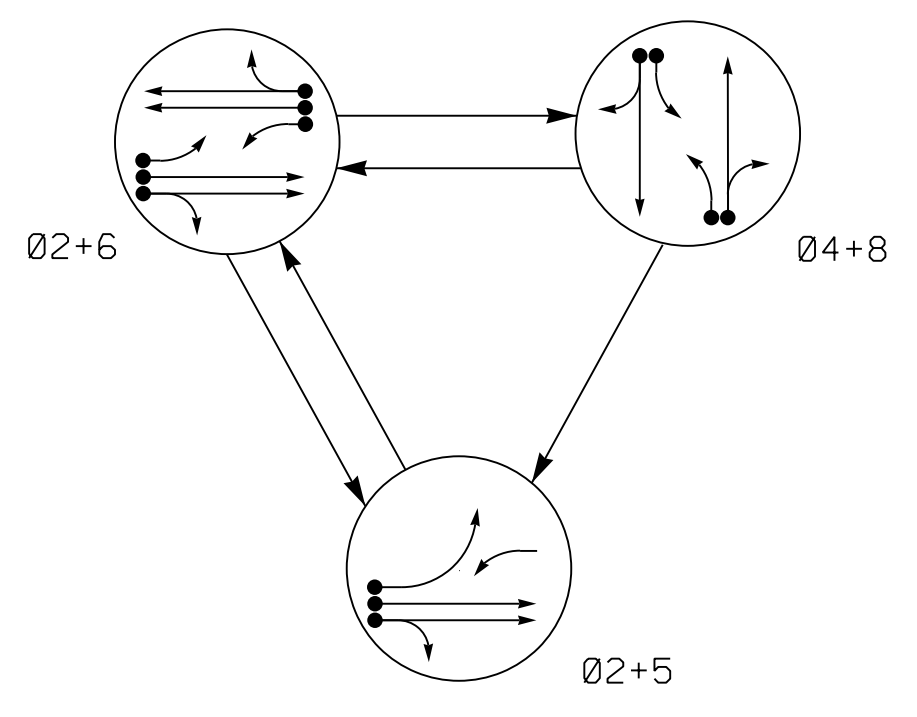
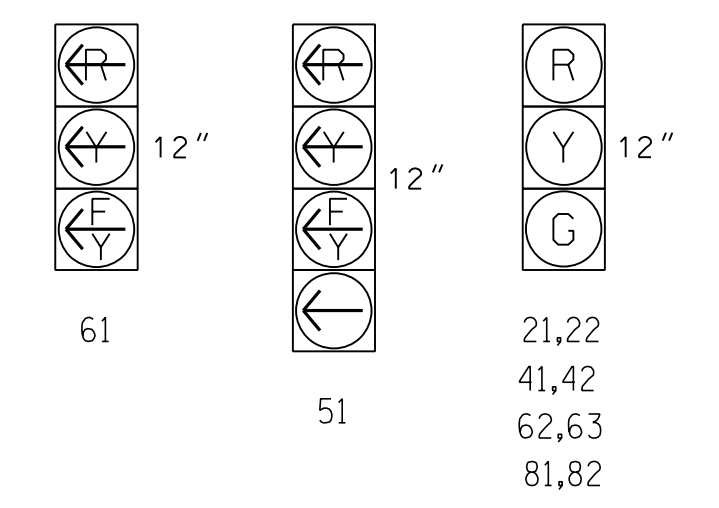
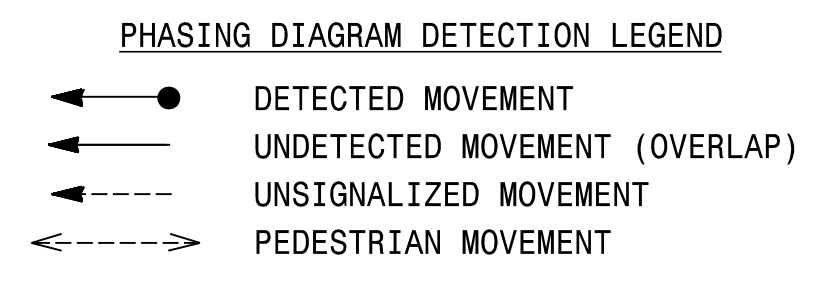


PHASING DIAGRAM



| SIGNAL FACE | PHASE | | | |
|-------------|-------|------|------|-------|
| | 02+5 | 02+6 | 04+8 | FLASH |
| 21,22 | G | G | R | Y |
| 41,42 | R | R | G | R |
| 51 | ← | ← | ← | ← |
| 61 | ← | ← | ← | ← |
| 62,63 | R | G | R | Y |
| 81,82 | R | R | G | R |

SIGNAL FACE I.D.
All Heads L.E.D.

