1 SEC.	2.2 SEC.	2.6 SEC.	2.0 SEC.	2.9 SEC.	2.2 SEC.	2.6 SEC.	2.0 SEC.
MAX. 1 *	20 SEC.	50 SEC.	20 SEC.	50 SEC.	20 SEC.	50 SEC.	20 SEC.	50 SEC.
RECALL POSITION	NONE	MIN. RECALL	NONE	NONE	NONE	MIN. RECALL	NONE	NONE
LOCK DET.	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF
WALK *	- SEC.	7 SEC.	- SEC.	7 SEC.	- SEC.	7 SEC.	- SEC.	7 SEC.
PED. CLEAR	- SEC.	20 SEC.	- SEC.	24 SEC.	- SEC.	19 SEC.	- SEC.	22 SEC.
VOLUME DENSITY	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
ACTUATION B4 ADD *	- VEH.	- VEH.	- VEH.	- VEH.	- VEH.	- VEH.	- VEH.	- VEH.
SEC. PER ACTUATION *	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.
MAX. INITIAL *	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.
TIME B4 REDUCTION *	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.
TIME TO REDUCE *	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.
MINIMUM GAP	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.
DUAL ENTRY	OFF	OFF	OFF	ON	OFF	OFF	OFF	ON
SIMULTANEOUS GAP	ON	ON	ON	ON	ON	ON	ON	ON

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



Signal Upgrade

	SR 1707 (South Charles Blvd.) at SR 1703 (East 14th Street)		
	Division 2 Pitt County Greenville		
	PLAN DATE: May 2015	REVIEWED BY: JPG	
	PREPARED BY: Jeff Spence	REVIEWED BY:	
REVISIONS		INIT.	DATE
0 30			
1"=30'			