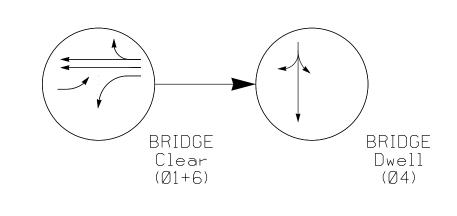
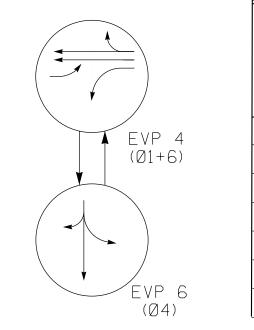
PHASING DIAGRAM

04

BRIDGE PREEMPT (PRE 3)

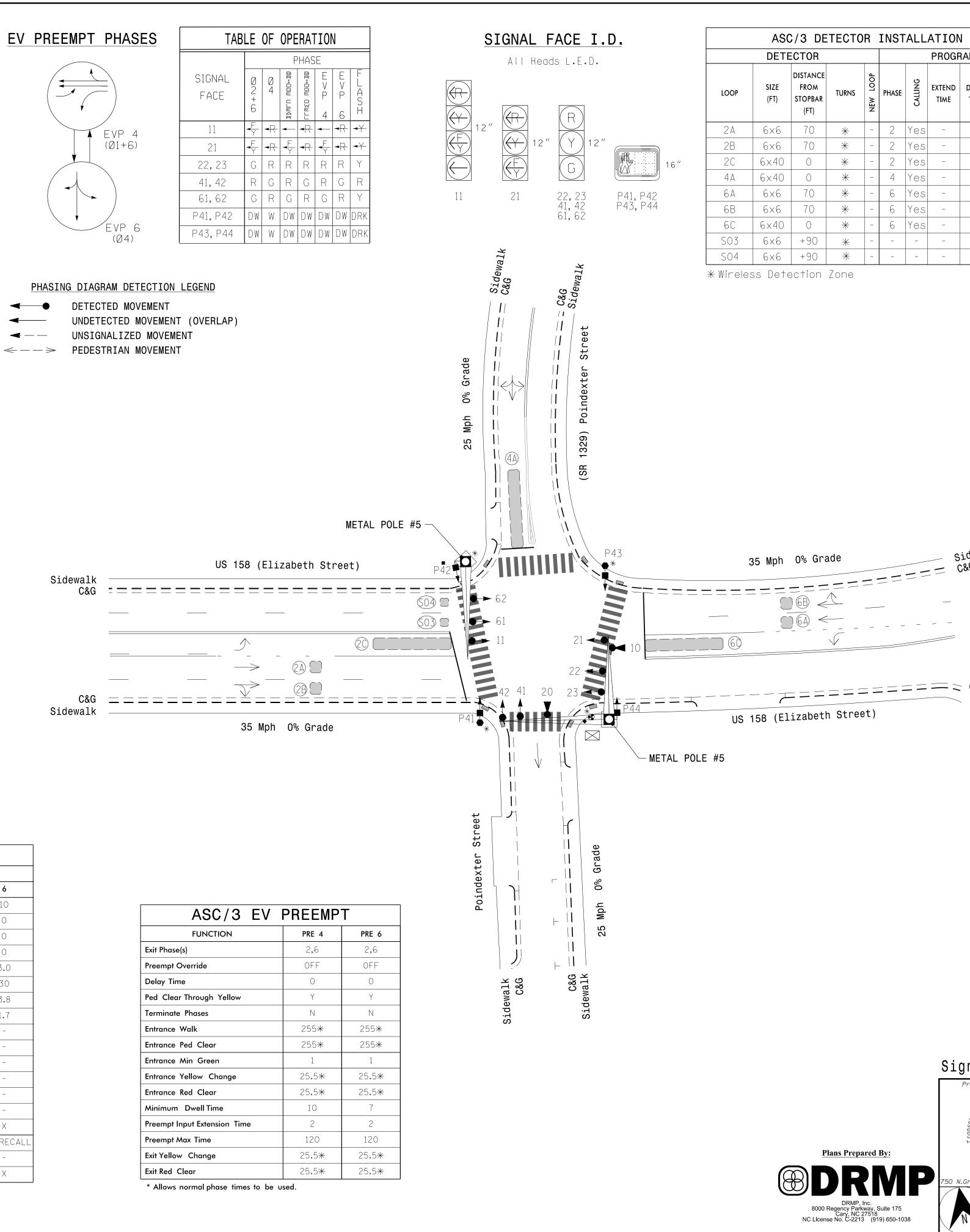
Ø2+6





PHASING DIAGRAM DETECTION LEGEND DETECTED MOVEMENT -----◄── UNSIGNALIZED MOVEMENT **-** - -

ASC/3 BRIDGE P	REEMPT
FUNCTION	PRE 3
Exit Phase(s)	2,6
Preempt Override	ON
Delay Time	0
Ped Clear Through Yellow	Y
Terminate Phases	N
Bridge Clear Reservice	Y
Entrance Walk	255 米
Entrance Ped Clear	255 *
Entrance Min Green	1
Entrance Yellow Change	25.5 *
Entrance Red Clear	25.5 *
Bridge Clear Min Green	25
Bridge Clear Yellow Change	3.8
Bridge Clear Red Clear	1.7
Min Dwell Time	10
Exit Yellow Change	25.5*
Exit Red Clear	25.5 *



	ASC/3 ⁻	TIMING (CHART	
		PH	ASE	
FEATURE	1	2	4	6
Min Green *	7	10	7	10
Delay Green	-	0	7	0
Walk *	-	0	7	0
Ped Clear	-	0	15	0
Veh. Extension *	-	3.0	2.0	3.0
Max 1 *	-	30	15	30
Yellow	3.0	3.8	3.2	3.8
Red Clear	2.3	1.7	2.4	1.7
Actuations B4 Add *	-	-	-	-
Seconds /Actuation *	-	-	-	-
Max Initial *	-	-	-	-
Time Before Reduction	* _	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Locking Detector	-	Х	-	Х
Recall Position	-	VEH. RECALL	-	VEH. RECAL
Dual Entry	-	-	-	-
Simultaneous Gap	-	X	Х	Х

Exit Phase(s
Preempt O
Delay Time
Ped Clear
Terminate
Entrance V
Entrance P
Entrance A
Entrance Y
Entrance R
Minimum
Preempt In
Preempt M
Exit Yellow
Exit Red C
