09/08/99

CONTRACT: DA00477 WBS PROJECT: 2020CPT.01.09.10271.1, ETC.

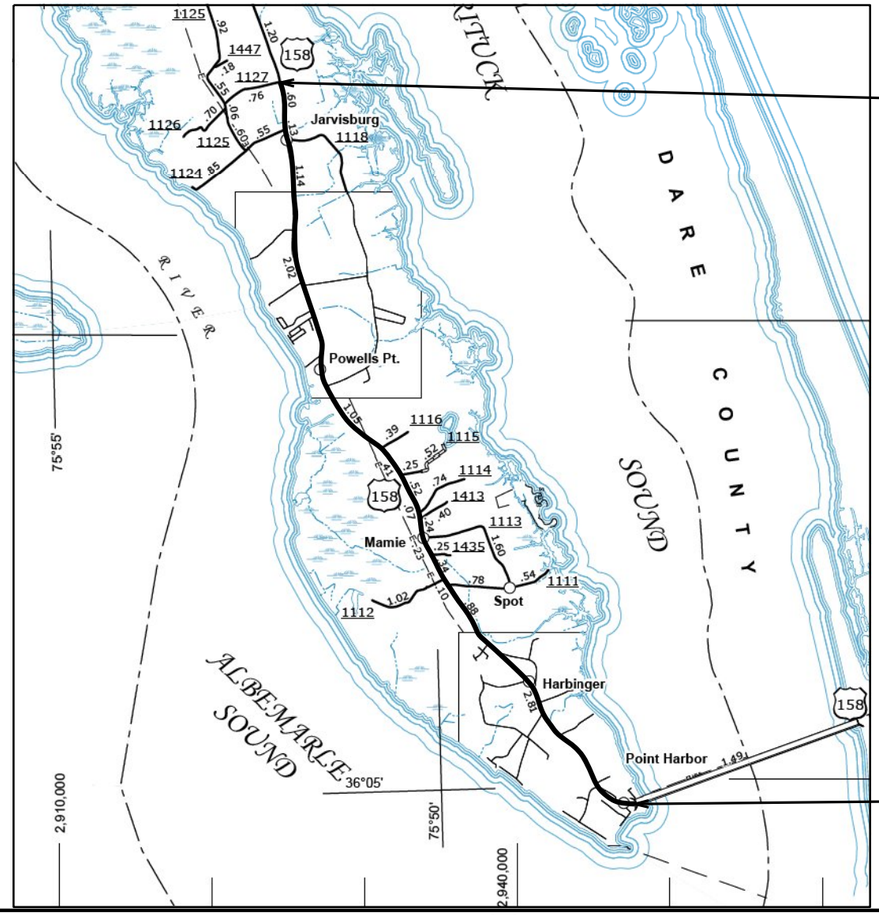
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.
N.C.	2020CPT.01.09.10271.1, ETC.	1
STATE PROJ. NO.		DESCRIPTION
2020CPT.01.09.10271.1		PE, CONST

CURRITUCK COUNTY

LOCATION: US 158 FROM SR 1127 (GARRENTON RD.) TO WRIGHT MEMORIAL BRIDGE

TYPE OF WORK: MILLING AND RESURFACING OGAFC



BEGIN MAP 1
WBS # 2020CPT.01.09.10271.1
AT SR 1127 (GARRENTON RD)

END MAP 1
AT WESTERN END OF
WRIGHT MEMORIAL BRIDGE

GRAPHIC SCALES

NTS

PROJECT LENGTH

LENGTH ROADWAY MAP #1 = 10.64 MILES

Prepared In the Office of:
DIVISION OF HIGHWAYS
113 AIRPORT DR., EDENTON, NC, 27932

2018 STANDARD SPECIFICATIONS

W.B. HOBBS, P.E
DIVISION PROJECT TEAM LEAD

CHRIS SLACHTA
DIVISION PROPOSALS ENGINEER

S.P. FENWICK, PLS
DESIGN ENGINEER

STATE OF NORTH CAROLINA • DEPARTMENT OF TRANSPORTATION •

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.
N.C.	2020CPT.01.09.10271.1, ETC.	2
STATE PROJ. NO.		DESCRIPTION
2020CPT.01.09.20271.1		PE, CONST

