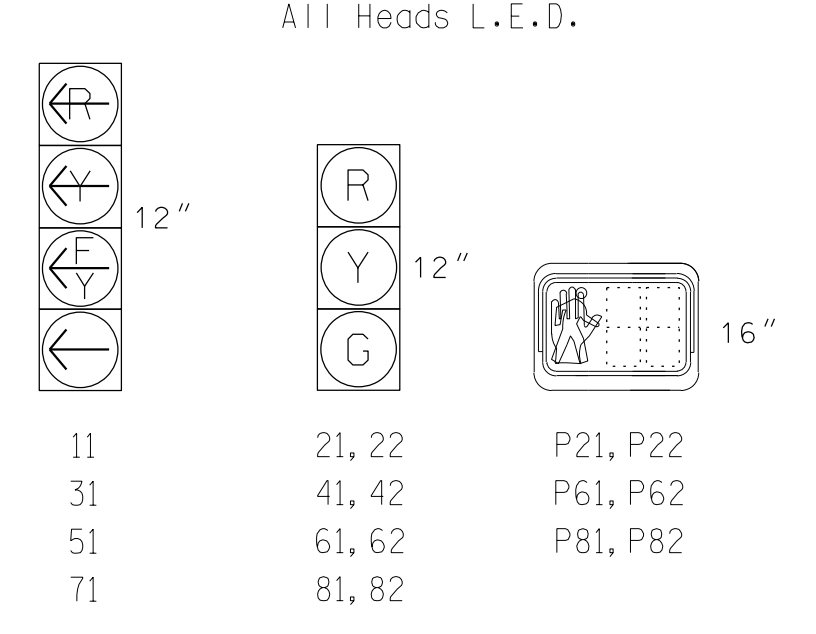


SIGNAL FACE	PHASE								L. E. D.
	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8	
11	←	←	←	←	←	←	←	←	Y
21, 22	R	R	G	G	R	R	R	R	Y
31	←	←	←	←	←	←	←	←	Y
41, 42	R	R	R	R	R	R	G	G	R
51	←	←	←	←	←	←	←	←	Y
61, 62	R	G	R	G	R	R	R	R	Y
71	←	←	←	←	←	←	←	←	Y
81, 82	R	R	R	R	R	G	R	G	R
P21, P22	DW	DW	W	W	DW	DW	DW	DRK	
P61, P62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

SIGNAL FACE I.D.