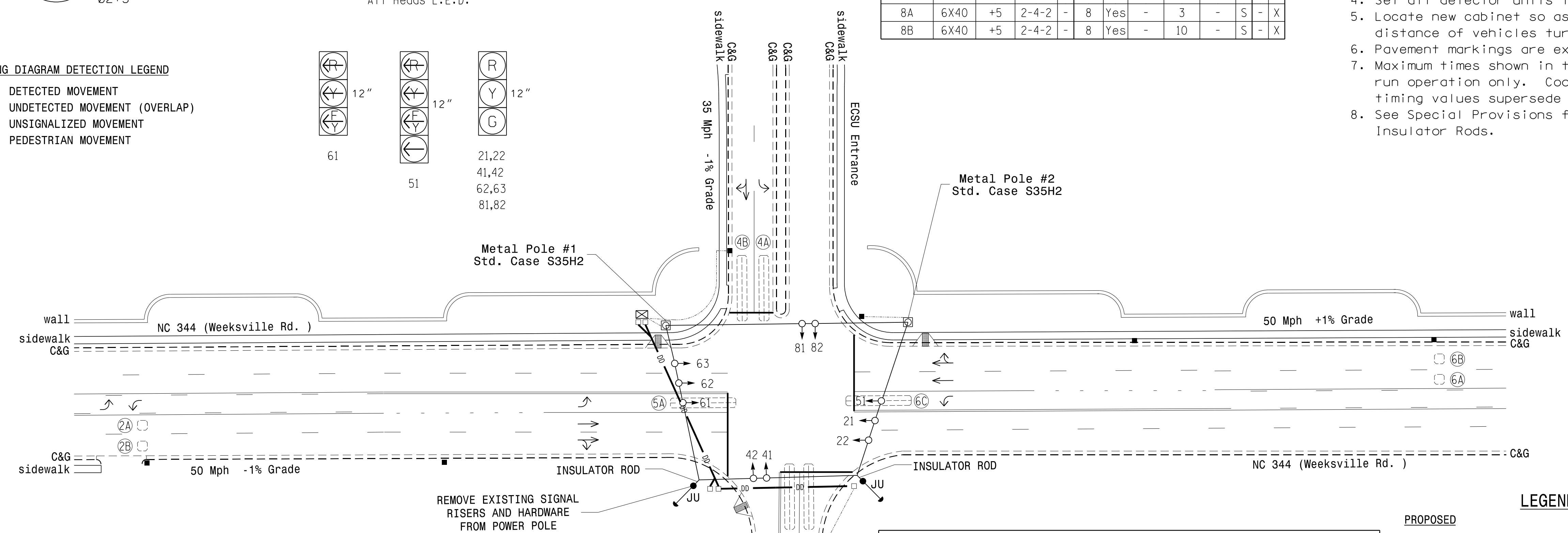


| ASC/3 DETECTOR INSTALLATION CHART | | | | | | | | | | | | |
|-----------------------------------|-----------|----------------------------|-------|-------------|-------|---------|-------------|------------|-------------------|------|-------------|----------|
| DETECTOR | | | | PROGRAMMING | | | | | | | | |
| LOOP | SIZE (FT) | DISTANCE FROM STOPBAR (FT) | TURNS | NEW LOOP | PHASE | CALLING | EXTEND TIME | DELAY TIME | USE ADDED INITIAL | TYPE | SYSTEM LOOP | NEW CARD |
| 2A | 6X6 | 355 | EXIST | - | 2 | Yes | - | - | X | N | - | X |
| 2B | 6X6 | 355 | EXIST | - | 2 | Yes | - | - | X | N | - | X |
| 4A | 6X40 | +5 | 2-4-2 | - | 4 | Yes | - | - | - | S | - | X |
| 4B | 6X40 | +5 | 2-4-2 | - | 4 | Yes | - | 10 | - | S | - | X |
| 5A | 6X40 | +5 | 2-4-2 | - | 5 | Yes | - | 15 | - | S | - | X |
| 6A | 6X6 | 355 | EXIST | - | 6 | Yes | - | - | X | N | - | X |
| 6B | 6X6 | 355 | EXIST | - | 6 | Yes | - | - | X | N | - | X |
| 6C | 6X40 | +5 | 2-4-2 | - | 6 | Yes | - | 3 | - | G | - | X |
| 8A | 6X40 | +5 | 2-4-2 | - | 8 | Yes | - | 3 | - | S | - | X |
| 8B | 6X40 | +5 | 2-4-2 | - | 8 | Yes | - | 10 | - | S | - | X |