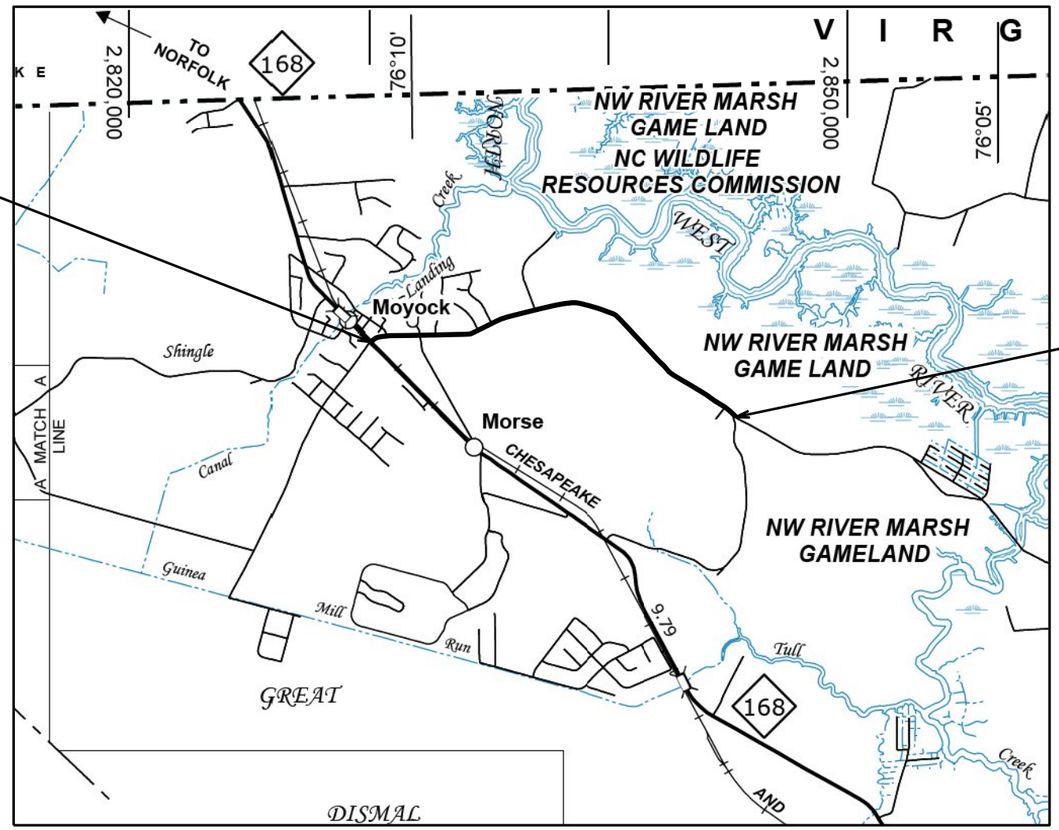
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

CURRITUCK COUNTY

LOCATION: SR 1222 (TULLS CREEK RD) FROM HWY 168 TO SR 1214 (GUINEA RD)

TYPE OF WORK: MILLING AND RESURFACING

BEGIN MAP 2
WBS # 2020CPT.01.09.20271.1
BEGIN AT PCR AND END
OF CURB AND GUTTER FOR NC 168



END MAP 2 AT EAST PCR
FOR SR 1222 (GUINEA RD.)

GRAPHIC SCALES	PROJECT LENGTH	Prepared in the Office of: DIVISION OF HIGHWAYS, 113 AIRPORT DR., EDENTON, NC, 27932		
NTS	LENGTH ROADWAY MAP #2 = 3.25 MILES	2018 STANDARD SPECIFICATIONS	W.B. HOBBS, P.E, DIVISION PROJECT TEAM LEAD CHRIS SLACHTA, DIVISION PROPOSALS ENGINEER	S.P. FENWICK, PLS, DESIGN ENGINEER

CONTRACT: DA00477 WBS PROJECT: 2020CPT.01.09.10271.1, ETC.

