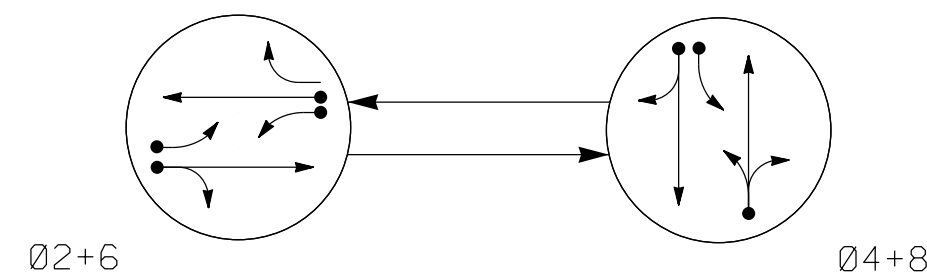


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

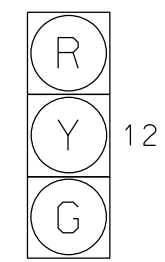
- ← DETECTED MOVEMENT
- ← UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ← - - - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02+6	04+8	FL HEADS
21, 22	G	R	Y
41, 42	R	G	R
61, 62	G	R	Y
81, 82	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



21, 22
41, 42
61, 62
81, 82

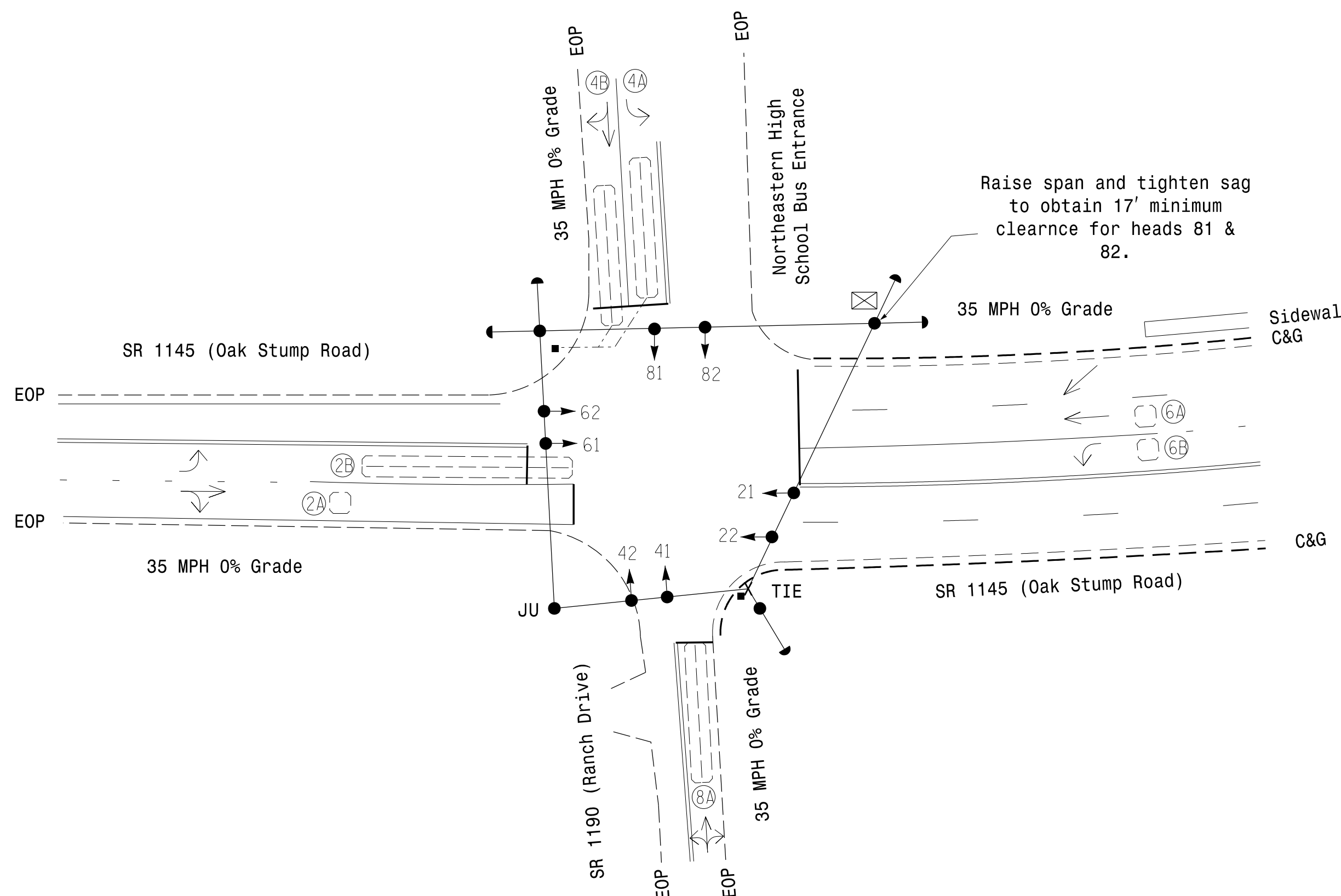
ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	LOOP	NEW CARD
2A	6X6	70	EXIST	-	2	Yes	-	-	-	S	-	X
2B	6X60	+10	2-4-2	-	2	Yes	-	-	-	S	-	X
4A	6X40	0	2-4-2	-	4	Yes	-	-	-	S	-	X
4B	6X40	+5	2-4-2	-	4	Yes	-	10	-	S	-	X
6A	6X6	70	EXIST	-	6	Yes	-	-	-	S	-	X
6B	6X6	70	EXIST	-	6	Yes	-	-	-	S	-	X
8A	6X40	0	2-4-2	-	8	Yes	-	5	-	S	-	X

