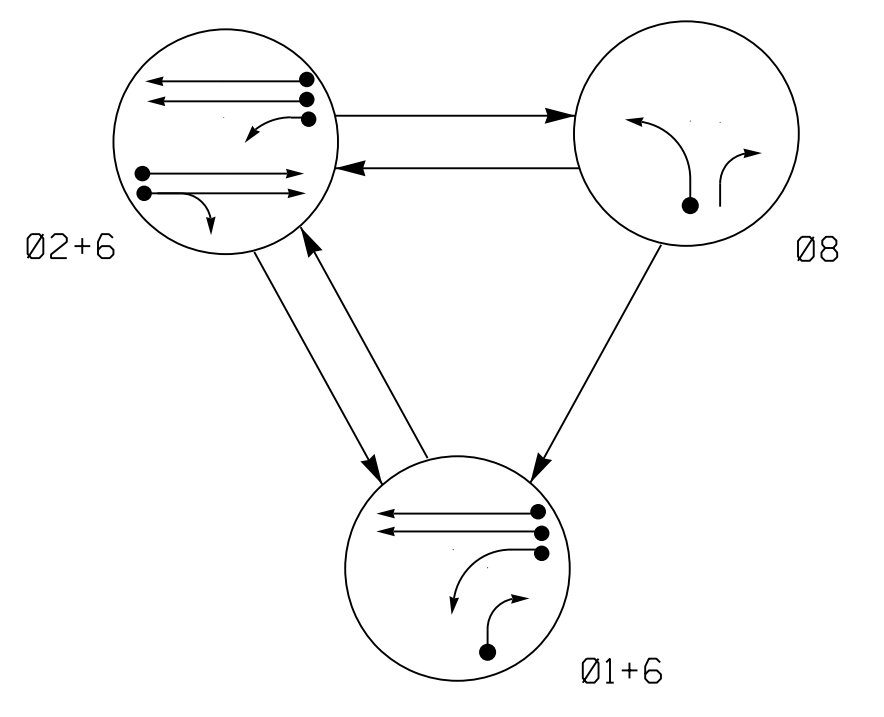


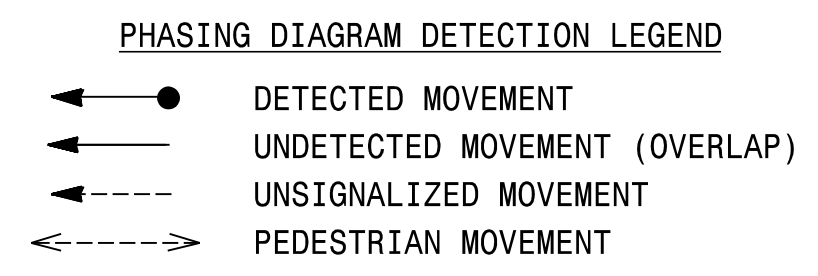
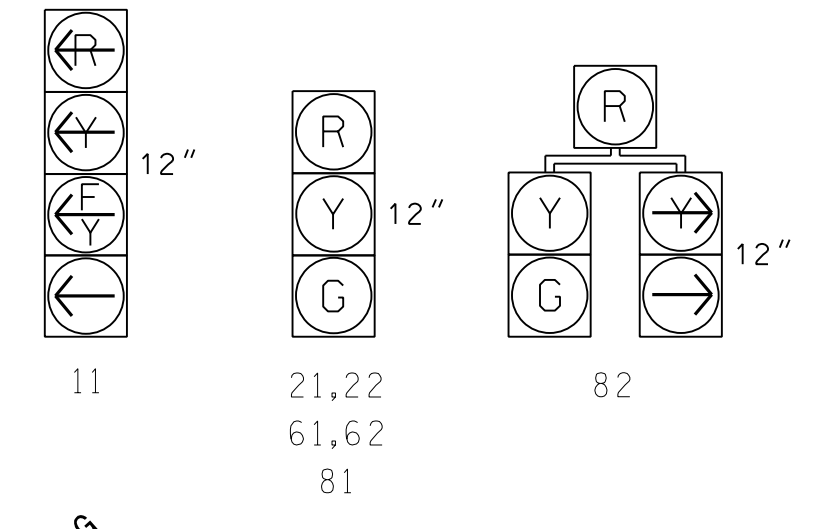
PHASING DIAGRAM



SIGNAL FACE	PHASE			
	01+6	02+6	08	08
11	←	←	←	←
21, 22	R	G	R	Y
61, 62	G	G	R	Y
81	R	R	G	R
82	R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.