* Allows n

* 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.

PROJECT REFERENCE NO.	SHEET NO.
U - 5942	Sig. 7.0

CHART						
AMMING						
DELAY TIME	USE ADDED INITIAL	ТҮРЕ	SYSTEM LOOP	NEW CARD		
-	_	S	-	Х		
-	_	S	-	Х		
-	_	S	-	Х		
-	_	S	-	Х		
-	-	S	-	Х		
-	_	S S S S	-	Х		
-	_	S	-	Х		
-	-	Ν	Х	Х		
_	_	Ν	Х	Х		

2 Phase Fully Actuated W/ EV and Bridge Preemption (Elizabeth City Signal System)

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. Set all detector units to presence mode.
- 4. Locate new cabinet so as not to obstruct sight
- distance of vehicles turning right on red. 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. Pavement markings are existing.
- 8. This intersection features an optical preemption system. Shown locations of
- optical detectors are conceptual only. 9. Relocate existing Optical detection equipment from existing cabinet to new cabinet.
- 10. Optical detector 10 calls EVP 4; Optical detector 20 calls EVP 6.
- 11. Relocate existing wireless detection equipment from existing cabinet to new cabinet.
- 12. Relocate existing FO transceivers and contact closures with all associated equipment for bridge preemption at this location and 01-0008 and 01-0010 from existing cabinet to new cabinet.
- 13. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

C&G Sidewalk

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