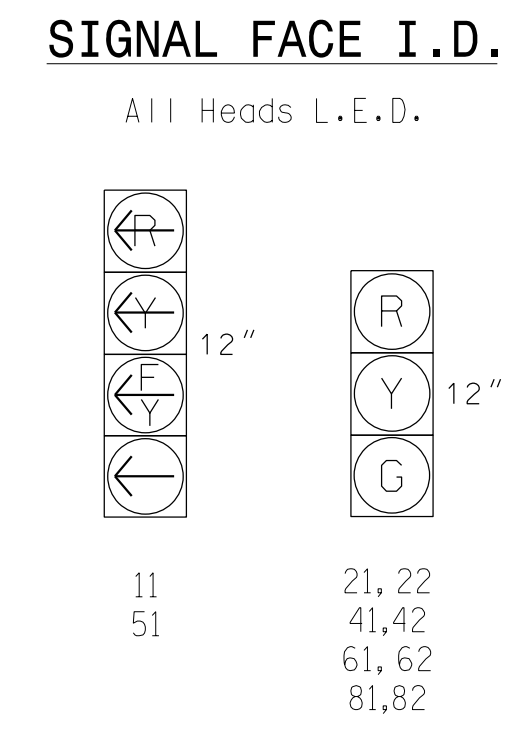


SIGNAL FACE	PHASE							
	01+5	01+6	02+5	02+6	04+8	EVP 3	EVP 4	WALK
11								
21, 22	R	R	G	G	R	G	R	Y
41, 42	R	R	R	R	G	R	R	R
51								
61, 62	R	G	R	G	R	R	G	Y
81, 82	R	R	R	R	G	R	R	R

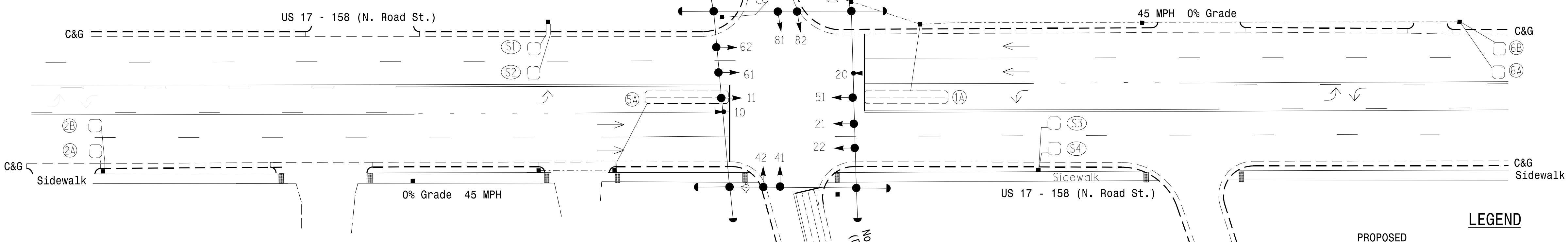
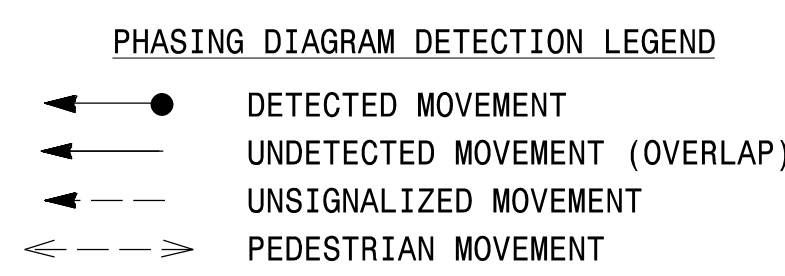


ASC/3 DETECTOR INSTALLATION CHART											
DETECTOR					PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	LOOP NEW CARD
1A	6X40	0	2-4-2	-	1	Yes	-	15	-	S	- X
2A	6X6	300	EXIST	-	2	Yes	-	-	X	N	- X
2B	6X6	300	EXIST	-	2	Yes	-	-	X	N	- X
4A	6X40	+5	2-4-2	-	4	Yes	-	5	-	S	- X
5A	6X40	0	2-4-2	-	5	Yes	-	15	-	S	- X
6A	6X6	300	EXIST	-	6	Yes	-	-	X	N	- X
6B	6X6	300	EXIST	-	6	Yes	-	-	X	N	- X
8A	6X40	+5	2-4-2	-	8	Yes	-	5	-	S	- X
S1	6X6	+155	EXIST	-	-	-	-	-	-	N	X X
S2	6X6	+155	EXIST	-	-	-	-	-	-	N	X X
S3	6X6	+152	EXIST	-	-	-	-	-	-	N	X X
S4	6X6	+152	EXIST	-	-	-	-	-	-	N	X X