2 Phase Fully Actuated (Elizabeth City Signal System)

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Reposition existing signal heads numbered 41 and 42.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



ASC/3 TIMING CHART

FEATURE	PHASE			
	2	4	6	8
Min Green *	10	7	10	7
Walk *	0	0	0	0
Ped Clear	0	0	0	0
Veh. Extension *	3.0	2.0	3.0	2.0
Max 1 *	45	25	45	25
Yellow	3.8	3.8	3.8	3.8
Red Clear	1.1	1.4	1.1	1.6
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	-	X	-	X
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.

LEGEND

- | PROPOSED | EXISTING |
|--|--|
| ○ → Traffic Signal Head | ● → Traffic Signal Head |
| ○ → Modified Signal Head | N/A |
| □ → Sign | □ → Sign |
| □ → Pedestrian Signal Head With Push Button & Sign | □ → Pedestrian Signal Head With Push Button & Sign |
| ○ → Signal Pole with Guy | ○ → Signal Pole with Guy |
| ○ → Signal Pole with Sidewalk Guy | ○ → Signal Pole with Sidewalk Guy |
| □ → Inductive Loop Detector | □ → Inductive Loop Detector |
| □ → Controller & Cabinet | □ → Controller & Cabinet |
| □ → Junction Box | □ → Junction Box |
| --- 2-in Underground Conduit | --- 2-in Underground Conduit |
| N/A Right of Way | --- Right of Way |
| → Directional Arrow | → Directional Arrow |

Signal Upgrade

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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Prepared for the Offices of:

SR 1145 (Oak Stump Road) at SR 1190 (Ranch Drive) / Northeastern High School Bus

Division 1 Pasquotank County Elizabeth City

PLAN DATE: June 2018 REVIEWED BY: AJ Davis

PREPARED BY: JA Le REVIEWED BY: LM Moon

REVISIONS: _____ INIT. DATE

SCALE: 1" = 30'

SEAL

DocuSigned by: Lisa M. Moon 8/22/2018

SIG. INVENTORY NO. 01-0465