

PHASING DIAGRAM

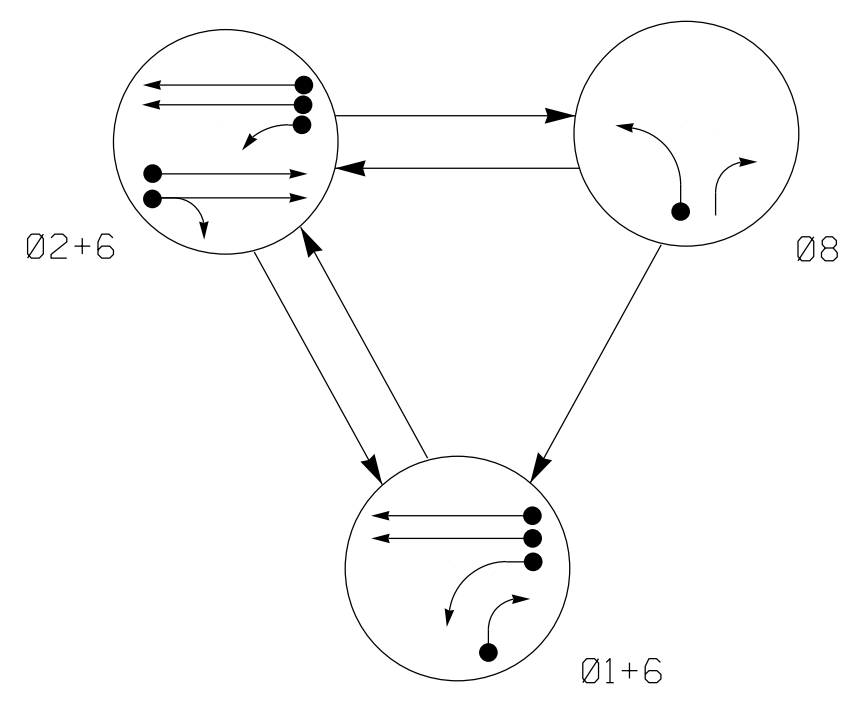
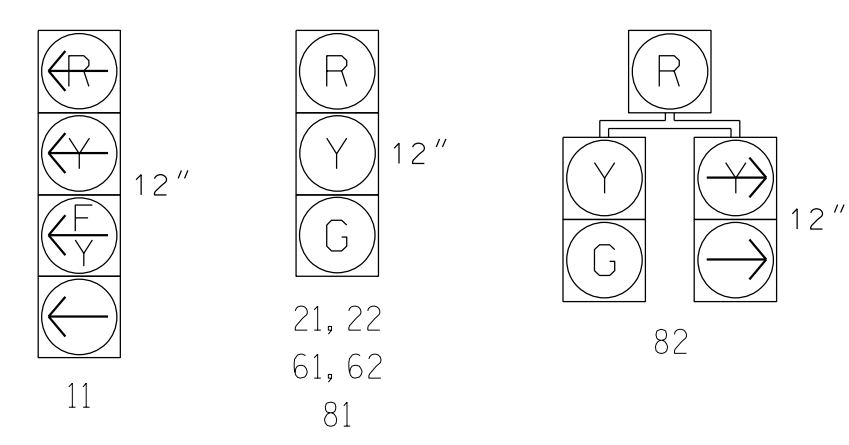


TABLE OF OPERATION

SIGNAL FACE	PHASE			
	01+6	02+6	08	150P
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

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	X	1	Yes	-	15	-	S	-	X
1B	6X40	0	2-4-2	-	6	Yes	-	3	-	G	-	X
2A	6X6	300	5	X	2	Yes	-	-	-	X	N	-
2B	6X6	300	5	X	2	Yes	-	-	-	X	N	-
6A	6X6	300	5	X	6	Yes	-	-	-	X	N	-
6B	6X6	300	5	X	6	Yes	-	-	-	X	N	-
8A	6X40	0	2-4-2	-	8	Yes	-	-	-	S	-	X