PROJECT REFERENCE NO.	SHEET NO.
2020CPT.01.09.10271.1, ETC.	3

PAVEMENT SCHEDULE

B1	PROP. APPROX. 0.75" OPEN GRADE FRICTION COURSE, TYPE FC-1 MODIFIED, AT AN AVERAGE RATE OF 90 LBS. PER SQ. YD.
V1	MILLING ASPHALT PAVEMENT. 0.75" IN DEPTH.
U	EXISTING PAVEMENT.
M	EXISTING RUMBLE STRIPS TO BE REPLACED AFTER APPLICATION OF OGAFC, TYPE FC-1 MODIFIED.

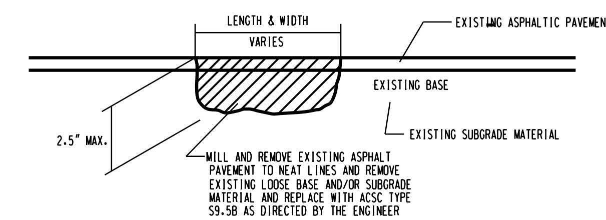
NOTES:

*ALL PAVED S.R. ROADS OR RAMPS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER

*EDGES, PAVEMENT WIDENING, INTERSECTIONS, AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES

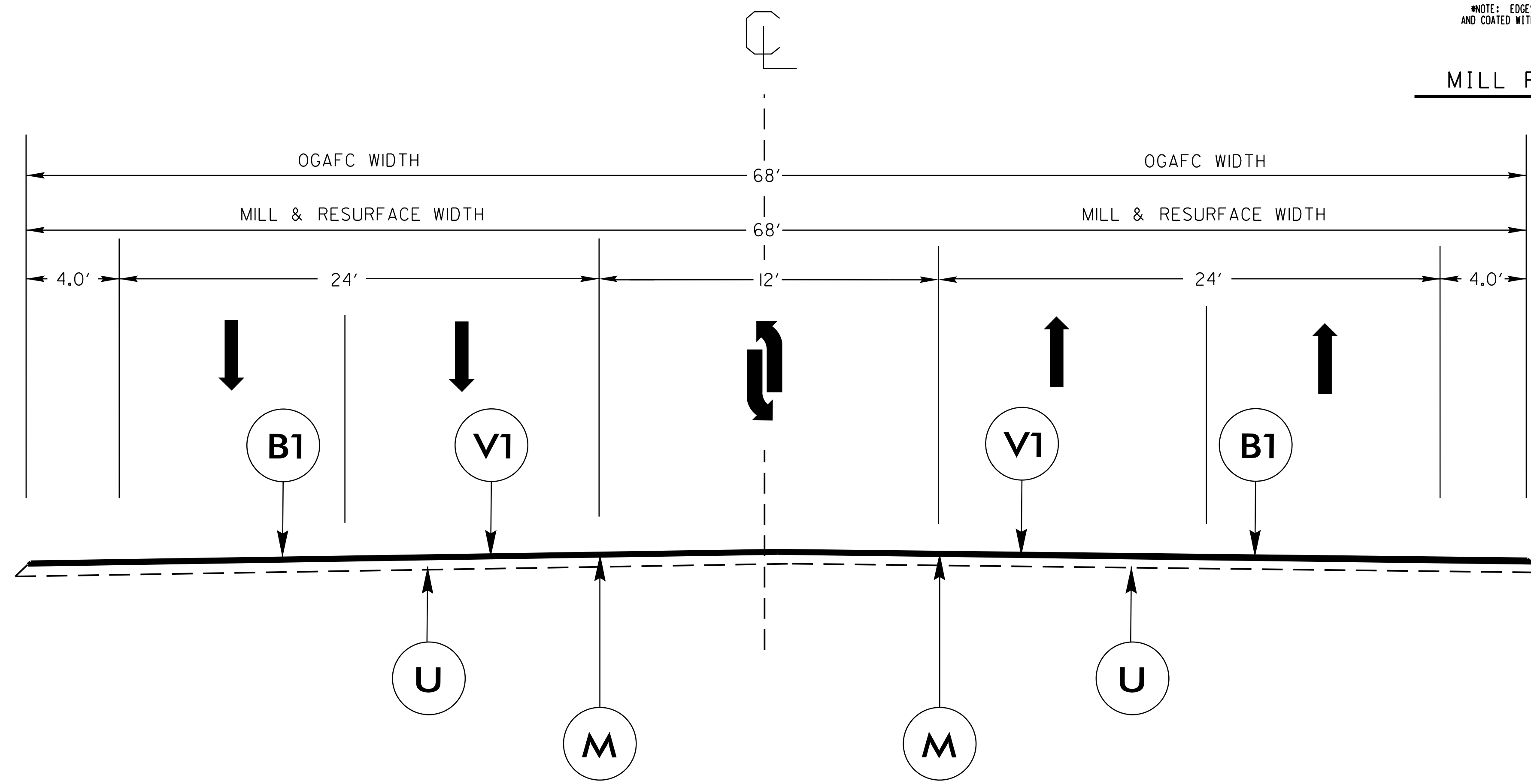
*EXISTING MILLED RUMBLE STRIPS IN CENTER TURN LANE TO BE MILLED & REPLACED

