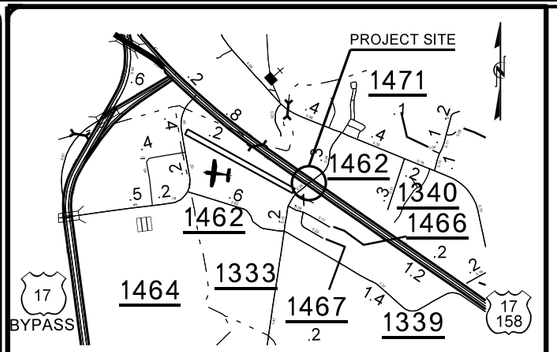
09/08/99

TIP NO.: SS-4901BI

CONTRACT: DA00428



VICINITY MAP

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PASQUOTANK COUNTY

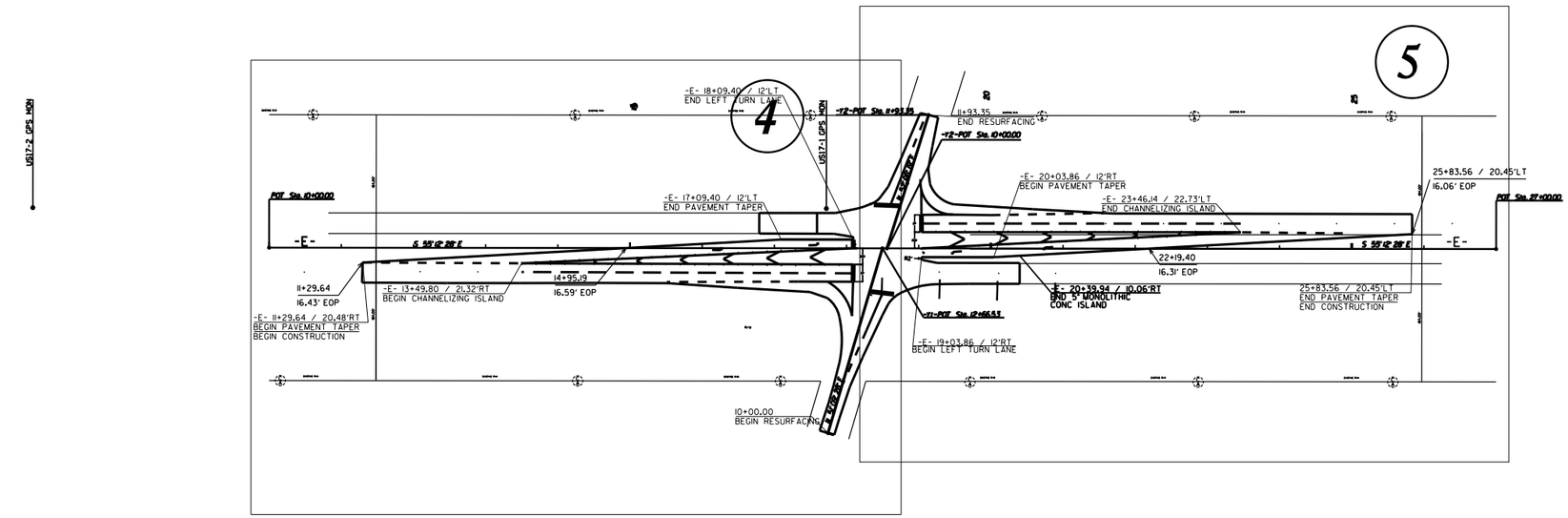
STATE	STATE PROJECT REFERENCE NO.		SHEET NO.
N.C.	SS-4901BI		1

STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
48241.1.1		PE
48241.3.1		CONST

NC GRID
NAD 83 NA 2011

LOCATION: *US 17/158 (N. ROAD ST.) AT INTERSECTION WITH SR 1333 (MAIN ST. EXT.) & SR 1462*

TYPE OF WORK: *CONSTRUCT OFFSET LEFT TURN LANES; DRAINAGE, BASE, PAVING & RESURFACING*



NTS

GRAPHIC SCALES

15 7.5 0 15 30
PLANS

25 12.5 0 25 50
PROFILE (HORIZONTAL)

2.5 1.25 0 2.5 5
PROFILE (VERTICAL)

PROJECT LENGTH

TOTAL LENGTH PROJECT WBS #48241.1.1 = 0.275 MILES

Prepared In the Office of:
NCDOT DIVISION ONE
113 Airport Dr., Edenton NC, 27932

2018 STANDARD SPECIFICATIONS

W. B. HOBBS, PE
DIVISION PROJECT TEAM LEAD

CHRIS SLACHTA
DIVISION PROPOSALS ENGINEER

S. P. FENWICK, PLS
DIVISION DESIGN ENGINEER

STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION ·

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sfenwick AT DIVI-304734

8/17/99

PROJECT REFERENCE NO.	SHEET NO.
SS-4901B1	1A

INDEX OF SHEETS

SHEET NUMBER	SHEET
1	TITLE SHEET
1A	INDEX OF SHEETS, GENERAL NOTES, AND STANDARD DRAWINGS
1B	CONVENTIONAL SYMBOLS
1C-1	SURVEY CONTROL SHEETS
2A-1	PAVEMENT SCHEDULE AND TYPICAL SECTIONS
2B-1 & 2B-2	ROADWAY DETAILS
3B-1	SUMMARY OF QUANTITIES
3B-2	ROADWAY EARTHWORK SUMMARY
4 THRU 6	PLAN AND PROFILE SHEETS
EC-1 THRU EC-5	EROSION CONTROL PLANS
X-1A	CROSS-SECTION SUMMARY SHEET
X-1 THRU X-7	CROSS-SECTIONS
SIG.1.0	SIGNAL PLANS

GENERAL NOTES:

2018 SPECIFICATIONS
EFFECTIVE: 01-16-2018
REVISED:

GRADE LINE:
GRADING AND SURFACING:

THE GRADE LINES SHOWN DENOTE THE FINISHED ELEVATION OF THE PROPOSED SURFACING AT GRADE POINTS SHOWN ON THE TYPICAL SECTIONS. GRADE LINES MAY BE ADJUSTED AT THEIR BEGINNING AND ENDING AND AT STRUCTURES AS DIRECTED BY THE ENGINEER IN ORDER TO SECURE A PROPER TIE-IN.

SUPERELEVATION:

ALL CURVES ON THIS PROJECT SHALL BE SUPERELEVATED IN ACCORDANCE WITH STD. NO. 225.05 USING THE RATE OF SUPERELEVATION AND RUNOFF SHOWN ON THE PLANS. SUPERELEVATION IS TO BE REVOLVED ABOUT THE GRADE POINTS SHOWN ON THE TYPICAL SECTIONS.

SHOULDER CONSTRUCTION:

ASPHALT, EARTH, AND CONCRETE SHOULDER CONSTRUCTION ON THE HIGH SIDE OF SUPERELEVATED CURVES SHALL BE IN ACCORDANCE WITH STD. NO. 560.02

SUBSURFACE PLANS:

NO SUBSURFACE PLANS ARE AVAILABLE ON THIS PROJECT. THE CONTRACTOR SHOULD MAKE HIS OWN INVESTIGATION AS TO THE SUBSURFACE CONDITIONS.

ANY RELOCATION OF EXISTING UTILITIES WILL BE ACCOMPLISHED BY OTHERS.

EFF. 01-16-2018
REV.

2018 ROADWAY ENGLISH STANDARD DRAWINGS

The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch - N. C. Department of Transportation - Raleigh, N. C., Dated January, 2018 are applicable to this project and by reference hereby are considered a part of these plans:

STD.NO.	TITLE
DIVISION 2 - EARTHWORK	
225.01	Guide for Grading Subgrade - Interstate and Freeway
DIVISION 3 - PIPE CULVERTS	
300.01	Method of Pipe Installation
DIVISION 5 - SUBGRADE, BASES AND SHOULDERS	
560.01	Method of Shoulder Construction - High Side of Superelevated Curve - Method 1
DIVISION 8 - INCIDENTALS	
840.14	Concrete Drop Inlet - 12" thru 30" Pipe
840.15	Brick Drop Inlet - 12" thru 30" Pipe
840.16	Drop Inlet Frame and Grates - for use with Std. Dwg 840.14 and 840.15
840.25	Anchorage for Frames - Brick or Concrete or Precast
840.31	Concrete Junction Box - 12" thru 66" Pipe
840.32	Brick Junction Box - 12" thru 66" Pipe
840.34	Traffic Bearing Junction Box - for Use with Pipes 42" and Under
840.35	Traffic Bearing Grated Drop Inlet - for Cast Iron Double Frame and Grates
840.45	Precast Drainage Structure
840.46	Traffic Bearing Precast Drainage Structure
840.54	Manhole Frame and Cover
840.72	Pipe Collar
DIVISION 17 - SIGNALS AND TRAFFIC MANAGEMENT SYSTEMS	
1715.01	UNDERGROUND CONDUIT - TRENCHING
1716.01	JUNCTION BOXES
1725.01	INDUCTIVE DETECTION LOOPS
1726.01	UNDERGROUND CONDUIT - TRENCHING

12/2/2016

PROJECT REFERENCE NO.	SHEET NO.
SS-4901BI	1B

STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS

CONVENTIONAL PLAN SHEET SYMBOLS

Note: Not to Scale **S.U.E. = Subsurface Utility Engineering*

BOUNDARIES AND PROPERTY:

- State Line
- County Line
- Township Line
- City Line
- Reservation Line
- Property Line
- Existing Iron Pin — EIP
- Computed Property Corner
- Property Monument — ECM
- Parcel/Sequence Number — 123
- Existing Fence Line
- Proposed Woven Wire Fence
- Proposed Chain Link Fence
- Proposed Barbed Wire Fence
- Existing Wetland Boundary — WLB
- Proposed Wetland Boundary — WLB
- Existing Endangered Animal Boundary — EAB
- Existing Endangered Plant Boundary — EPB
- Existing Historic Property Boundary — HPB
- Known Contamination Area: Soil — S
- Potential Contamination Area: Soil — S
- Known Contamination Area: Water — W
- Potential Contamination Area: Water — W
- Contaminated Site: Known or Potential

BUILDINGS AND OTHER CULTURE:

- Gas Pump Vent or U/G Tank Cap
- Sign — S
- Well — W
- Small Mine
- Foundation
- Area Outline
- Cemetery
- Building
- School
- Church
- Dam

HYDROLOGY:

- Stream or Body of Water
- Hydro, Pool or Reservoir
- Jurisdictional Stream — JS
- Buffer Zone 1 — BZ 1
- Buffer Zone 2 — BZ 2
- Flow Arrow
- Disappearing Stream
- Spring
- Wetland
- Proposed Lateral, Tail, Head Ditch — FLOW
- False Sump

RAILROADS:

- Standard Gauge — CSX TRANSPORTATION
- RR Signal Milepost — MILEPOST 35
- Switch — SWITCH
- RR Abandoned
- RR Dismantled

RIGHT OF WAY & PROJECT CONTROL:

