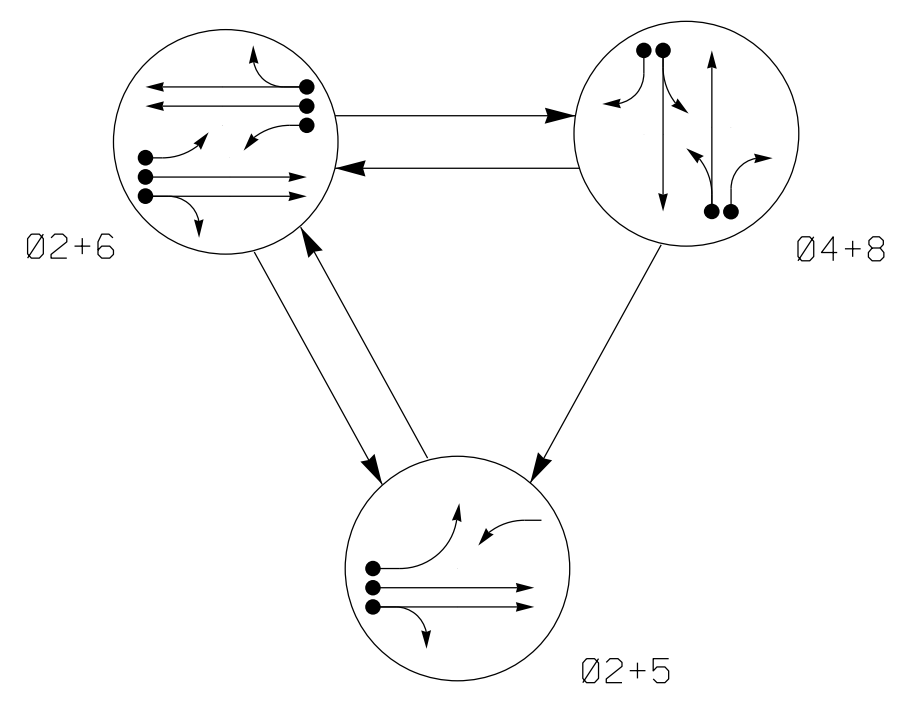


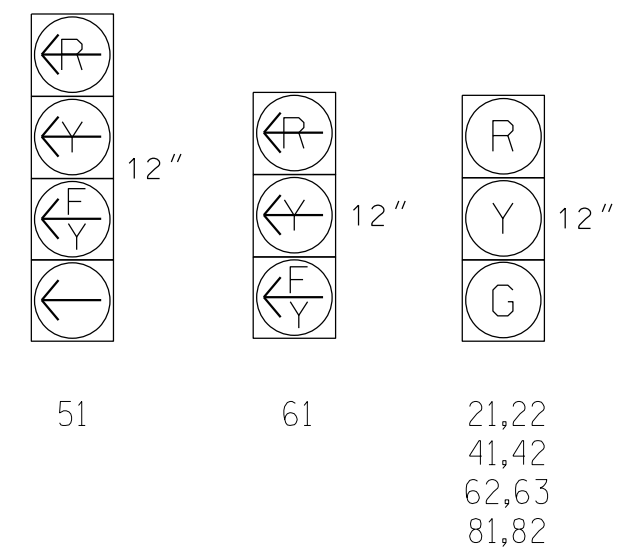
**PHASING DIAGRAM**



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

**SIGNAL FACE I.D.**

All Heads L.E.D.