5 Phase Fully Actuated w/ EV Preemption (Elizabeth City Signal System)

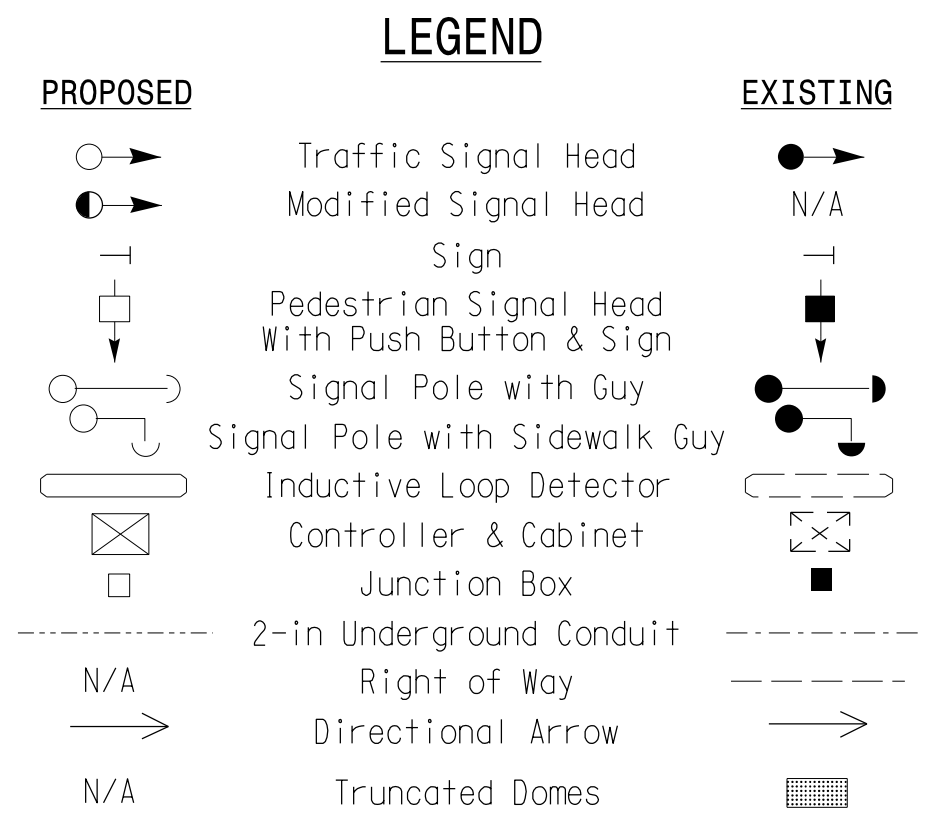
NOTES

- 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.
- 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.
- This intersection features an optical preemption system. Shown locations of optical detectors are conceptual only.
- Optical detector 10 calls EVP 3; Optical detector 20 calls EVP 4.
- Relocate existing optical detection equipment from existing cabinet to new cabinet.
- Raise signal spans with heads 41 & 42 and heads 81 & 82 to obtain 17' minimum clearance.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



FEATURE	ASC/3 TIMING CHART						
	1	2	4	5	6	8	
Min Green *	7	12	7	7	12	7	
Walk *	0	0	0	0	0	0	
Ped Clear	0	0	0	0	0	0	
Veh. Extension *	2.0	6.0	2.0	2.0	6.0	2.0	
Max 1 *	15	90	30	15	90	30	
Yellow	3.0	4.5	3.2	3.0	4.5	3.1	
Red Clear	2.3	1.0	2.2	1.8	1.0	2.2	
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	X	

ASC/3 EV PREEMPT		
FUNCTION	PRE 3	PRE 4
Exit Phase(s)	2, 6	2, 6
Preempt Override	OFF	OFF
Delay Time	0	0
Ped Clear Through Yellow	N	N
Terminate Phases	N	N
Entrance Walk	255*	255*
Entrance Ped Clear	255*	255*
Entrance Min Green	1	1
Entrance Yellow Change	25.5*	25.5*
Entrance Red Clear	25.5*	25.5*
Minimum Dwell Time	12	12
Preempt Input Extension Time	2	2
Preempt Max Time	120	120
Exit Yellow Change	25.5*	25.5*
Exit Red Clear	25.5*	25.5*



* 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.

* Allows normal phase times to be used.

Signal Upgrade

US 17-158 (N. Road Street) at Medical Drive/Northeastern Professional Center

Division 1 Pasquotank County Elizabeth City

PLAN DATE: February 2018 REVIEWED BY: AJ Davis

PREPARED BY: JA Le REVIEWED BY: LM Moon

REVISIONS: INIT. DATE

SCALE: 1"=30'

DRMP

DRMP, Inc. 8000 Regency Parkway, Suite 175 Cary, NC 27518 NC License No. C-2213 (919) 650-1038

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 022516 J. M. MOON

DocuSigned by: J. M. Moon 9/20/2018

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