- Secondary Horiz and Vert Control Point
- Primary Horiz Control Point
- Primary Horiz and Vert Control Point
- Exist Permanent Easment Pin and Cap
- New Permanent Easement Pin and Cap
- Vertical Benchmark
- Existing Right of Way Marker
- Existing Right of Way Line
- New Right of Way Line — RW
- New Right of Way Line with Pin and Cap — RW
- New Right of Way Line with Concrete or Granite R/W Marker — RW
- New Control of Access Line with Concrete C/A Marker — CA
- Existing Control of Access — CA
- New Control of Access — CA
- Existing Easement Line — E
- New Temporary Construction Easement — E
- New Temporary Drainage Easement — TDE
- New Permanent Drainage Easement — PDE
- New Permanent Drainage / Utility Easement — DUE
- New Permanent Utility Easement — PUE
- New Temporary Utility Easement — TUE
- New Aerial Utility Easement — AUE

ROADS AND RELATED FEATURES:

- Existing Edge of Pavement
- Existing Curb
- Proposed Slope Stakes Cut — C
- Proposed Slope Stakes Fill — F
- Proposed Curb Ramp — CR
- Existing Metal Guardrail
- Proposed Guardrail
- Existing Cable Guiderail
- Proposed Cable Guiderail
- Equality Symbol
- Pavement Removal

VEGETATION:

- Single Tree
- Single Shrub
- Hedge
- Woods Line
- Orchard
- Vineyard — Vineyard

EXISTING STRUCTURES:

MAJOR:

- Bridge, Tunnel or Box Culvert — CONC
- Bridge Wing Wall, Head Wall and End Wall — CONC WW

MINOR:

- Head and End Wall — CONC HW
- Pipe Culvert
- Footbridge
- Drainage Box: Catch Basin, DI or JB — CB
- Paved Ditch Gutter
- Storm Sewer Manhole — S
- Storm Sewer — S

UTILITIES:

POWER:

- Existing Power Pole
- Proposed Power Pole
- Existing Joint Use Pole
- Proposed Joint Use Pole
- Power Manhole — P
- Power Line Tower
- Power Transformer
- U/G Power Cable Hand Hole
- H-Frame Pole
- U/G Power Line LOS B (S.U.E.*) — P
- U/G Power Line LOS C (S.U.E.*) — P
- U/G Power Line LOS D (S.U.E.*) — P

TELEPHONE:

- Existing Telephone Pole
- Proposed Telephone Pole
- Telephone Manhole — T
- Telephone Pedestal — T
- Telephone Cell Tower
- U/G Telephone Cable Hand Hole — HH
- U/G Telephone Cable LOS B (S.U.E.*) — T
- U/G Telephone Cable LOS C (S.U.E.*) — T
- U/G Telephone Cable LOS D (S.U.E.*) — T
- U/G Telephone Conduit LOS B (S.U.E.*) — TC
- U/G Telephone Conduit LOS C (S.U.E.*) — TC
- U/G Telephone Conduit LOS D (S.U.E.*) — TC
- U/G Fiber Optics Cable LOS B (S.U.E.*) — T FO
- U/G Fiber Optics Cable LOS C (S.U.E.*) — T FO
- U/G Fiber Optics Cable LOS D (S.U.E.*) — T FO

WATER:

- Water Manhole — W
- Water Meter
- Water Valve
- Water Hydrant
- U/G Water Line LOS B (S.U.E*) — W
- U/G Water Line LOS C (S.U.E*) — W
- U/G Water Line LOS D (S.U.E*) — W
- Above Ground Water Line — A/G Water

TV:

- TV Pedestal — C
- TV Tower
- U/G TV Cable Hand Hole — HH
- U/G TV Cable LOS B (S.U.E.*) — TV
- U/G TV Cable LOS C (S.U.E.*) — TV
- U/G TV Cable LOS D (S.U.E.*) — TV
- U/G Fiber Optic Cable LOS B (S.U.E.*) — TV FO
- U/G Fiber Optic Cable LOS C (S.U.E.*) — TV FO
- U/G Fiber Optic Cable LOS D (S.U.E.*) — TV FO

GAS:

- Gas Valve
- Gas Meter
- U/G Gas Line LOS B (S.U.E.*) — G
- U/G Gas Line LOS C (S.U.E.*) — G
- U/G Gas Line LOS D (S.U.E.*) — G
- Above Ground Gas Line — A/G Gas

SANITARY SEWER:

- Sanitary Sewer Manhole
- Sanitary Sewer Cleanout
- U/G Sanitary Sewer Line — SS
- Above Ground Sanitary Sewer — A/G Sanitary Sewer
- SS Forced Main Line LOS B (S.U.E.*) — FSS
- SS Forced Main Line LOS C (S.U.E.*) — FSS
- SS Forced Main Line LOS D (S.U.E.*) — FSS

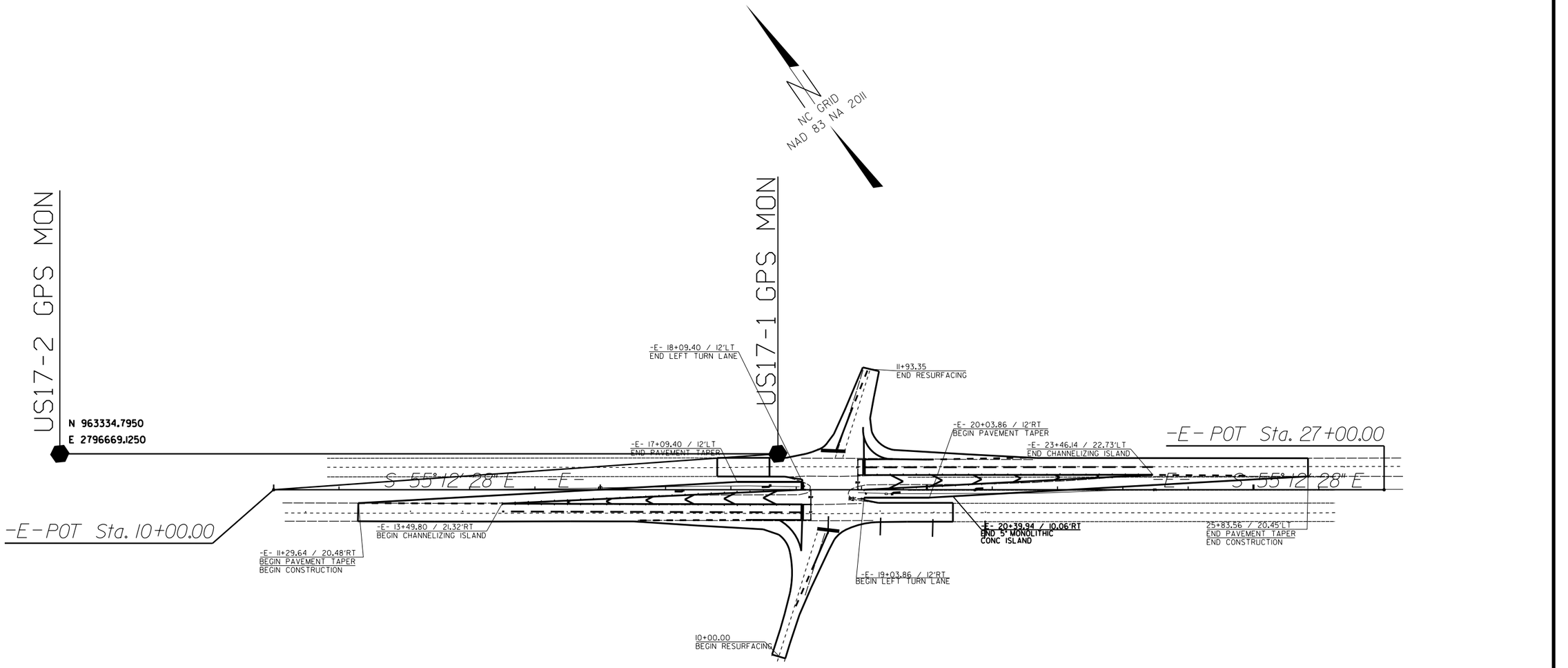
MISCELLANEOUS:

- Utility Pole
- Utility Pole with Base
- Utility Located Object
- Utility Traffic Signal Box — S
- Utility Unknown U/G Line LOS B (S.U.E.*) — ?UTL
- U/G Tank; Water, Gas, Oil
- Underground Storage Tank, Approx. Loc. — UST
- A/G Tank; Water, Gas, Oil
- Geoenvironmental Boring
- U/G Test Hole LOS A (S.U.E.*)
- Abandoned According to Utility Records — AATUR
- End of Information — E.O.I.

PROJECT REFERENCE NO.	SHEET NO.
SS-4901BI	IC-1

8/17/99

REVISIONS



DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "US17-1" WITH NAD 83/NA 2011 STATE PLANE GRID COORDINATES OF NORTHING: 962707.5540(ft) EASTING: 2797571.9150(ft) ELEVATION: 15.38(ft)

THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 1.000066542

THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "US17-1" TO -E- STATION 10+00.00 IS

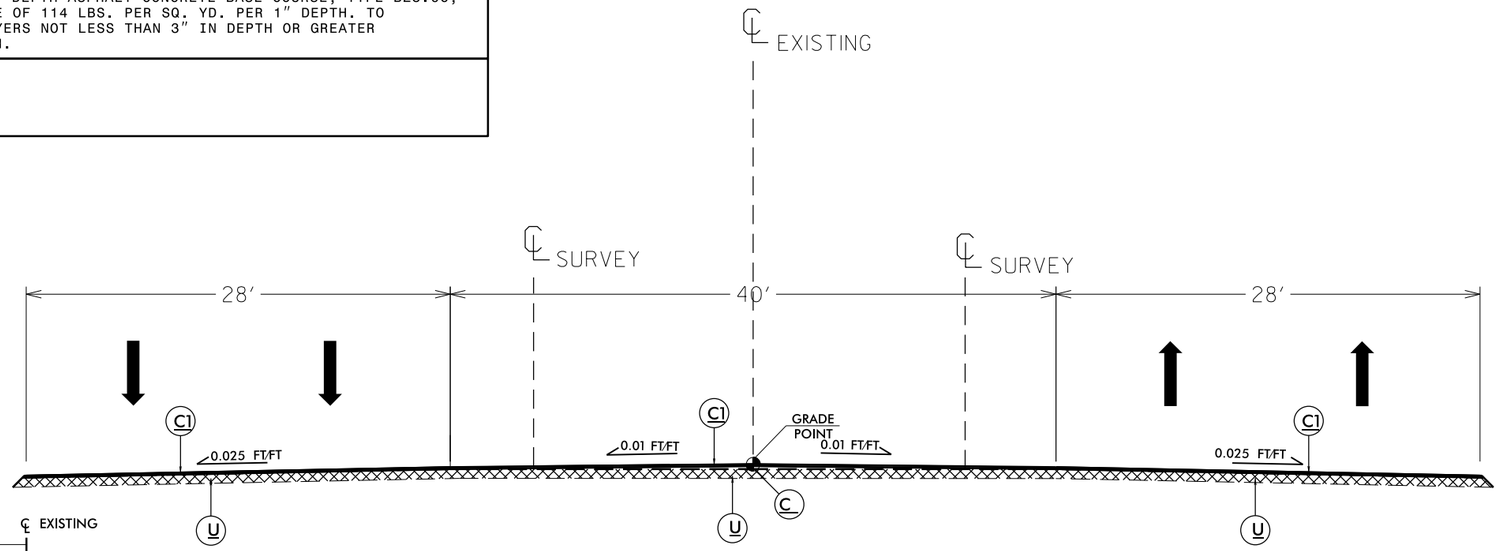
N 59°- 16'-53" W 773.92'

ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES

VERTICAL DATUM USED IS NAVD 88

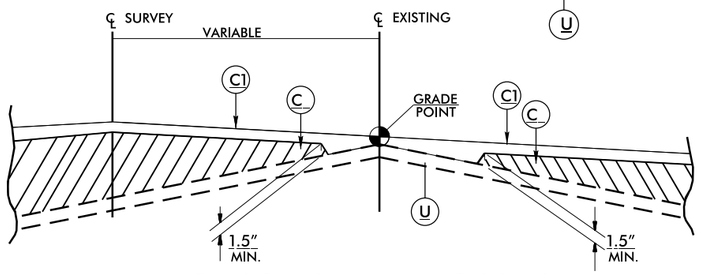
PROJECT REFERENCE NO.	SHEET NO.
SS-4901B1	2A-1

C_	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 1.5" IN DEPTH.
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
E_	PROP. APPROX. 7½" DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN 2 LAYERS NOT LESS THAN 3" IN DEPTH OR GREATER THAN 5½" IN DEPTH.
U	EXISTING

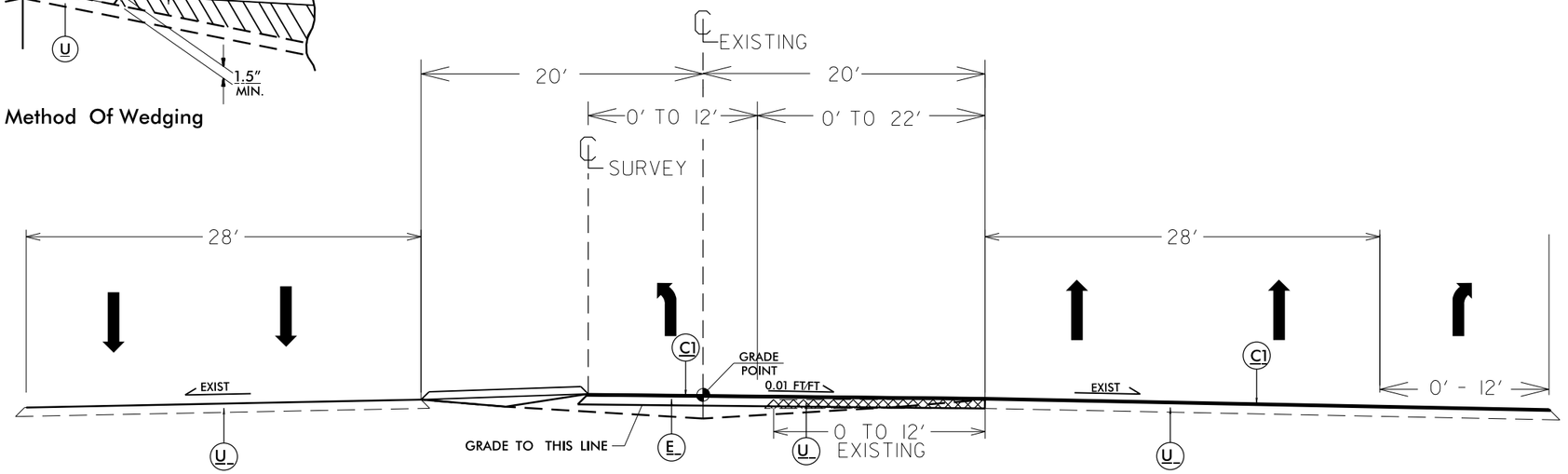


TYPICAL SECTION NO. 2

–E– STA 18+09.40 TO STA 19+03.86



Detail Showing Method Of Wedging



TYPICAL SECTION NO. 1

–E– STA 11+29.64 TO STA 18+09.40

–E– STA 19+03.86 TO STA 25+83.56 (MIRROR IMAGE)

REVISIONS 8/17/99

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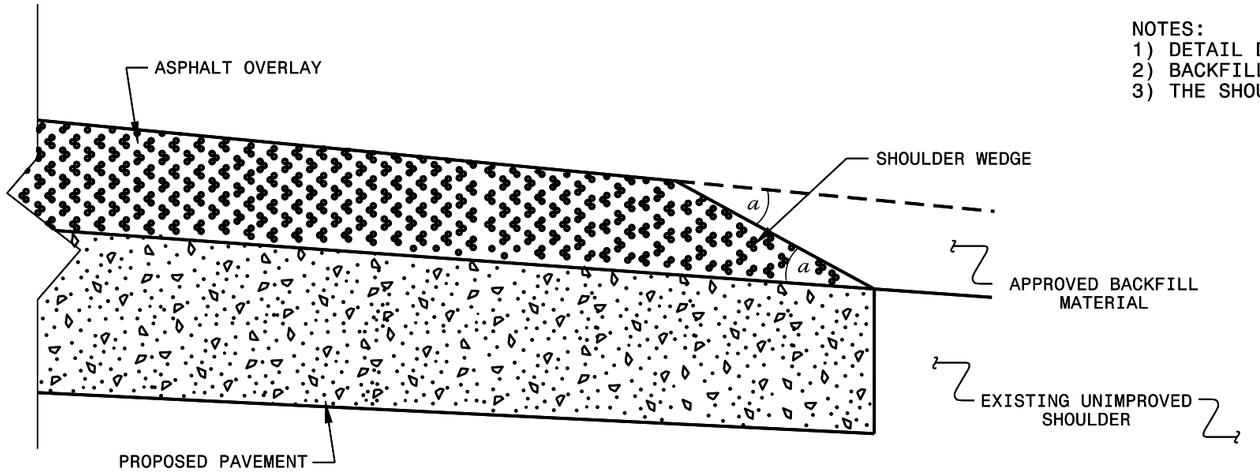
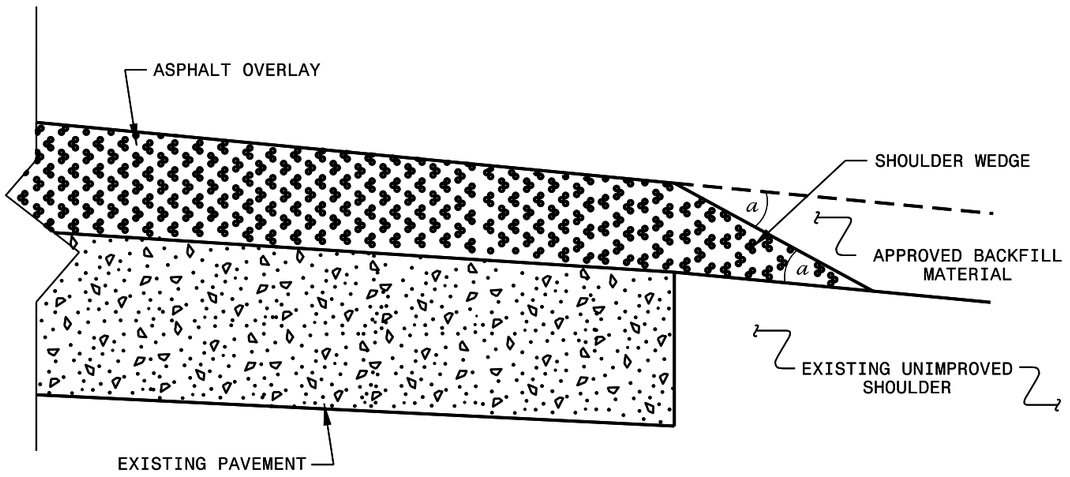
PROJECT REFERENCE NO.	SHEET NO.
SS-4901BI	2B-1

NOTES:
1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



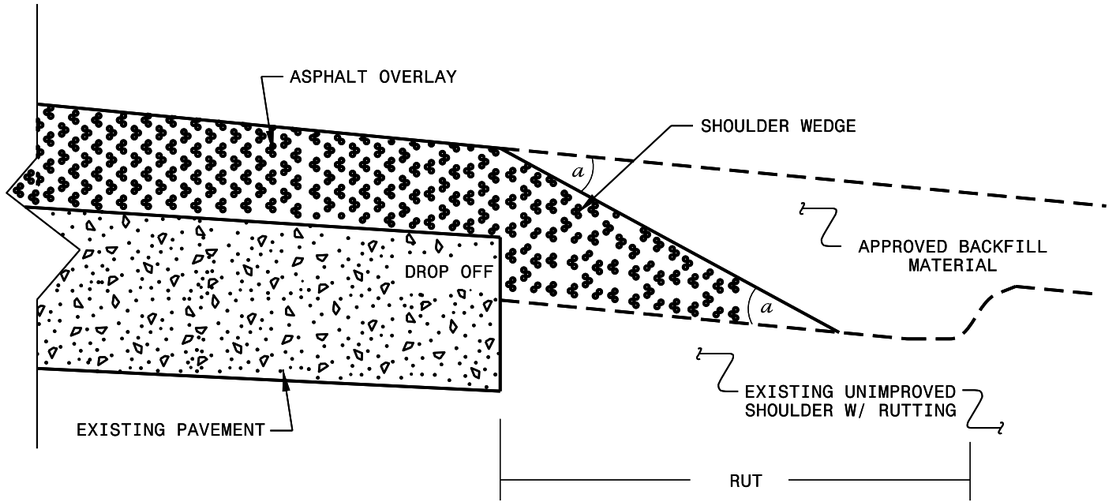
SHOULDER WEDGE DETAIL

(Resurfacing Projects w/ Widening or with Existing Paved Shoulder having no dropoffs)



SHOULDER WEDGE DETAIL

(Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL

(Resurfacing Adjacent to Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

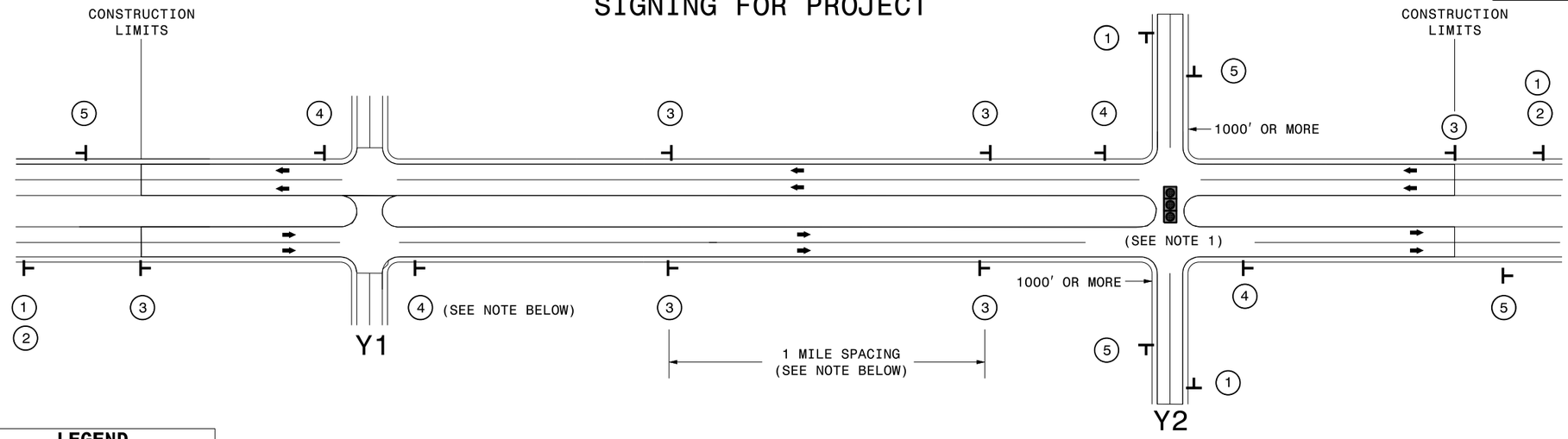
CONTRACT STANDARDS AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