2 Phase Fully Actuated (Elizabeth City Signal System)

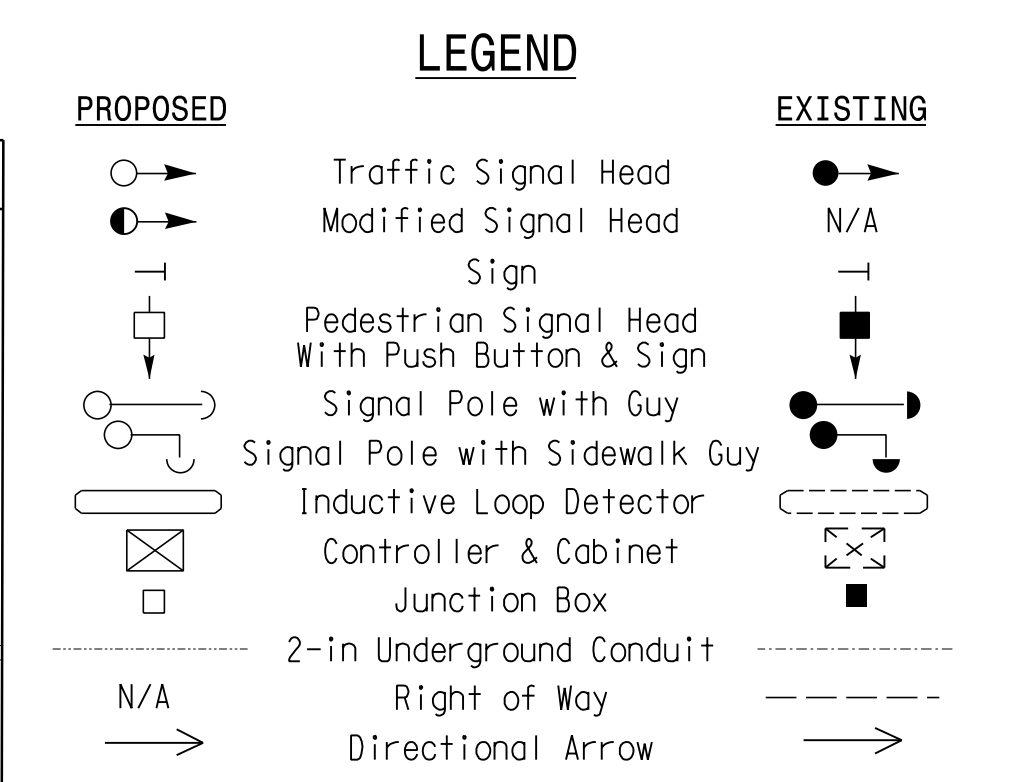
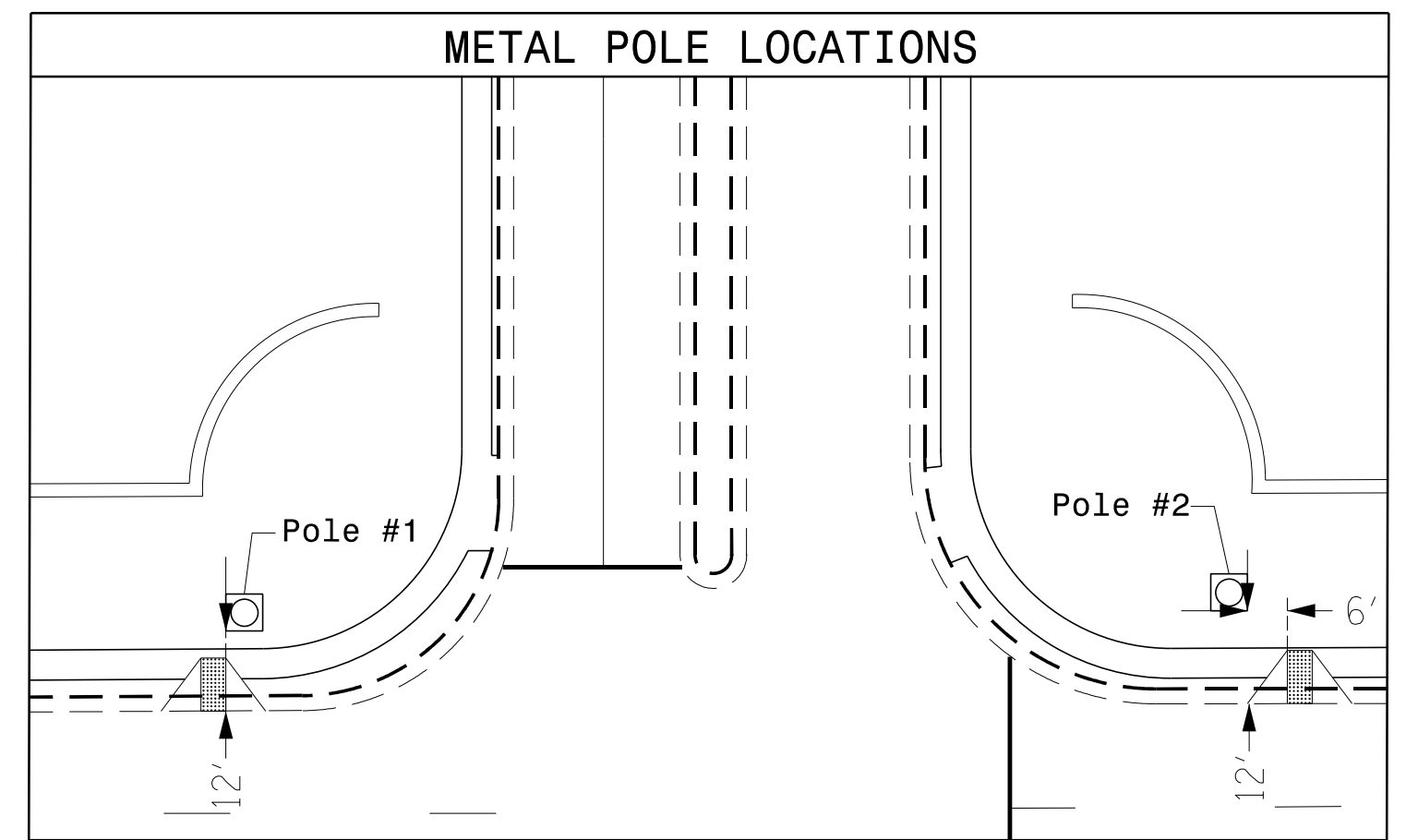
NOTES