**PHASING DIAGRAM DETECTION LEGEND**

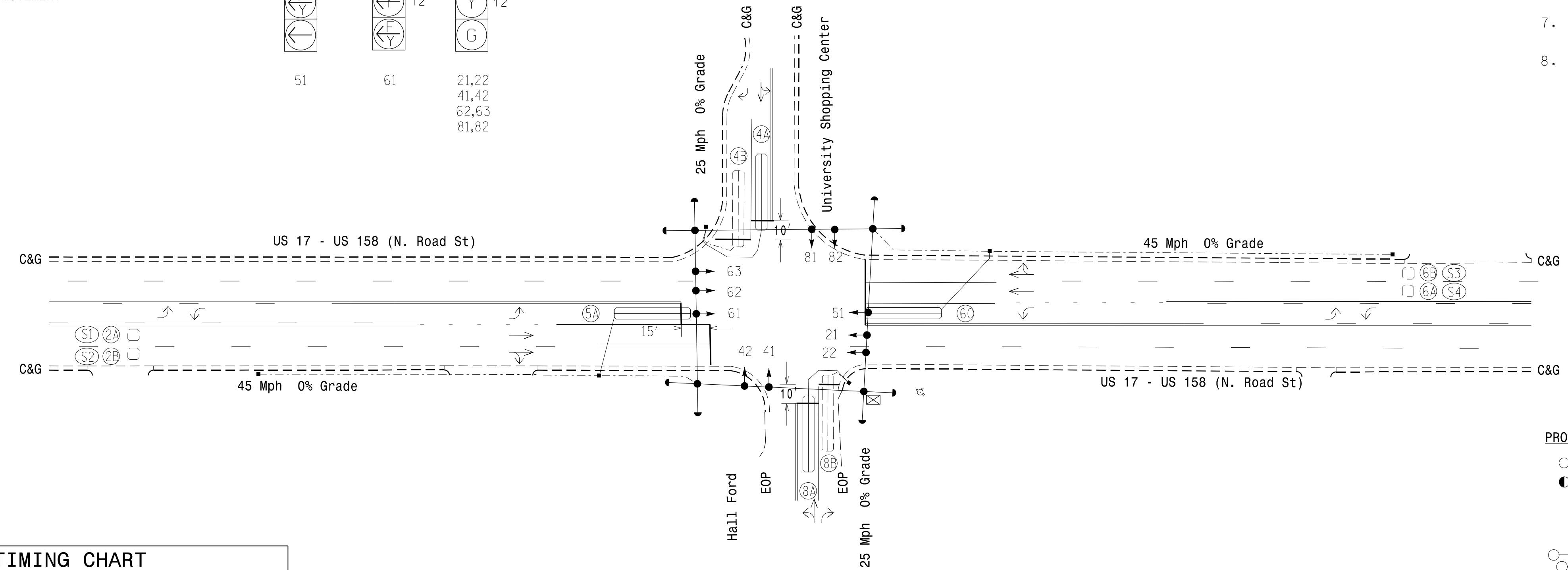
- ← DETECTED MOVEMENT
- ← UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

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/S1	6X6	300	EXIST	-	2	Yes	-	-	X	N	X	X
2B/S2	6X6	300	EXIST	-	2	Yes	-	-	X	N	X	X
4A	6X40	+5	2-4-2	X	4	Yes	-	3	-	S	-	X
4B	6X40	+5	2-4-2	-	4	Yes	-	15	-	S	-	X
5A	6X40	+5	2-4-2	X	5	Yes	-	15	-	S	-	X
6A/S3	6X6	300	EXIST	-	6	Yes	-	-	X	N	X	X
6B/S4	6X6	300	EXIST	-	6	Yes	-	-	X	N	X	X
6C	6X40	0	2-4-2	X	6	Yes	-	3	-	G	-	X
8A	6X40	+5	2-4-2	X	8	Yes	-	3	-	S	-	X
8B	6X40	+3	2-4-2	-	8	Yes	-	15	-	S	-	X

**3 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 5 may be lagged.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- 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.
- Pavement markings are existing unless otherwise noted.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



FEATURE	PHASE				
	2	4	5	6	8
Min Green *	12	7	7	12	7
Walk *	0	0	0	0	0
Ped Clear	0	0	0	0	0
Veh. Extension *	6.0	2.0	2.0	6.0	2.0
Max 1 *	90	30	30	90	30
Yellow	4.5	3.2	3.0	4.5	3.2
Red Clear	1.3	2.2	2.1	1.3	2.4
Actuations B4 Add *	0	-	-	0	-
Seconds /Actuation *	1.5	-	-	1.5	-
Max Initial *	34	-	-	34	-
Time Before Reduction *	15	-	-	15	-
Time To Reduce *	30	-	-	30	-
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.

LEGEND	
PROPOSED	EXISTING
○ → Traffic Signal Head	● → Traffic Signal Head
○ → Modified Signal Head	N/A
○ → Sign	N/A
○ → Pedestrian Signal Head With Push Button & Sign	N/A
○ → 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	N/A → Right of Way
→ Directional Arrow	→ Directional Arrow
N/A → Fire Hydrant	→ Fire Hydrant

**Signal Upgrade**

Prepared For the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

**US 17 - 158 (N. Road Street) at University Shopping Center/Hall Ford**

Division 1 Pasquotank County Elizabeth City

PLAN DATE: March 2018 REVIEWED BY: AJ Davis

PREPARED BY: JA Le REVIEWED BY: LM Moon

SEAL

SEAL 022516

ENGINEER LISA M. MOON

SCALE: 0 40  
1" = 40'

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

SIG. INVENTORY NO. 01-0461

Plans Prepared By:

DRMP, Inc.  
8000 Regency Parkway, Suite 175  
Cary, NC 27519  
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22-AUG-2018 15:40 R:\05942\51001\0005\0005\0001-0461.dgn Jmoon AT CAR-LMCDM-W7