SHOULDER WEDGE DETAILS

ORIGINAL BY: T.SPELL DATE: 7-19-11
MODIFIED BY: DATE: 10/16/12
CHECKED BY: DATE:
FILE SPEC.: s:usr/details/stand/shoulderwedgedetail.dgn

PROJ. REFERENCE NO.	SHEET NO.
SS-4901BI	2B-2

SIGNING FOR PROJECT



LEGEND
- ⊢ STATIONARY SIGN
- ⬅ DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION

1	ROAD WORK AHEAD W20-1 48″ X 48″	PLACE 1000′ PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000′ ALONG -Y- LINE.
2	NEXT XX MILES W7-3aP 24″ X 18″	#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER.(NO FRACTIONAL OR DECIMAL NUMBERS)
3	LOW/SOFT SHOULDER SP 13107 48″ X 48″	PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET ½ MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.
4	ROAD UNDER CONST SP 13106 48″ X 48″	THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. INSTALL 500′ +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500′ OF EACH APPROACH. A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.
5	END ROAD WORK G20-2 A 48″ X 24″	PLACE 500′ FOLLOWING THE END OF CONSTRUCTION LIMITS.

-Y- LINE SIGNING

NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:

1) LESS THAN 1000′ OF RESURFACING ALONG -Y- LINE
2) SUBDIVISION ROADS
3) DEAD END ROADS

WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.

PLACED 500′ IN ADVANCE OF FLAGGER.

PLACED 250′ IN ADVANCE OF FLAGGER.

NOTES:

1) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500′ IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.

DIVISION OF HIGHWAYS · STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION · WORK ZONE TRAFFIC CONTROL

RESURFACING
ADVANCE WARNING SIGNS
FOR RURAL AND SUBURBAN
MULTI-LANE ROADWAYS
W/ SHOULDER SECTIONS

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PROJECT NO.	SHEET NO.
SS-4901BI	3B-1

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	MOBILIZATION	CLEARING & GRUBBING (0.3 ACRES)	UNCLASSIFIED EXCAVATION	UNDERCUT EXCAVATION	BORROW EXCAVATION	FOUNDATION CONDITIONING MATERIAL, MINOR STRUCTURES	FOUNDATION CONDITIONING GEOTEXTILE	12" RCP CULVERT, CL III	15" RCP CULVERT, CL IV	INCIDENTAL MILLING	ASPHALT CONCRETE BASE COURSE, B25.0C	ASPHALT CONCRETE SURFACE COURSE, S9.5B	ASPHALT FOR PLANT MIX	PIPE COLLARS	MASONARY DRAINAGE STRUCTURE	MASONARY DRAINAGE STRUCTURE, TB DI 840.35 STD	MASONARY DRAINAGE STRUCTURE, TB JB WITH MANHOLE 840.34 STD	FRAME WITH GRATE 840.22 STD	FRAME WITH TWO GRATES 840.22 STD	FRAME WITH TWO GRATES, 840.35 STD	FRAME WITH COVER STD 840.54	5" MONOLITHIC CONCRETE ISLANDS (KEY IN)	GENERIC PAVEMENT MARKING ITEM, NON-CAST IRON SNOWPLOWABLE MARKERS	WORK ZONE ADV/GEN WARNING SIGN	TEMPORARY TRAFFIC CONTROL
										MI	FT	LS	LS	CY	CY	CY	TONS	SY	LF	LF	SY	TONS	TONS	TONS	CY	EA	EA	EA	EA	EA	EA	EA	EA	SY	EA	SF	LS
46241.3.1	Pasquotank	1	US 17	OFFSET LEFT TURN LANES	1, 2	4	MD	NO	NO	0.275	VAR																												
TOTAL FOR PROJ NO. 48241.1.1												1	1	117	82	695	25	200	4	200	354	980	1,190	124	0.35	2	1	1	1	2	1	1	235	112	128	1

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	THERMO PAVEMENT MARKING LINES, 6" 90 MILS (WHITE)	THERMO PAVEMENT MARKING LINES, 6" 90 MILS (YELLOW)	THERMO PAVEMENT MARKING LINES, 8 "90 MILS (YELLOW)	THERMO PAVEMENT MARKING SYMBOL, 90 MILS (LT ARROW)	THERMO PAVEMENT MARKING SYMBOL, 90 MILS (RT ARROW)	THERMO PAVEMENT MARKING SYMBOL 90 MILS (STR ARROW)	THERMO PAVEMENT MARKING SYMBOL 90 MILS (STR & LT ARROW)	PAINT PAVEMENT MARKING LINES, 4" WHITE	PAINT PAVEMENT MARKING LINES, 4" YELLOW	PAINT PAVEMENT MARKING LINES, 24"	PAINT PAVEMENT MARKING SYMBOL (LT ARROW)	PAINT PAVEMENT MARKING SYMBOL (RT ARROW)	PAINT PAVEMENT MARKING SYMBOL (STR ARROW)	PAINT PAVEMENT MARKING SYMBOL (STR & LT ARROW)	SEDIMENT CONTROL STONE	1/4" HARDWARE CLOTH	SEEDING & MULCHING	COIR FIBER WATTLE	RESPONSE FOR EROSION CONTROL	GENERIC PAVEMENT MARKING ITEM, THERMO LINES (24", 90 MILS)	UNPAVED TRENCHING (1, 2")	JUNCTION BOX (STANDARD SIZE)	INDUCTIVE LOOP SAWCUT	LEAD-IN CABLE (14-2)
										MI	FT	LF	LF	LF	EA	EA	EA	EA	LF	LF	LF	EA	EA	EA	EA	TON	LF	AC	LF	EA	LF	LF	EA	LF	LF
48241.3.1	Pasquotank	1	US 17	OFFSET LEFT TURN LANES	1, 2	2	MD	NO	NO																												
TOTAL FOR PROJ NO. 48241.3.1										0.275	VAR	3,000	688	1,000	4	4	8	2	3,668	1,000	144	4	4	8	2	1	80	0.60	40	4	144	200	2	400	400
												3,688			18				4,668			18													

5/9/06

COMPUTED BY:
CHECKED BY: DATE:
DATE:

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

SUMMARY OF EARTHWORK

IN CUBIC YARDS

LOCATION (–E–)	UNCLASSIFIED EXCAVATION	UNDERCUT	EMBT + %	BORROW	WASTE
11+29.64	0	0	0	0	0
12+00.00	5	2	7.2	2.2	0
12+50.00	4	2	10.8	6.8	0
13+00.00	4	3	21.6	17.6	0
13+50.00	5	3	32.4	27.4	0
14+00.00	5	3	39.6	34.6	0
14+50.00	4	3	39.6	35.6	0
15+00.00	5	3	39.6	34.6	0
15+50.00	4	3	42.0	38.0	0
16+00.00	3	2	37.2	34.2	0
16+50.00	3	2	28.8	25.8	0
17+09.40	5	4	25.2	20.2	0
17+50.00	6	4	9.6	3.6	0
18+00.00	7	8	2.4	0	4.6
18+09.40	1	2	0	0	1
19+00.00	1	2	1.2	0.2	0
19+50.00	4	5	16.8	12.8	0
20+03.86	5	4	32.4	27.4	0
20+50.00	3	3	28.8	25.8	0
21+00.00	2	2	32.4	30.4	0
21+50.00	3	3	30.0	27.0	0
22+00.00	4	3	27.6	23.6	0
22+50.00	4	3	30.0	26.0	0
23+00.00	6	3	38.4	32.4	0
23+50.00	4	3	44.4	40.4	0
24+00.00	5	3	38.4	33.4	0
24+50.00	5	3	26.4	21.4	0
25+00.00	5	1	15.6	10.6	0
25+83.56	5	0	9.6	4.6	0
SUB TOTAL				596.6	
ADD BORROW FOR UNDERCUT		82	98.4	98.4	82
TOTAL	117	82		695	87.6

PROJECT REFERENCE NO.
SS-4901B1

SHEET NO.
3B-2

PROJECT REFERENCE NO.	SHEET NO.
SS-4901BI	4

8/17/99

REVISIONS

EXISTING R/W

Ⓒ
Ⓐ

15

-E- 18+09.40 / 12'LT
END LEFT TURN LANE

US17-1 GPS MON

5" MONOLITHIC CONC ISLAND KEYED IN 115 SY

1003 LOCATE, CLEAN PIPE AND DITCH

184.00'

POT Sta. 10+00.00

-E- 13+00.00 / 0.0'LT
DI #1001

Retain

DIRECTION ONLY

12" RCP

-E- 17+09.40 / 12'LT
END PAVEMENT TAPER

16+79.06 20.30'LT
BEGIN 5" MONOLITHIC CONC ISLAND

INV=10.85'

U.S.17/U.S.158 28' BST

-E- 14+98.00 / 9.6'LT
DI #1002

TO SOUTH MILLS

-E-

S 55° 12' 28" E

1001 TOP=14.0' INV=11.0' 2GI

15" RCP-IV

1002 TOP=15.0' INV=10.80' TB 2GI DI

GRADE TO DRAIN

8'

103.25'

125.75'

R2'

Remove Ex. DI

22.5'

24'

U.S.17/U.S.158 28' BST

14+95.19
16.59' EOP

11+29.64
16.43' EOP

-E- 13+49.80 / 21.32'RT
BEGIN CHANNELIZING ISLAND

-E- 11+29.64 / 20.48'RT
BEGIN PAVEMENT TAPER
BEGIN CONSTRUCTION

-Y1-POT Sta. 12+66.53
-E-POT Sta. 18+49.70

MATCHLINE STA. 18+50.00 SEE SHEET 5

RATIONAL METHOD
DA=0.57 ACRES
C=0.3, I=6.4 IN/HR
Q_{design}=1.1 CFS
s=0.005 FT./FT.
n=0.045
SS=3:1 SS=3:1
BASE=0 FT.
V_{design}=1.0 FPS
d_{design}=0.38 FT.

