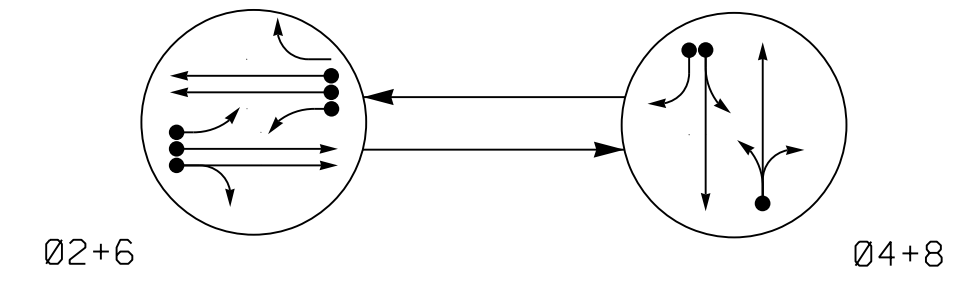


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

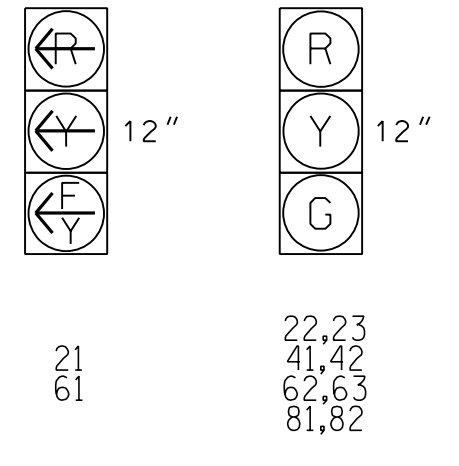
- ← DETECTED MOVEMENT
- ← UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02+6	04+8	FLASH
21	Y	R	Y
22,23	G	R	Y
41,42	R	G	Y
61	Y	R	Y
62,63	G	R	Y
81,82	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



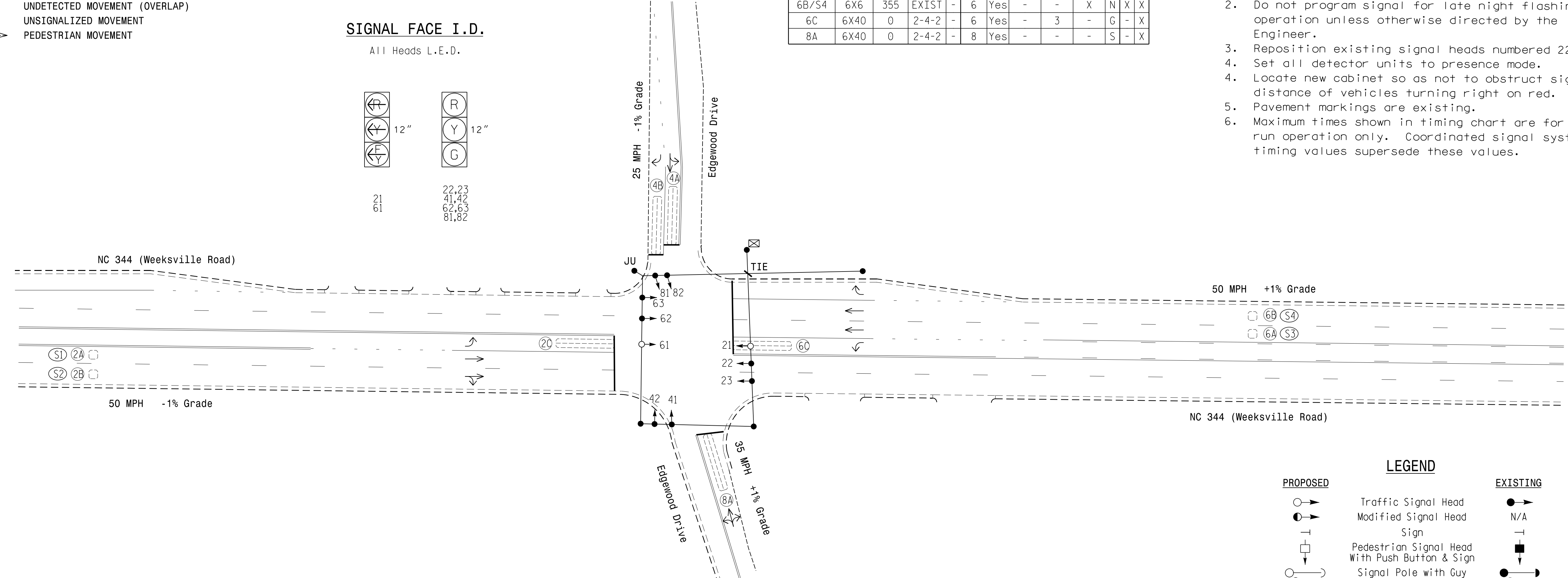
ASC/3 DETECTOR INSTALLATION CHART

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
2A/S1	6X6	355	EXIST	-	2	Yes	-	-	X	N	X	X
2B/S2	6X6	355	EXIST	-	2	Yes	-	-	X	N	X	X
2C	6X40	0	2-4-2	-	2	Yes	-	3	-	G	-	X
4A	6X40	0	2-4-2	-	4	Yes	-	-	-	S	-	X
4B	6X40	0	2-4-2	-	4	Yes	-	15	-	S	-	X
6A/S3	6X6	355	EXIST	-	6	Yes	-	-	X	N	X	X
6B/S4	6X6	355	EXIST	-	6	Yes	-	-	X	N	X	X
6C	6X40	0	2-4-2	-	6	Yes	-	3	-	G	-	X
8A	6X40	0	2-4-2	-	8	Yes	-	-	-	S	-	X

2 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.
- Reposition existing signal heads numbered 22 and 23.
- 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.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



ASC/3 TIMING CHART

FEATURE	PHASE			
	2	4	6	8
Min Green *	14	7	14	7
Walk *	-	-	-	-
Ped Clear	-	-	-	-
Veh. Extension *	6.0	2.0	6.0	2.0
Max I *	90	25	90	25
Yellow	4.9	3.2	4.9	3.8
Red Clear	1.1	2.8	1.1	2.1
Actuations B4 Add *	0	-	0	-
Seconds /Actuation *	1.5	-	1.5	-
Max Initial *	40	-	40	-
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

* 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 Sidewalk Guy
□ ⊥ Inductive Loop Detector	⊥ Controller & Cabinet
□ Junction Box	⊥ 2-in Underground Conduit
→ N/A Right of Way	→ Directional Arrow

Signal Upgrade

PLANS PREPARED BY :
RK&K
 RUMMEL, KLEPPER & KAHL, LLP
 900 RIDGEFIELD DRIVE SUITE 350
 RALEIGH, NORTH CAROLINA 27609-3960
 NC LICENSE NO. F-0112 • (919) 878-9560

Prepared for the Offices of:
 TRANSPORTATION MOBILITY AND SAFETY DIVISION
 DEPARTMENT OF TRANSPORTATION
 STATE OF NORTH CAROLINA
 Signal Design Section
 750 N. Greenfield Pkwy, Garner, NC 27529

NC 344 (Weeksville Road) At Edgewood Drive
 Division 1 Pasquotank County Elizabeth City
 PLAN DATE: September 2018 REVIEWED BY: DTSears
 PREPARED BY: CBHolden 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
 SIGNATURE
 SIG. INVENTORY NO. 01-0750

9/21/2018
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