*OPEN GRADE ASPHALT FRICTION COURSE TO BE APPLIED 68' WIDE OR ENTIRE WIDTH



*NOTE: EDGES OF PATCHED AREA ARE TO BE CLEANED OF ALL DEBRIS AND COATED WITH AN APPROVED TACK MATERIAL BEFORE PLACING ASPHALT.

MILL PATCHING, 0-2.5IN



TYPICAL SECTION NO. 1

USE WITH MAP 1

PROJECT REFERENCE NO.	SHEET NO.
2020CPT.01.09.10271.1, ETC.	4

PAVEMENT SCHEDULE

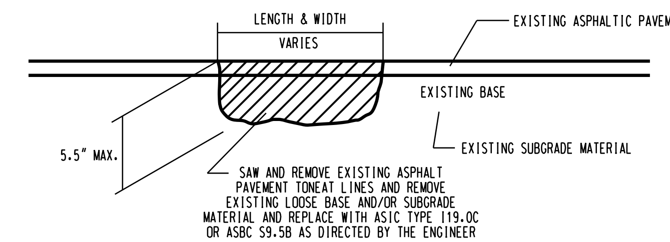
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
V2	MILLING ASPHALT PAVEMENT. 1.5" IN DEPTH.
U	EXISTING PAVEMENT.

NOTES:

*ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII., OR AS DIRECTED BY THE ENGINEER

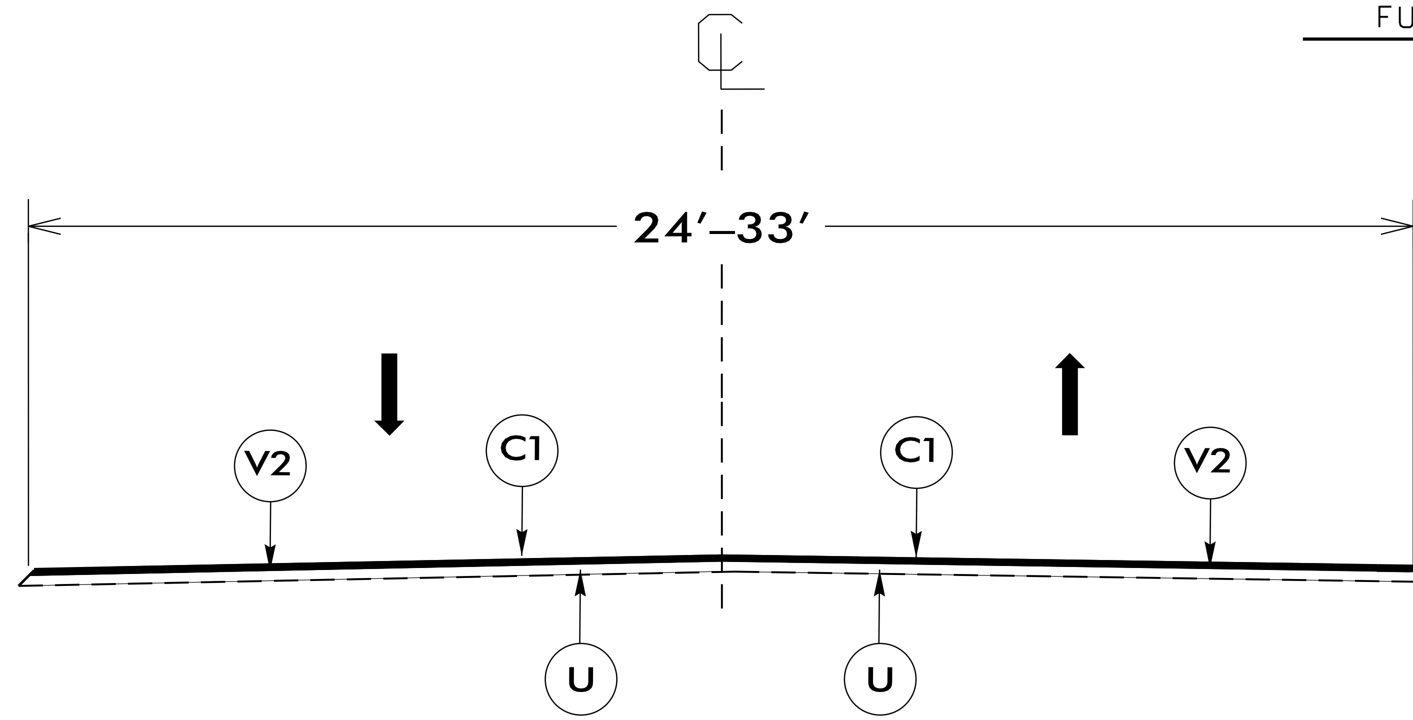
*EDGES, PAVEMENT WIDENING, INTERSECTIONS, AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES

*CONTRACTOR SHALL PERFORM FULL DEPTH PATCHING PRIOR TO RESURFACING ON MAP 2 AS DIRECTED BY THE ENGINEER.



*NOTE: EDGES OF PATCHED AREA ARE TO BE CLEANED OF ALL DEBRIS AND COATED WITH AN APPROVED TACK MATERIAL BEFORE PLACING ASPHALT.

FULL DEPTH PATCHING



TYPICAL SECTION NO. 2

USE WITH MAP 2

NTS

05-NOV-2019 08:51
S:\Shared\Division One Resurfacing & Retreatment Plans\2020-2021 Resurfacing\DA00477-Currituck US 158 & Secondary\DA00477_D1ddc_sh2A-1.dgn
sfenwick AT DIV1-304734

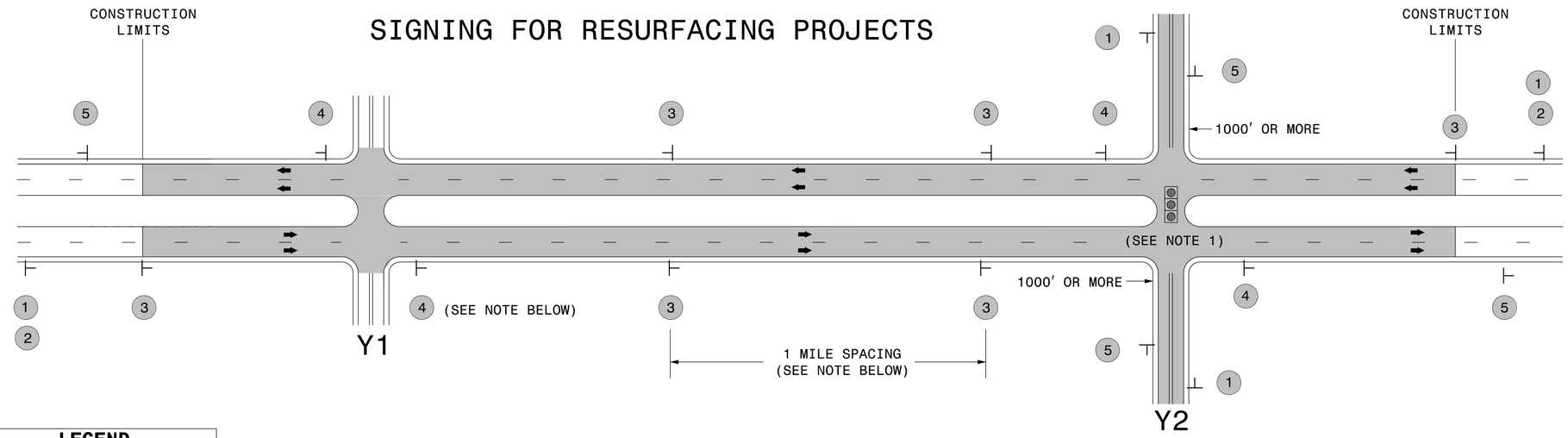
PROJECT NO.	SHEET NO.
2020CPT.01.09.10271.1, ETC.	5