SPECIAL LATERAL V DITCH
-E- STA. 13+25 TO 15+00 CL

10+00.00
BEGIN RESURFACING
-Y1-POT Sta. 10+00.00

N 5° 09' 28" E
WEST MAIN ST EXTENSION (SR 1333) 21' BST

TO N HUGHS BLVD

12-JAN-2021 09:20
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dfranck
Alt Dwg: 304.24

PROJECT REFERENCE NO.	SHEET NO.
SS-4901BI	5

8/17/99

REVISIONS

20

25

TO OLD US.17

-Y2-POT Sta. 11+93.35

11+93.35 EXISTING R/W

END RESURFACING

-Y2-POT Sta. 10+00.00

CORPORATE DR. 45°± 142' 21' BST

N 52° 06' 19" E

INV=7.06'

1004

36" RCP

Retain EX. 36"RCP

-E- 19+37.78

6.55'RT JB #1005

-E- 20+03.86 / 12'RT

BEGIN PAVEMENT TAPER

-E- 23+46.14 / 22.73'LT

END CHANNELIZING ISLAND

LOCATE, CLEAN PIPE AND DITCH

1008

DIRECTION ONLY

42" RCP

Retain

-E- 23+49.03

1.5'RT DI #1007

COLLAR AND EXTEND EXIST. 12" RCP

-E- S 55° 12' 28" E 1700.00'

-E- POT Sta. 27+00.00

184.00'

MATCHLINE STA. 18+50.00 SEE SHEET 4

24'

22.5'

INV=7.51'

1005

INV=7.63'

R2'

20.55'

114.3'

8'

GRADE TO DRAIN

Remove Ex. 3GI DI

TOP=13.5'

INV=10.54'

1007

U.S.17/U.S.158 28' BST

INV=10.54'

TO ELIZABETH CITY

Retain EX. 36"RCP

Conv. DI TO TB JB w/MH

36" RCP

INV=6.57'

5" MONOLITHIC CONC ISLAND (KEYED IN) 120 SY

-E- 20+39.94 / 10.06'RT

END 5" MONOLITHIC CONC ISLAND

25+83.56 / 20.45'LT

END PAVEMENT TAPER

END CONSTRUCTION

1006

-E- 19+03.86 / 12'RT

BEGIN LEFT TURN LANE

RATIONAL METHOD
DA=0.71 ACRES
C=0.36, I=6.4IN/HR
Q_{10}=1.6 CFS
s=0.008 FT./FT.
n=0.045
SS=3:1 SS=3:1
BASE=0 FT.
V_{10}=1.3 FPS
d_{10}=0.6 FT.

SPECIAL LATERAL V DITCH
-E- STA. 21+00 TO 23+25 CL

EXISTING R/W

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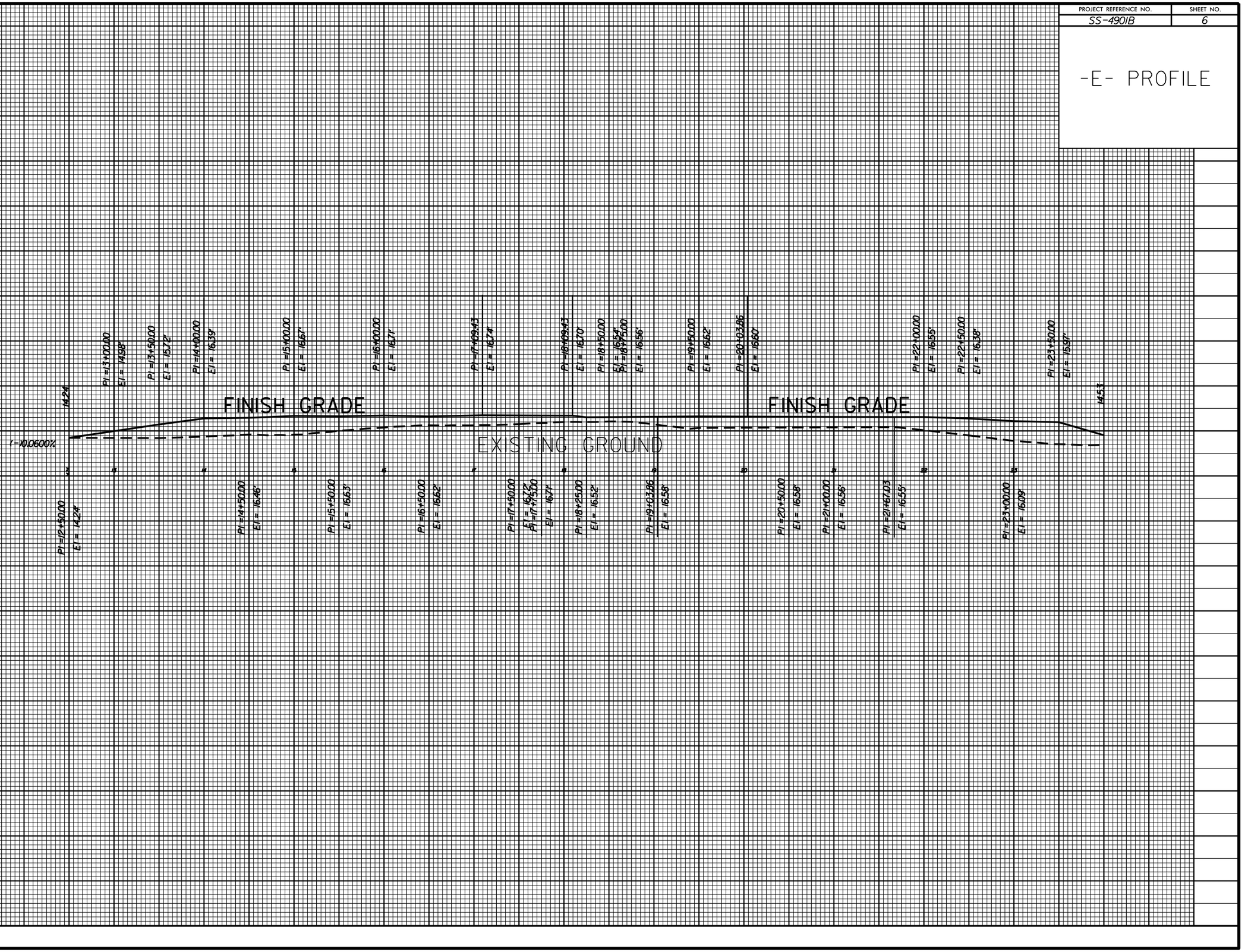
Frank
At 100%

PROJECT REFERENCE NO.	SHEET NO.
SS-4901B	6

-E- PROFILE



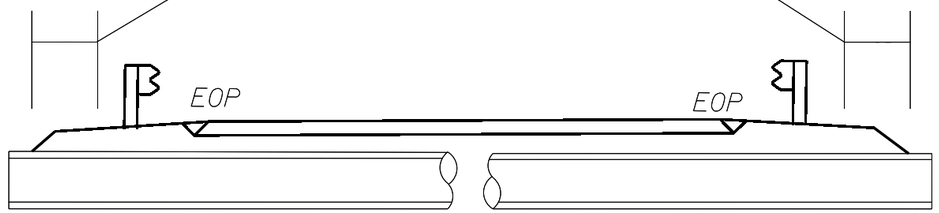
PROJECT REFERENCE NO.	SHEET NO.
SS-4901BI	EC-1

NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle or Silt Fence

EROSION CONTROL DETAIL

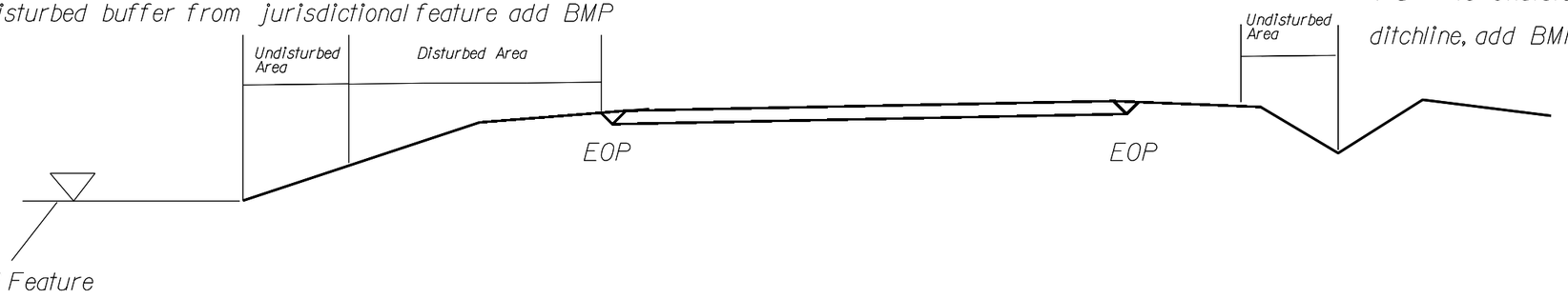
< 5' - 10' Undisturbed buffer add BMP



Pipe/Culvert

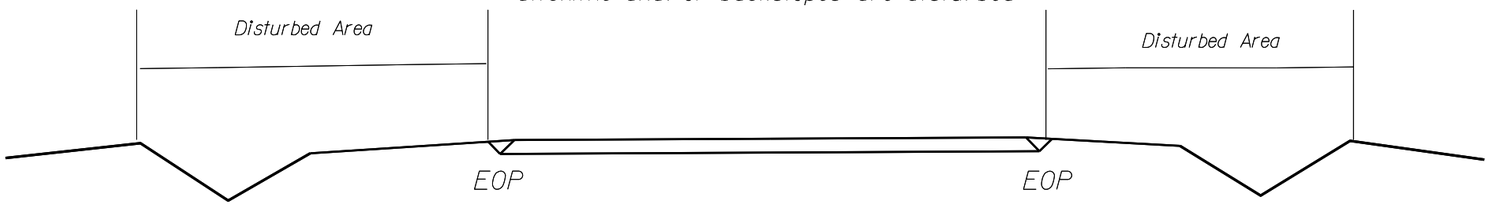
< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP

< 5' - 10' Undisturbed buffer from ditchline, add BMP

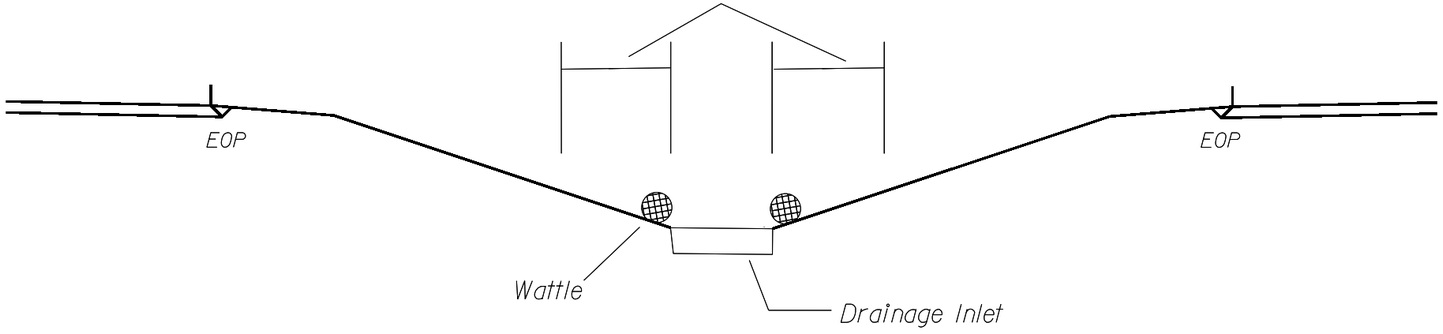


Jurisdictional Feature

Use BMP's if shoulders and/or frontslopes and/or ditchline and/or backslopes are disturbed