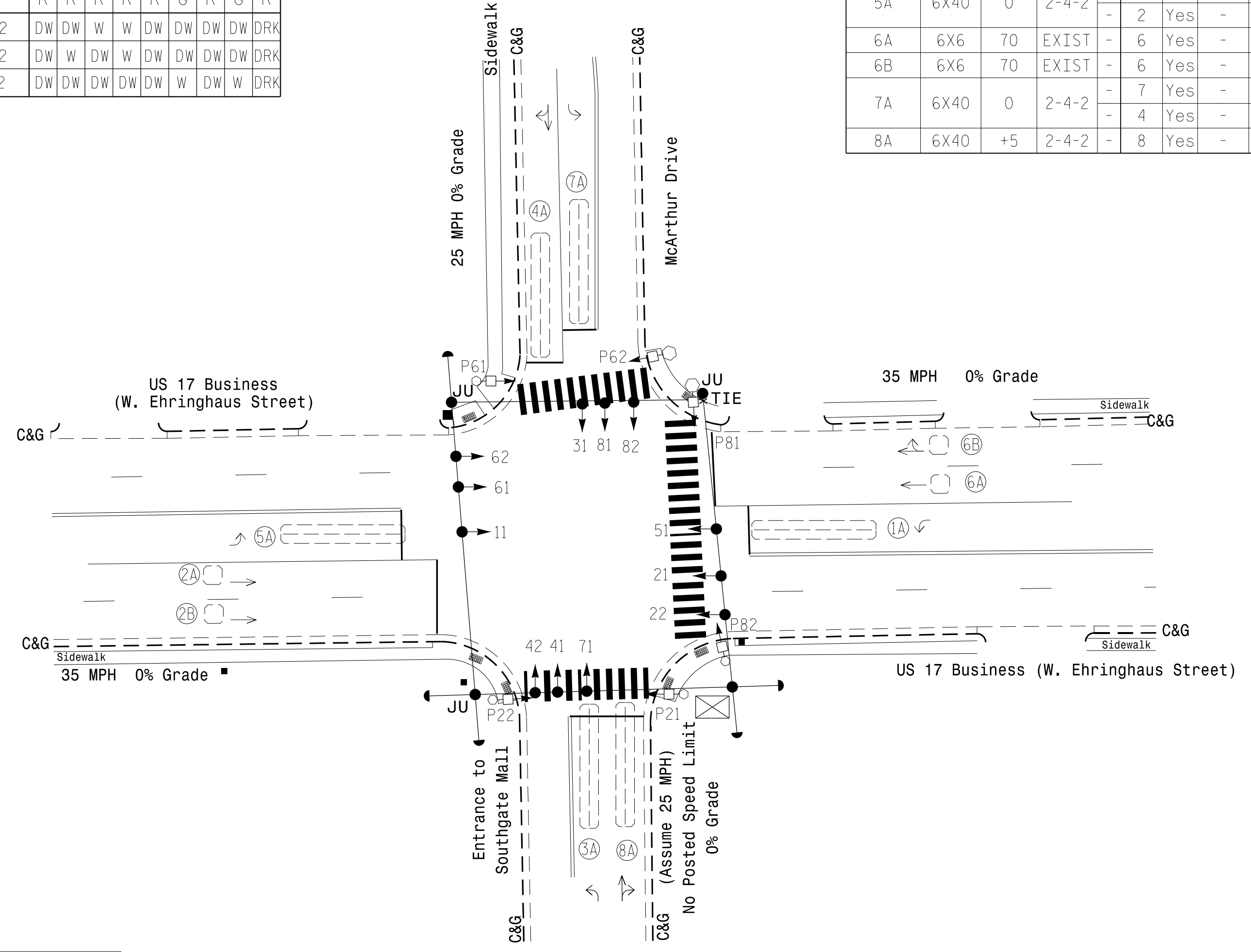


ASC/3 DETECTOR INSTALLATION CHART												
DETECTOR				PROGRAMMING								
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Yes	-	15	-	S	-	X
2A	6X6	70	EXIST	-	2	Yes	-	-	-	S	-	X
2B	6X6	70	EXIST	-	2	Yes	-	-	-	S	-	X
3A	6X40	+5	2-4-2	-	3	Yes	-	15	-	S	-	X
4A	6X40	0	2-4-2	-	4	Yes	-	10	-	S	-	X
5A	6X40	0	2-4-2	-	5	Yes	-	15	-	S	-	X
6A	6X6	70	EXIST	-	6	Yes	-	-	-	S	-	X
6B	6X6	70	EXIST	-	6	Yes	-	-	-	S	-	X
7A	6X40	0	2-4-2	-	7	Yes	-	15	-	S	-	X
8A	6X40	+5	2-4-2	-	8	Yes	-	10	-	S	-	X