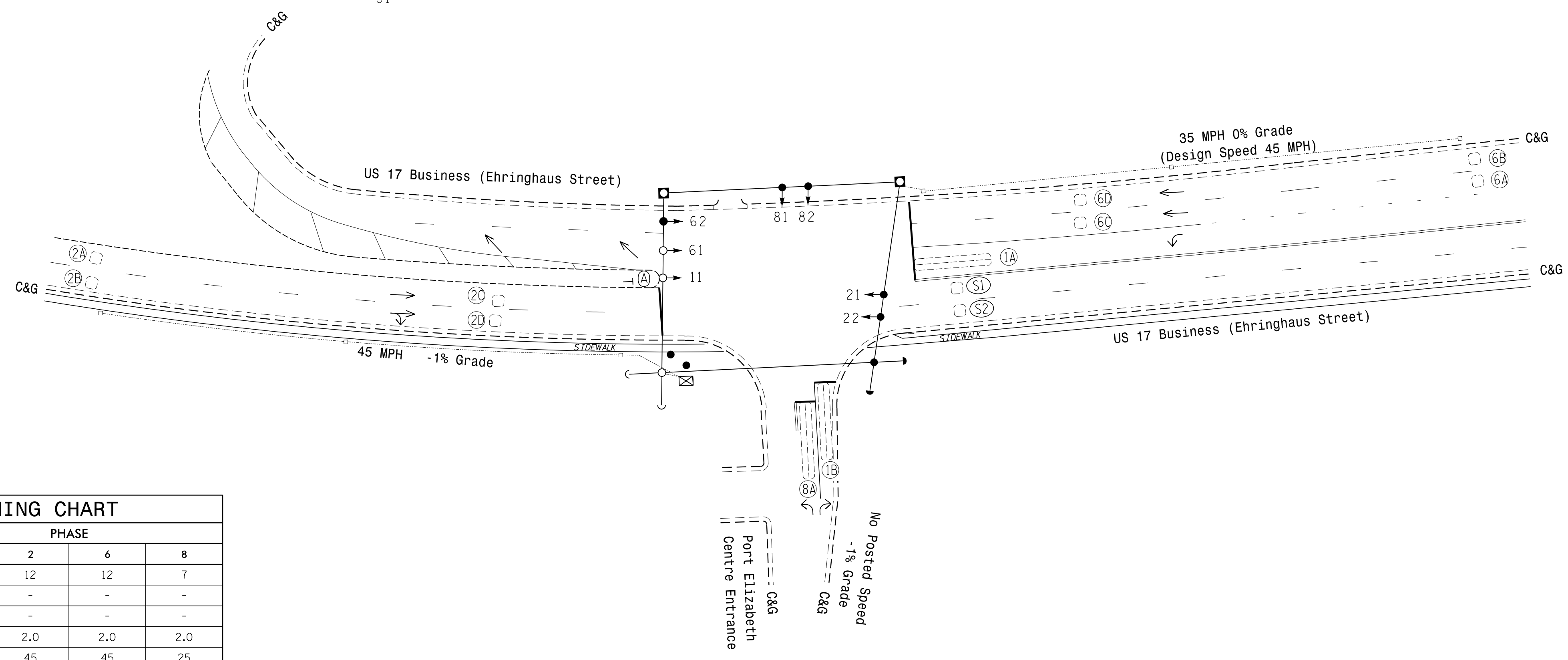


ASC/3 DETECTOR INSTALLATION CHART												
DETECTOR					PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Yes	-	15	-	S	-	X
1B	6X40	0	2-4-2	-	1	Yes	-	15	-	S	-	X
2A	6X6	300	EXIST	-	2	Yes	1.6	-	-	S	-	X
2B	6X6	300	EXIST	-	2	Yes	1.6	-	-	S	-	X
2C	6X6	90	EXIST	-	2	Yes	-	-	-	S	-	X
2D	6X6	90	EXIST	-	2	Yes	-	-	-	S	-	X
6A	6X6	300	EXIST	-	6	Yes	1.6	-	-	S	-	X
6B	6X6	300	EXIST	-	6	Yes	1.6	-	-	S	-	X
6C	6X6	90	EXIST	-	6	Yes	-	-	-	S	-	X
6D	6X6	90	EXIST	-	6	Yes	-	-	-	S	-	X
8A	6X40	0	2-4-2	-	8	Yes	-	3	-	S	-	X
S1	6X6	+110	EXIST	-	-	Yes	-	-	-	N	X	X
S2	6X6	+110	EXIST	-	-	Yes	-	-	-	N	X	X