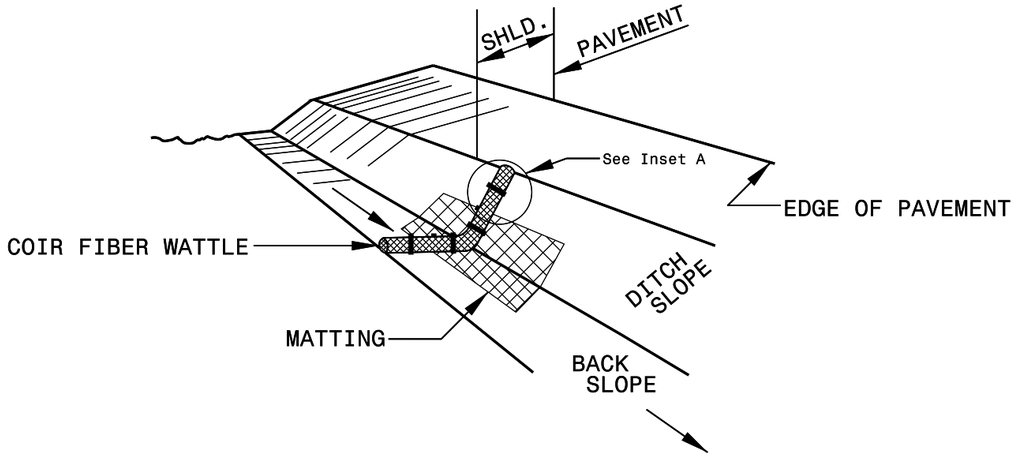
< 5' - 10' Undisturbed buffer from inlet, add wattle



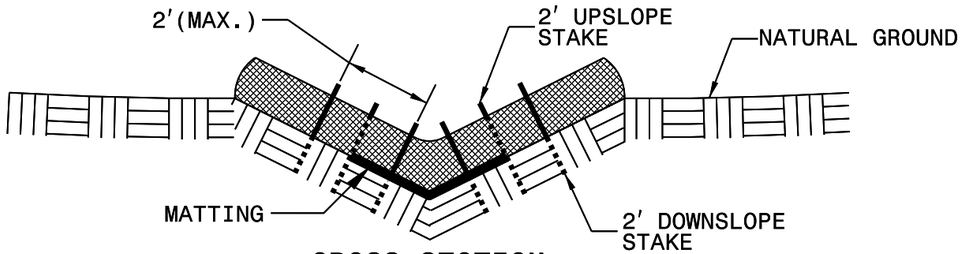
NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
SS-4901BI	EC-2

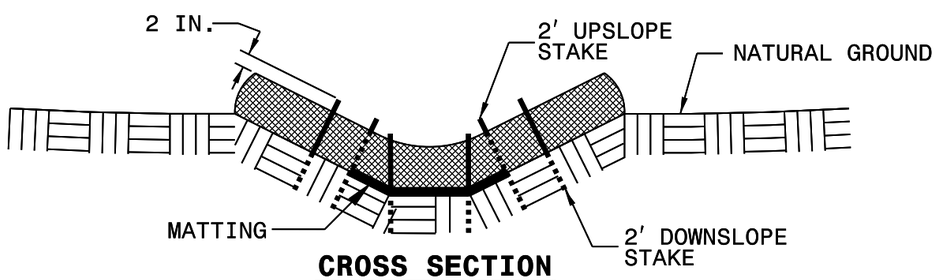
COIR FIBER WATTLE DETAIL



ISOMETRIC VIEW



CROSS SECTION VEE DITCH



CROSS SECTION TRAPEZOIDAL DITCH

NOTES:

USE MINIMUM 12 IN. DIAMETER COIR FIBER (COCONUT FIBER) WATTLE.

USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.

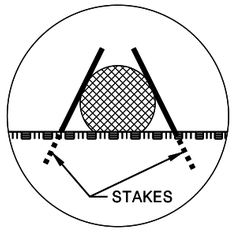
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

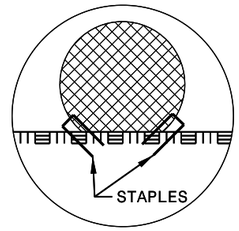
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12″ IN LENGTH.

INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

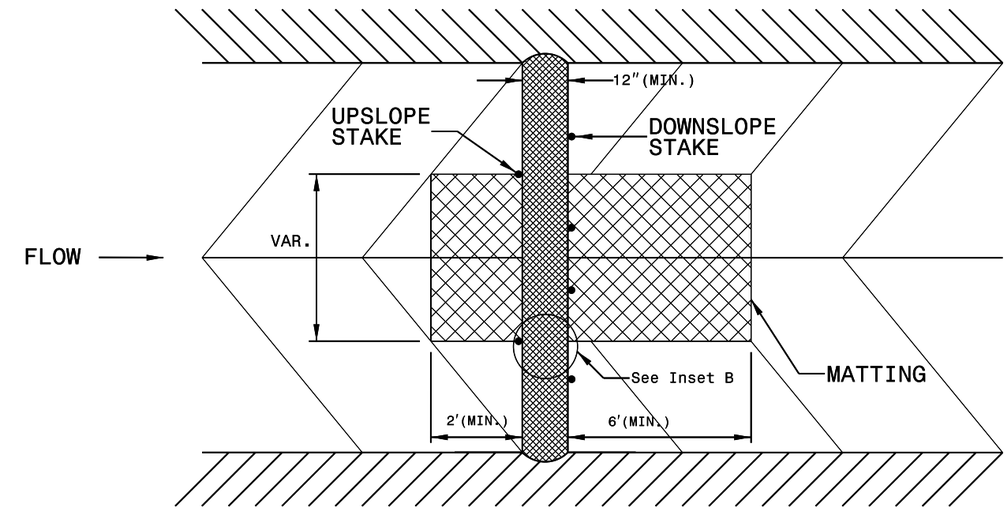
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



INSET A



INSET B



TOP VIEW

PROJECT REFERENCE NO.	SHEET NO.
SS-4901BI	EC-3

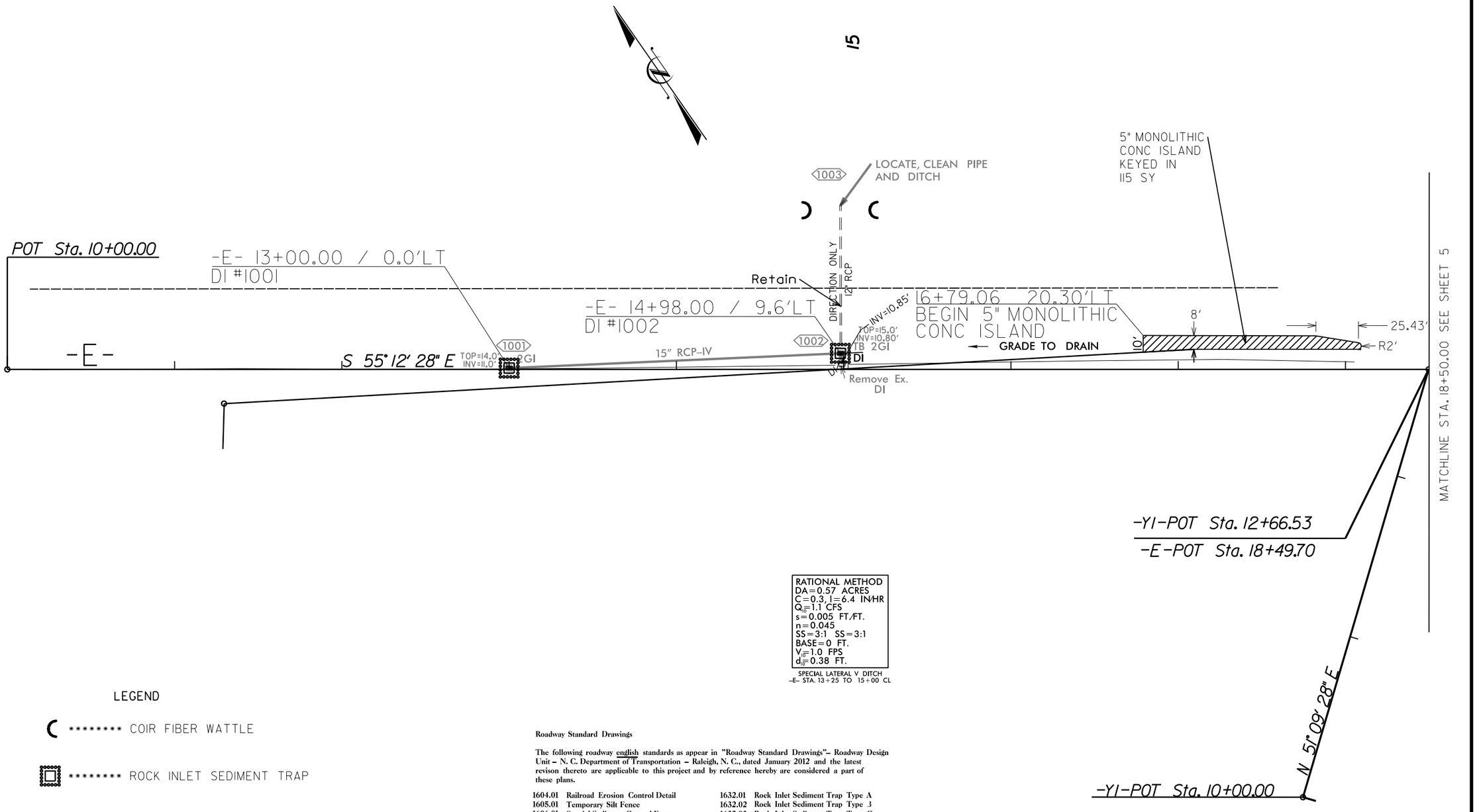
DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

SOIL STABILIZATION TIMEFRAMES

SITE DESCRIPTION	STABILIZATION TIME	TIMEFRAME EXCEPTIONS
PERIMETER DIKES, SWALES, DITCHES AND SLOPES	7 DAYS	NONE
HIGH QUALITY WATER (HQW) ZONES	7 DAYS	NONE
SLOPES STEEPER THAN 3:1	7 DAYS	IF SLOPES ARE 10' OR LESS IN LENGTH AND ARE NOT STEEPER THAN 2:1, 14 DAYS ARE ALLOWED.
SLOPES 3:1 OR FLATTER	14 DAYS	7 DAYS FOR SLOPES GREATER THAN 50' IN LENGTH.
ALL OTHER AREAS WITH SLOPES FLATTER THAN 4:1	14 DAYS	NONE, EXCEPT FOR PERIMETERS AND HQW ZONES.

PROJECT REFERENCE NO.	SHEET NO.
SS-4901BI	EC-4

HIGHWAY EROSION CONTROL



RATIONAL METHOD
DA=0.57 ACRES
C=0.3, I=6.4 IN/HR
Q_{allow}=1.1 CFS
s=0.005 FT./FT.
n=0.045
SS=3:1 SS=3:1
BASE=0 FT.
V_{allow}=1.0 FPS
d_{allow}=0.38 FT.