8 Phase Fully Actuated (Elizabeth City Signal System)

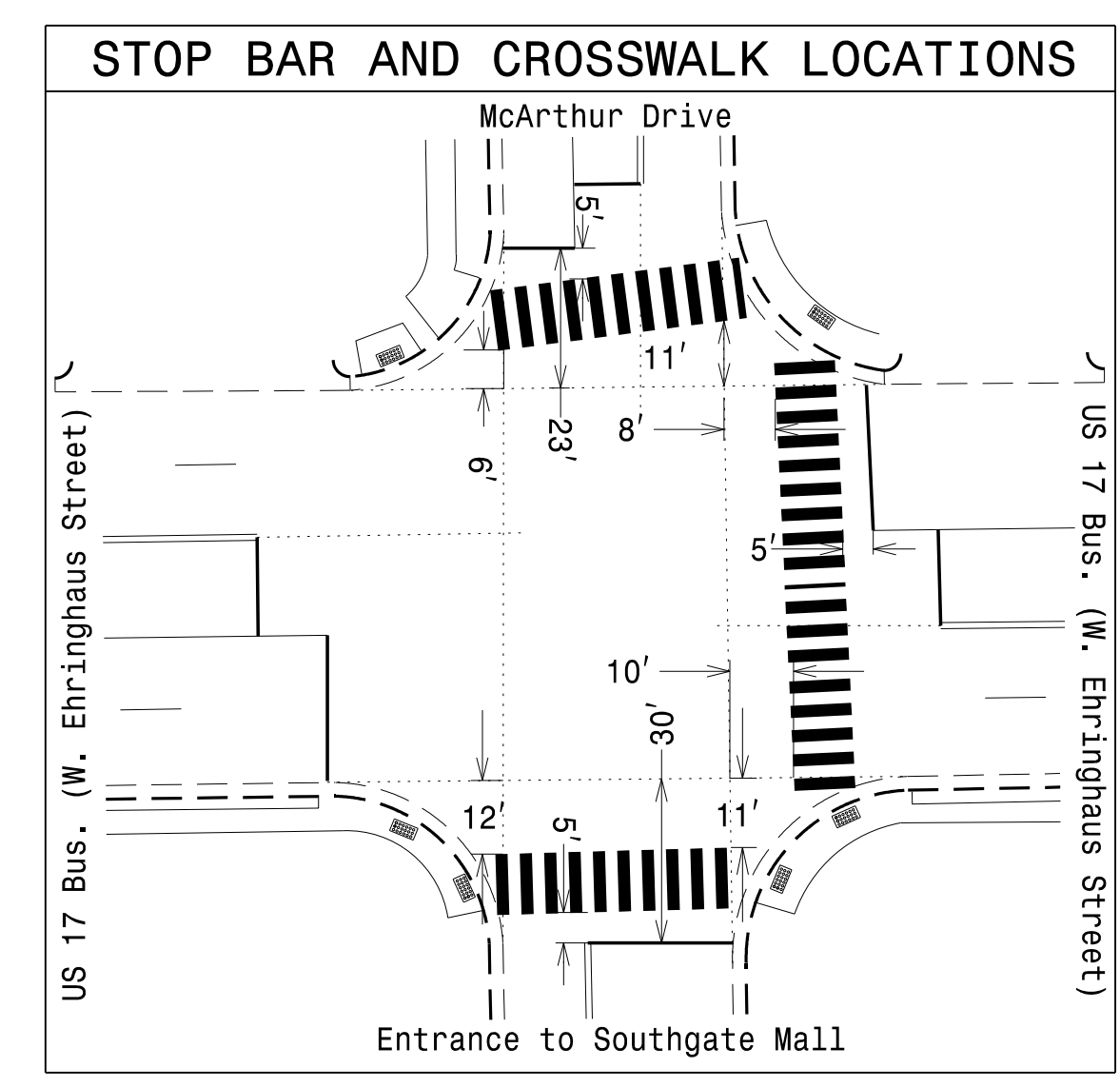
NOTES

- 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.
- Phase 1 and/or phase 5 may be lagged.
- Phase 3 and/or phase 7 may be lagged.
- Set all detector units to presence mode.
- 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.
- Crosswalk markings and stop bars for the northbound approach and the through-left lane of the southbound approach are proposed, all other pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green *	7	10	7	7	7	10	7	7
Delay Green	0	0	0	7	0	0	0	7
Walk *	0	7	0	0	0	7	0	7
Ped Clear	0	9	0	0	0	9	0	18
Veh. Extension *	2.0	3.0	2.0	2.0	2.0	3.0	2.0	2.0
Max I *	20	60	20	20	20	60	20	20
Yellow	3.0	3.8	3.0	3.2	3.0	3.8	3.0	3.2
Red Clear	2.8	2.1	2.6	2.9	2.9	2.1	2.9	2.9
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	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	● → N/A
○ → Modified Signal Head	— Sign
⊥ Pedestrian Signal Head With Push Button & Sign	⊥ Signal Pole with Guy
⊥ Signal Pole with Guy	⊥ Inductive Loop Detector
⊥ Signal Pole with Sidewalk Guy	⊥ Controller & Cabinet
⊥ Inductive Loop Detector	⊥ Junction Box
⊥ Controller & Cabinet	⊥ 2-in Underground Conduit
⊥ Junction Box	N/A Right of Way
⊥ 2-in Underground Conduit	→ Directional Arrow
N/A Right of Way	N/A Truncated Dome
→ Directional Arrow	○ Type II Signal Pedestal
N/A Truncated Dome	●

Signal Upgrade

Prepared for the Offices of:

 DRMP, Inc.
 8000 Regency Parkway, Suite 175
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US 17 Bus. (W. Ehringhaus St.) at McArthur Dr. / Ent. to Southgate Mall
 Division 1 Pasquotank County Elizabeth City
 PLAN DATE: February 2018 REVIEWED BY: AJ Davis
 PREPARED BY: JA Le REVIEWED BY: LM Moon

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
 STATE OF NORTH CAROLINA
 PROFESSIONAL ENGINEER
 SEAL 022516
 LISA M. MOON
 DATE: 9/20/2018
 SIG. INVENTORY NO. 01-0034