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. Phase 5 may be lagged.
4. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. Pavement markings are existing.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
8. See Special Provisions for details regarding Insulator Rods.



| FEATURE | PHASE | | | | |
|-------------------------|-------------|-----|-----|-------------|-----|
| | 2 | 4 | 5 | 6 | 8 |
| Min Green * | 14 | 7 | 7 | 14 | 7 |
| Walk * | - | - | - | - | - |
| Ped Clear | - | - | - | - | - |
| Veh. Extension * | 6.0 | 2.0 | 2.0 | 6.0 | 2.0 |
| Max 1 * | 120 | 20 | 15 | 120 | 20 |
| Yellow | 4.9 | 3.9 | 3.0 | 4.9 | 3.8 |
| Red Clear | 1.1 | 2.0 | 1.9 | 1.1 | 1.6 |
| Actuations B4 Add * | 0 | - | - | 0 | - |
| Seconds / Actuation * | 1.5 | - | - | 1.5 | - |
| Max Initial * | 40 | - | - | 40 | - |
| Time Before Reduction * | 15 | - | - | 15 | - |
| Time To Reduce * | 45 | - | - | 45 | - |
| Minimum Gap | 3.0 | - | - | 3.0 | - |
| Locking Detector | X | - | - | X | - |
| Recall Position | VEH. RECALL | - | - | VEH. RECALL | - |
| Dual Entry | - | X | - | - | X |
| 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.



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PLANS PREPARED BY:
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Signal Upgrade

Prepared for the Offices of:
Transportation Mobility and Safety
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
SIGNAL DESIGN SECTION

NC 344 (Weeksville Road)
At
SR 1206 (Industrial Park Dr.)
and ECSU Entrance

Division 1 Pasquotank County Elizabeth City
PLAN DATE: January 2019 REVIEWED BY: CBHolden
PREPARED BY: DTSears REVIEWED BY:

REVISIONS: _____ INIT. DATE _____
SIGNATURE: _____ DATE _____

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 033753
C. BYRON HOLDEN

DocuSigned by: C. Byron Holden 1/4/2019
SIGNATURE DATE
SIG. INVENTORY NO. 01-0407