SPECIAL LATERAL V DITCH
-E- STA. 13+25 TO 15+00 CL

LEGEND

C ******** COIR FIBER WATTLE

▣ ******** ROCK INLET SEDIMENT TRAP

Roadway Standard Drawings

The following roadway english standards as appear in "Roadway Standard Drawings"– Roadway Design Unit – N. C. Department of Transportation – Raleigh, N. C., dated January 2012 and the latest revison thereto are applicable to this project and by reference hereby are considered a part of these plans.

1604.01	Railroad Erosion Control Detail
1605.01	Temporary Silt Fence
1606.01	Special Sediment Control Fence
1607.01	Gravel Construction Entrance
1622.01	Temporary Berms and Slope Drains
1630.01	Riser Basin
1630.02	Silt Basin Type B
1630.03	Temporary Silt Ditch
1630.04	Stilling Basin
1630.05	Temporary Diversion
1630.06	Special Stilling Basin
1631.01	Matting Installation
1632.01	Rock Inlet Sediment Trap Type A
1632.02	Rock Inlet Sediment Trap Type B
1632.03	Rock Inlet Sediment Trap Type C
1633.01	Temporary Rock Silt Check Type A
1633.02	Temporary Rock Silt Check Type B
1634.01	Temporary Rock Sediment Dam Type A
1634.02	Temporary Rock Sediment Dam Type B
1635.01	Rock Pipe Inlet Sediment Trap Type A
1635.02	Rock Pipe Inlet Sediment Trap Type B
1640.01	Coir Fiber Baffle
1645.01	Temporary Stream Crossing

REVISIONS

8/17/99

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sfenwick
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PROJECT REFERENCE NO.	SHEET NO.
SS-4901BI	EC-5

HIGHWAY EROSION CONTROL

8/17/99

REVISIONS

20

25

-Y2-POT Sta. 11+93.35

TO OLD U.S.17

CORPORATE DR/SR 1462)

N 52° 06' 19" E 21' BST

-Y2-POT Sta. 10+00.00

-E- 19+37.78
6.55'RT JB #1005

INV=7.06'

1004

36" RCP

Retain EX. 36"RCP

LOCATE, CLEAN PIPE AND DITCH

1008

DIRECTION ONLY

12" RCP

Retain

-E- POT Sta. 27+00.00

U.S.17/U.S.158 28' BST

-E- 23+49.03
1.5'RT DI #1007

COLLAR AND EXTEND EXIST. 12" RCP

S 55° 12' 28" E
1700.00'

-E-

INV=7.51'

1005

INV=7.63'

GRADE TO DRAIN

Remove EX. 3G DI

1007

TOP=13.5'
INV=10.54'

Conv. DI TO TB JB w/MH

20.55'

114.31'

8'

Retain EX. 36"RCP

U.S.17/U.S.158 28' BST

INV=10.54'

TO ELIZABETH CITY

MATCHLINE STA. 18+50.00 SEE SHEET 4

5" MONOLITHIC CONC ISLAND (KEYED IN) 120 SY

36" RCP

INV=6.57'

1006

RATIONAL METHOD
DA=0.71 ACRES
C=0.36, I=6.4IN/HR
Q_{10}=1.6 CFS
s=0.008 FT./FT.
n=0.045
SS=3:1 SS=3:1
BASE=0 FT.
V_{10}=1.3 FPS
d_{10}=0.6 FT.

SPECIAL LATERAL V DITCH
-E- STA. 21+00 TO 23+25 CL

LEGEND

******** COIR FIBER WATTLE

******** ROCK INLET SEDIMENT TRAP

Roadway Standard Drawings

The following roadway english standards as appear in "Roadway Standard Drawings"– Roadway Design Unit – N. C. Department of Transportation – Raleigh, N. C., dated January 2012 and the latest revison thereto are applicable to this project and by reference hereby are considered a part of these plans.

1604.01	Railroad Erosion Control Detail	1632.01	Rock Inlet Sediment Trap Type A
1605.01	Temporary Silt Fence	1632.02	Rock Inlet Sediment Trap Type B
1606.01	Special Sediment Control Fence	1632.03	Rock Inlet Sediment Trap Type C
1607.01	Gravel Construction Entrance	1633.01	Temporary Rock Silt Check Type A
1622.01	Temporary Berms and Slope Drains	1633.02	Temporary Rock Silt Check Type B
1630.01	Riser Basin	1634.01	Temporary Rock Sediment Dam Type A
1630.02	Silt Basin Type B	1634.02	Temporary Rock Sediment Dam Type B
1630.03	Temporary Silt Ditch	1635.01	Rock Pipe Inlet Sediment Trap Type A
1630.04	Stilling Basin	1635.02	Rock Pipe Inlet Sediment Trap Type B
1630.05	Temporary Diversion	1640.01	Coir Fiber Baffle
1630.06	Special Stilling Basin	1645.01	Temporary Stream Crossing
1631.01	Matting Installation		

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Frank
21 INCH=30.0 FT

PROJ. REFERENCE NO.	SHEET NO.
SS-4901BI	X-1A

Approximate quantities only. Unclassified excavation, borrow excavation, shoulder borrow, fine grading, clearing and grubbing, breaking of existing pavement and removal of existing pavement will be paid for at the lump sum price for "Grading".

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

CROSS-SECTION SUMMARY

Station	Uncl. Exc.	Embt
-E-	(cu. yd.)	(cu. yd.)
11+29.64	0	0
12+00.00	5	6
12+50.00	4	9
13+00.00	4	18
13+50.00	5	27
14+00.00	5	33
14+50.00	4	33
15+00.00	5	33
15+50.00	4	35
16+00.00	3	31
16+50.00	3	24
17+09.40	5	21
17+50.00	6	8
18+00.00	7	2
18+09.40	1	0
19+00.00	1	1
19+50.00	4	14
20+03.86	5	27
20+50.00	3	24
21+00.00	2	27
21+50.00	3	25
22+00.00	4	23
22+50.00	4	25
23+00.00	4	32
23+50.00	4	37
24+00.00	5	32
24+50.00	5	22
25+00.00	5	13
25+83.56	4	8

6/23/16

0 2.5 5	PROJ. REFERENCE NO.	SHEET NO.
	SS-4901B1	X-1

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20 15 10

12+50.00

12+00.00

11+50.00

11+29.64

11+00.00

—E—

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6/23/16

0 2.5 5	PROJ. REFERENCE NO.	SHEET NO.
	SS-4901B1	X-2

15+00.00

14+50.00

14+00.00

13+50.00

13+00.00

—E—

6/23/16

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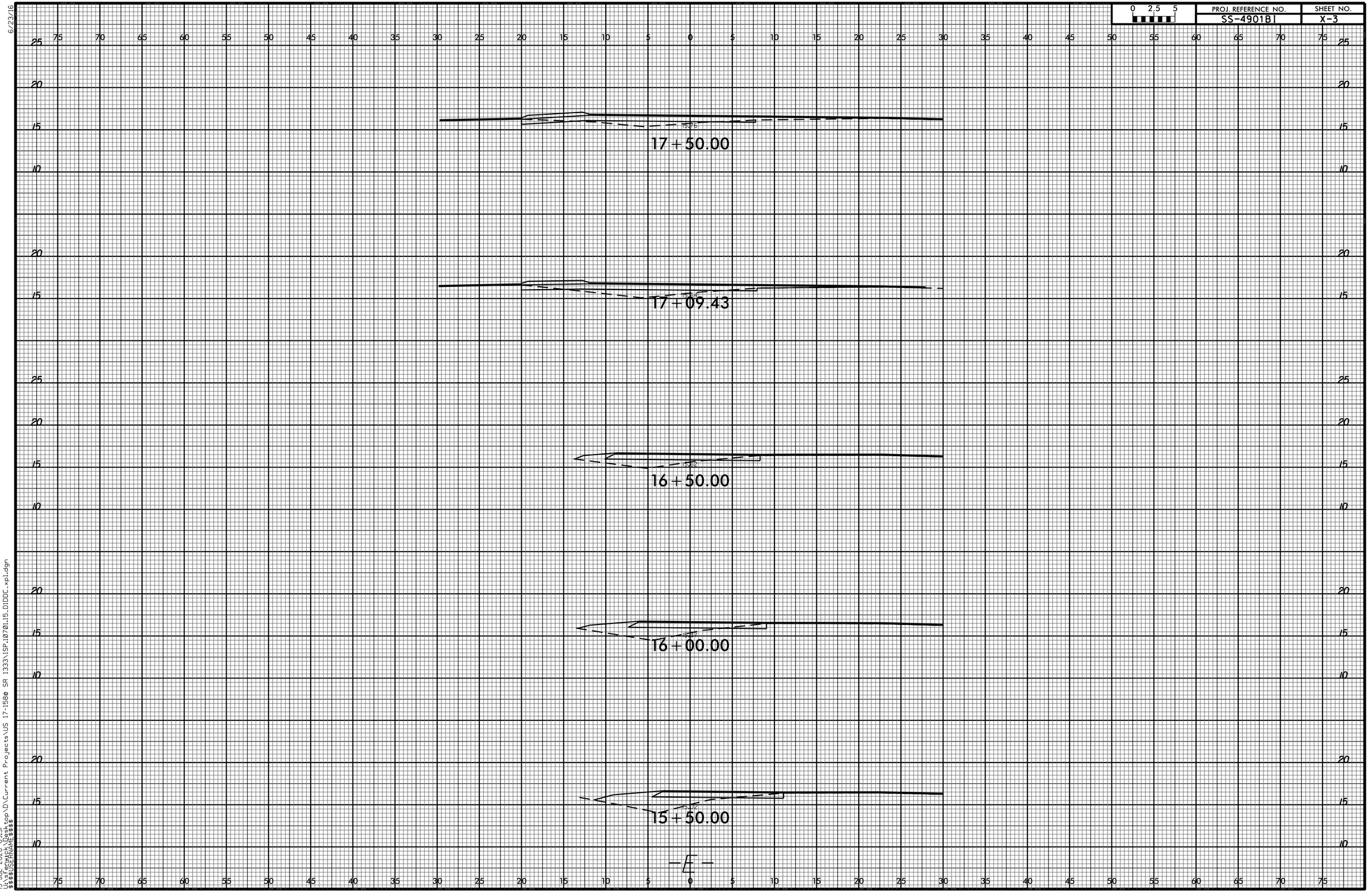

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20 15

18+75.00

20 15

18+50.00

20 15

18+25.00

20 15

16.00

18+09.43

10

20 15

18+00.00

20 15

17+75.00

—E—

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

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6/23/16

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20+03.86

19+50.00

19+03.86

19+00.00

—E—

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6/23/16

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22+00.00

21+67.03

21+50.00

21+00.00

—E—

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6/23/16

0 2.5 5	PROJ. REFERENCE NO.	SHEET NO.
	SS-4901B1	X-7

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

20 15 10

25+83.56

24+50.00

24+00.00

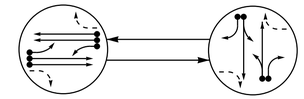
23+50.00

23+00.00

—E—

PROJECT REFERENCE NO.	SHEET NO.
SS-4901BI	Sig.1.0

PHASING DIAGRAM

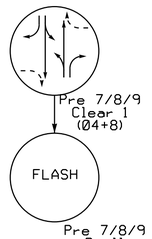


PHASING DIAGRAM DETECTION LEGEND

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

FAILURE PREEMPT

(High Priority)