Remove Video Detection

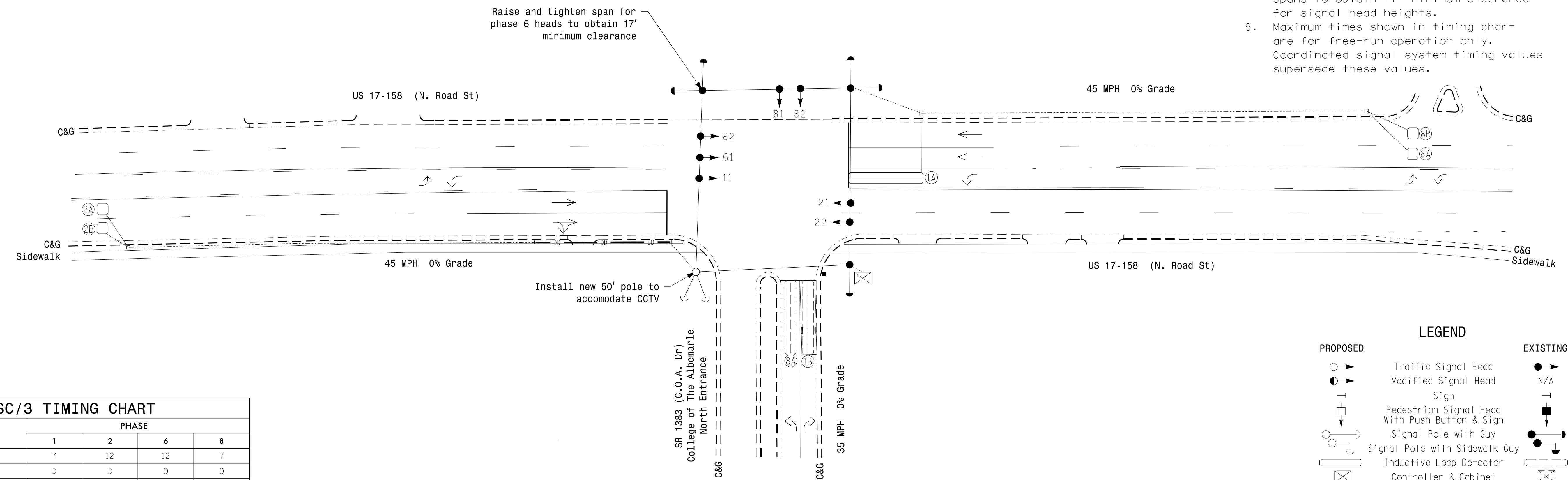
3 Phase Fully Actuated (Elizabeth City Signal System)

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 1 may be lagged.
- 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.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Pavement markings are existing.
- Install new pole directly adjacent to existing pole and raise signal spans to obtain 17' minimum clearance for signal head heights.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

PHASING DIAGRAM DETECTION LEGEND

- ←● DETECTED MOVEMENT
- ← UNDETECTED MOVEMENT (OVERLAP)
- ← UN SIGNALIZED MOVEMENT
- ←- - - PEDESTRIAN MOVEMENT



ASC/3 TIMING CHART

FEATURE	PHASE			
	1	2	6	8
Min Green *	7	12	12	7
Walk *	0	0	0	0
Ped Clear	0	0	0	0
Veh. Extension *	2.0	6.0	6.0	2.0
Max 1 *	30	90	90	30
Yellow	3.0	4.5	4.5	3.0
Red Clear	2.1	1.3	1.3	2.6
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	-	-	-	-
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	●→
●→ Modified Signal Head	N/A
↑ Sign	N/A
□ Pedestrian Signal Head	■
□ With Push Button & Sign	■
○→ Signal Pole with Guy	●→
○→ Signal Pole with Sidewalk Guy	●→
□ Inductive Loop Detector	□
□ Controller & Cabinet	□
□ Junction Box	■
--- 2-in Underground Conduit	---
N/A Right of Way	---
→ Directional Arrow	→
--- DD Directional Drill	N/A

Signal Upgrade

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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US 17-158 (N. Road St) at SR 1383 (College of the Albemarle Drive)

Division 1 Pasquotank County Elizabeth City

PLAN DATE: March 2018 REVIEWED BY: AJ Davis

PREPARED BY: JA Le REVIEWED BY: LM Moon

REVISIONS	INIT.	DATE

DocuSigned by:
Lisa M. Moon
8/22/2018
DATE: 8/22/2018
SIG. INVENTORY NO. 01-0712

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