3 Phase Fully Actuated (Elizabeth City Signal System)

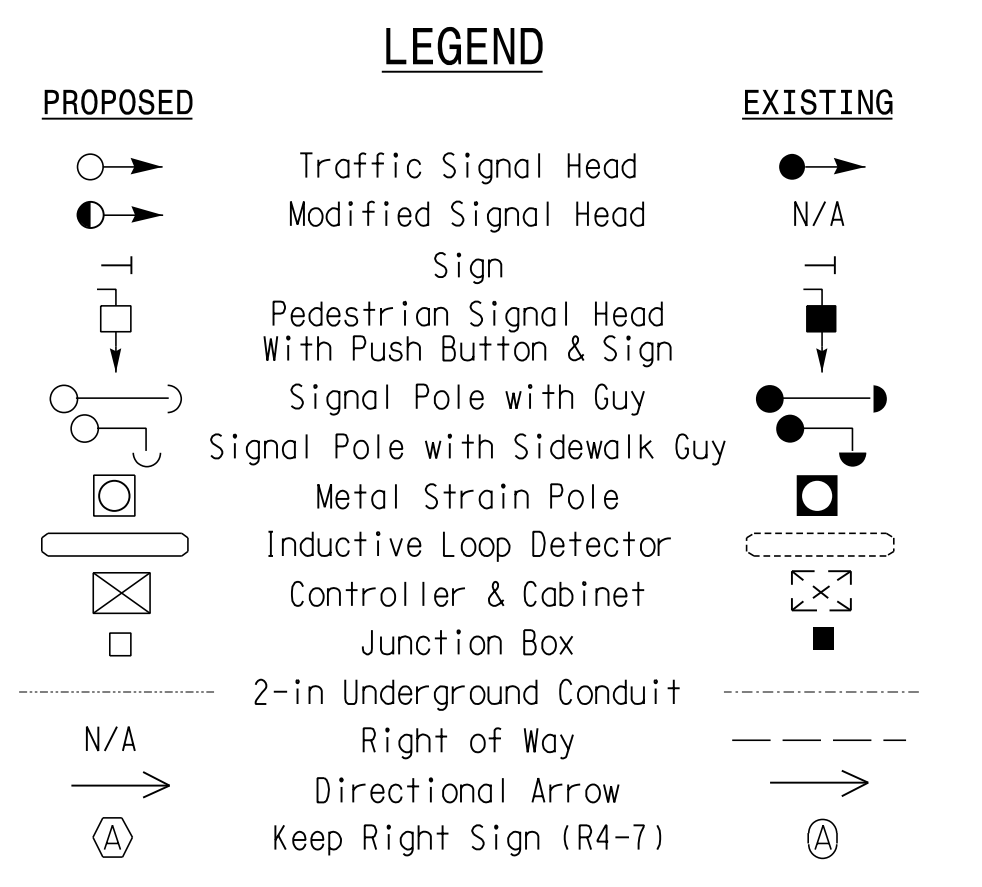
NOTES

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 1 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.



FEATURE	PHASE			
	1	2	6	8
Min Green *	7	12	12	7
Walk *	-	-	-	-
Ped Clear	-	-	-	-
Veh. Extension *	2.0	2.0	2.0	2.0
Max 1 *	15	45	45	25
Yellow	3.0	4.6	4.6	3.0
Red Clear	1.8	1.5	1.5	2.6
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	-	-	-	-
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.



9/21/2018
 R:\Projects\5942\Drawings\Signal\5942_Sig.dgn
 05/29/2018

PLANS PREPARED BY :
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Signal Upgrade

Prepared for the Offices of:
 TRANSPORTATION MOBILITY AND SAFETY DIVISION
 DEPARTMENT OF TRANSPORTATION
 SIGNAL DESIGN SECTION

750 N. Greenfield Pkwy, Garner, NC 27529

US 17 Bus. (Ehringhaus Street) at Port Elizabeth Centre

Division 1 Pasquotank County Elizabeth City
 PLAN DATE: September 2018 REVIEWED BY: D. Sears
 PREPARED BY: B. Holden REVIEWED BY:

REVISIONS	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 033753
 C. BYRON HOLDEN

DocuSigned by:
 C. Byron Holden
 9/21/2018
 DATE
 SIG. INVENTORY NO. 01-0629