LONG VEHICLE OVERSPEED DETECTION SYSTEM

NORTHSTAR NQ4 LOOP & DETECTION INSTALLATION CHART

INDUCTIVE LOOPS					DETECTOR UNITS								
LOOP NO.	SIZE (ft)	TURNS	DIST. FROM STOPBAR (ft)	NEW / EXISTING	SYSTEM NO.	LANE NO.	DETECTOR NO.	CHANNEL	NEMA PHASE	TIMING FEATURE	TIMING TIME	PLACE CALL DURING PHASE	INHIBIT DELAY DURING GREEN?
LV1	6X6	4	1015	- X	① WESTBOUND APPROACH	1	1	1	6*	NONE	- SEC.	ALL	NO
LV2	6X6	4	999	- X		1		2		NONE	- SEC.	ALL	NO
LV3	6X6	4	1015	- X		2	2	1	6*	NONE	SEC.	ALL	NO
LV4	6X6	4	999	- X		2		2		NONE	- SEC.	ALL	NO
LV5	6X6	4	1015	- X	② EASTBOUND APPROACH	1	1	1	2*	NONE	- SEC.	ALL	NO
LV6	6X6	4	999	- X		1		2		NONE	- SEC.	ALL	NO
LV7	6X6	4	1015	- X		2	2	1	2*	NONE	- SEC.	ALL	NO
LV8	6X6	4	999	- X		2		2		NONE	- SEC.	ALL	NO
LVODS THRESHOLD SPEED (MPH)	55								2 / 6				
LVODS EXTEND TIME	12 SEC.								2 / 6				

* Phase hold output to controller

OASIS 2070 LOOP & DETECTOR INSTALLATION

INDUCTIVE LOOPS					DETECTOR PROGRAMMING								
LOOP	SIZE (FT)	TURNS	DISTANCE FROM STOPBAR (FT)	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	SYSTEM LOOP	STRETCH TIME	DELAY TIME	NEW CARD
2A	6X6	6	520	Y	2	Y	Y	-	-	-	-	Y
2B	6X6	6	520	Y	2	Y	Y	-	-	-	-	Y
2C	6X40	2-4-2	+5	Y	2	Y	Y	Y	-	-	3	Y
4A	6X40	2-4-2	+5	Y	4	Y	Y	-	-	-	3	Y
4B	6X40	2-4-2	+5	Y	4	Y	Y	-	-	-	10	Y
6A	6X6	6	520	Y	6	Y	Y	-	-	-	-	Y
6B	6X6	6	520	Y	6	Y	Y	-	-	-	-	Y
6C	6X40	2-4-2	+5	Y	6	Y	Y	Y	-	-	3	Y
8A	6X40	2-4-2	0	Y	8	Y	Y	-	-	-	3	Y
8B	6X40	2-4-2	0	Y	8	Y	Y	-	-	-	10	Y

2 Phase
Fully Actuated
Isolated

NOTES

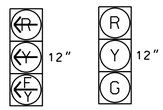
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Set all detector units to presence mode.
4. In the event of loop replacement, refer to the current ITS and Signals Design Manual and submit a Plan of Record to the Signal Design Section.

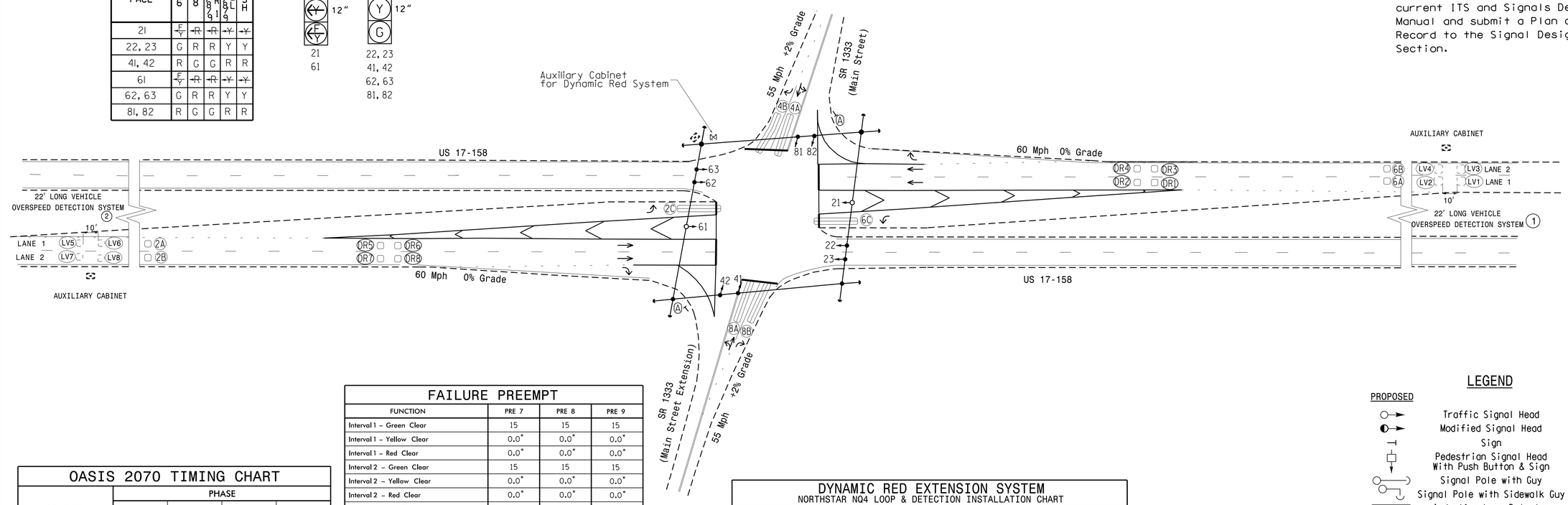
TABLE OF OPERATION

SIGNAL FACE	PHASE 02+6	PHASE 04+8	PHASE PED RECYCLE 8 / 9	PHASE PED RECYCLE 8 / 9	FLASH
21	~~F Y~~	~~R~~	~~R~~	~~Y~~	~~Y~~
22, 23	G	R	R	Y	Y
41, 42	R	G	G	R	R
61	~~F Y~~	~~R~~	~~R~~	~~Y~~	~~Y~~
62, 63	G	R	R	Y	Y
81, 82	R	G	G	R	R

SIGNAL FACE I.D.

All Heads L.E.D.





OASIS 2070 TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 6	PHASE 8
Min Green 1 *	14	7	14	7
Extension 1 *	6.0	2.0	6.0	2.0
Max Green 1 *	60	30	60	30
Yellow Clearance	5.5	5.0	5.5	5.0
Red Clearance	1.0	1.5	1.0	1.5
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	1.5	-	1.5	-
Max Variable Initial *	56	-	56	-
Time Before Reduction *	15	-	15	-
Time To Reduce *	30	-	30	-
Minimum Gap	3.6	-	3.6	-
Recall Mode	MIN RECALL	-	MIN RECALL	-
Vehicle Call Memory	YELLOW	-	YELLOW	-
Dual Entry	-	ON	-	ON
Simultaneous Gap	ON	ON	ON	ON

* 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.

FAILURE PREEMPT

FUNCTION	PRE 7	PRE 8	PRE 9
Interval 1 – Green Clear	15	15	15
Interval 1 – Yellow Clear	0.0*	0.0*	0.0*
Interval 1 – Red Clear	0.0*	0.0*	0.0*
Interval 2 – Green Clear	15	15	15
Interval 2 – Yellow Clear	0.0*	0.0*	0.0*
Interval 2 – Red Clear	0.0*	0.0*	0.0*
Interval 3 – Dwell Green	255	255	255
Interval 3 – Dwell Yellow	0.0*	0.0*	0.0*
Interval 3 – Dwell Red	0.0*	0.0*	0.0*
Interval 5 – Exit Green	1	1	1
Interval 5 – Yellow	0.0	0.0	0.0
Interval 5 – Red	0.0	0.0	0.0
Exit Phase(s)	2,6	2,6	2,6
Priority	High	High	High
Delay Time	0	0	0
Min Green Before Pre	14	14	14
Ped Clear Before Pre	0	0	0
Yellow Clear Before Pre	0.0*	0.0*	0.0*
Red Clear Before Pre	0.0*	0.0*	0.0*
Dwell Min Time	14	14	14
Flash Dwell Interval?	Y	Y	Y
Enable Backup Protection	N	N	N
Ped Clear Through Yellow	N	N	N
Omit Overlaps	-	-	-

* Time defaults to time used for phase during normal operation

DYNAMIC RED EXTENSION SYSTEM

NORTHSTAR NQ4 LOOP & DETECTION INSTALLATION CHART

INDUCTIVE LOOPS						DETECTOR UNITS								
LOOP NO.	SIZE (ft)	TURNS	DIST. FROM STOPBAR (ft)	NEW	EXISTING	2m-ex-ca 2cm@3CZ	LANE NO.	MATCHING 2cm@3CZ	CHANNEL	NEMA PHASE	TIMING FEATURE	TIMING TIME	PLACE CALL DURING PHASE	INHIBIT DELAY DURING GREEN?
DR1	6X6	5	306	X	-	①	1	1	1	6	NONE	- SEC.	ALL	NO
DR2	6X6	5	290	X	-		1		2		NONE	- SEC.	ALL	NO
DR3	6X6	5	306	X	-		2	2	1	6	NONE	- SEC.	ALL	NO
DR4	6X6	5	290	X	-		2		2		NONE	- SEC.	ALL	NO
DR5	6X6	5	306	X	-	②	1	1	1	2	NONE	- SEC.	ALL	NO
DR6	6X6	5	290	X	-		1		2		NONE	- SEC.	ALL	NO
DR7	6X6	5	306	X	-		2	2	1	2	NONE	- SEC.	ALL	NO
DR8	6X6	5	290	X	-		2		2		NONE	- SEC.	ALL	NO
SET SPEED (MPH)	55									2 / 6				
SET LENGTH (FT)	1									2 / 6				
ALARM TIME (SEC)	5*									2 / 6				

*If output is present during associated phase's red clear, place stop time on red clearance interval.

LEGEND

PROPOSED		EXISTING
○→	Traffic Signal Head	●→
◐→	Modified Signal Head	N/A
⊣	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	→
Ⓐ	"YIELD" Sign (R1-2)	Ⓐ

Signal Upgrade Corr.File No. 01-17-48512

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared in the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

US 17-158
at
SR 1333
(Main Street Extension)
Division 1 Pasquotank County Elizabeth City

PLAN DATE: October 2018 REVIEWED BY: MEL
PREPARED BY: Jeff Spence REVIEWED BY:

REVISIONS	INIT.	DATE

SCALE 0 50 1"=50'

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 042608 ENGINEER MEGHAN E. LEBLANC

DocuSigned by: Meghan E. LeBlanc 12/12/2018 DATE

ELECTRONICALLY SEALED
SIG. INVENTORY NO. 01-0658

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