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	MTV REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	MOBILIZATION	INCIDENTAL STONE BASE	MILLING ASPHALT PAVEMENT (1½")	MILLING ASPHALT PAVEMENT (0.75")	INCIDENTAL MILLING	ASP CONC SURFACE CRS, S9.5B	ASPHALT BINDER FOR PLANT MIX	POLYMER MODIFIED ASP BINDER FOR PLANT MIX	OGAFC, TYPE FC-1 MODIFIED	MILLED RUMBLE STRIPS (ASPHALT CONCRETE)	GENERIC PAVING ITEM (MILL PATCHING 0-2.5")	GENERIC PAVING ITEM (FULL DEPTH PATCHING 0-5")	TEMPORARY SILT FENCE	COIR FIBER WATTLE	WORK ZONE ADV/GEN WARNING SIGNS	TEMPORARY TRAFFIC CONTROL	INDUCTIVE LOOP SAWCUT	LEAD IN CABLE (14-2)	6" X 90 M WHITE THERMO	6" X 90 M YELLOW THERMO	THERMO SYMBOL (LT ARROW, 90 MILS)	4" WHITE PAINT	4" YELLOW PAINT	PAINT PAVEMENT MARKING LINES, 16"	PAINT PAVEMENT MARKING LINES, 24"	PAINT PAVEMENT MARKING CHARACTER (RxR)	PAINT PAVEMENT MARKING SYMBOLS (LT ARROW)	GENERIC PAVEMENT MARKING ITEM (THERMO LINES, 16" 90 MILS)	GENERIC PAVEMENT MARKING ITEM (THERMO LINES, 24" 90 MILS)	GENERIC PAVEMENT MARKING ITEM (HOT SPRAYED THERMO, 4" 50 MILS WHITE)	GENERIC PAVEMENT MARKING ITEM (HOT SPRAYED THERMO, 4" 50 MILS YELLOW)	GENERIC PAVEMENT MARKING ITEM (THERMO CHARACTER, 90 MILS, RxR)	SNOW PLOWABLE MARKERS
											MI	FT	LS	TONS	SY	SY	SY	TON	TON	TON	TON	LF	TON	TON	LF	LF	SF	EA	LF	LF	LF	LF	EA	LF	LF	LF	LF	EA	EA	LF	LF	LF	LF	LF	EA	EA
2020CPT.01.09.10271.1	Currituck	1	US 158	FROM SR 1127 TO WRIGHT MEMORIAL BRIDGE	1	5	MU	NO	YES	NO	10.64	68	1			424,465	272			1,165	19,101	112,358	250				1,330	1			140,448	140,448	374	140,448	140,448					374						2,810
2020CPT.01.09.20271.1	Currituck	2	SR 1222	FROM HWY 168 TO SR 1214	1	2	2WU	NO	NO	NO	3.25	24	*	20	45,599		1,574	3,965	266					677	200	100	182	*	400	100.00			8	37,237	28,314	40	130	2	8	40	130	37,237	28,314	2	
GRAND TOTAL											**13.89**		**1**	**20**	**45,599**	**424,465**	**1,846**	**3,965**	**266**	**1,165**	**19,101**	**112,358**	**250**	**677**	**200**	**100**	**1,512**	**1**	**400**	**100**	**280,896**		**382**	**346,447**		**40**	**130**	**2**	**382**	**40**	**130**	**65,551**		**2**	**2,810**

PROJ. REFERENCE NO.	SHEET NO.
2020CPT.01.09.10271.1, ETC.	6

SIGNING FOR RESURFACING PROJECTS



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.

ROAD WORK AHEAD — W20-1 48″ X 48″ — PLACED 500′ IN ADVANCE OF FLAGGER.

W20-7 A 48″ X 48″ — 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.

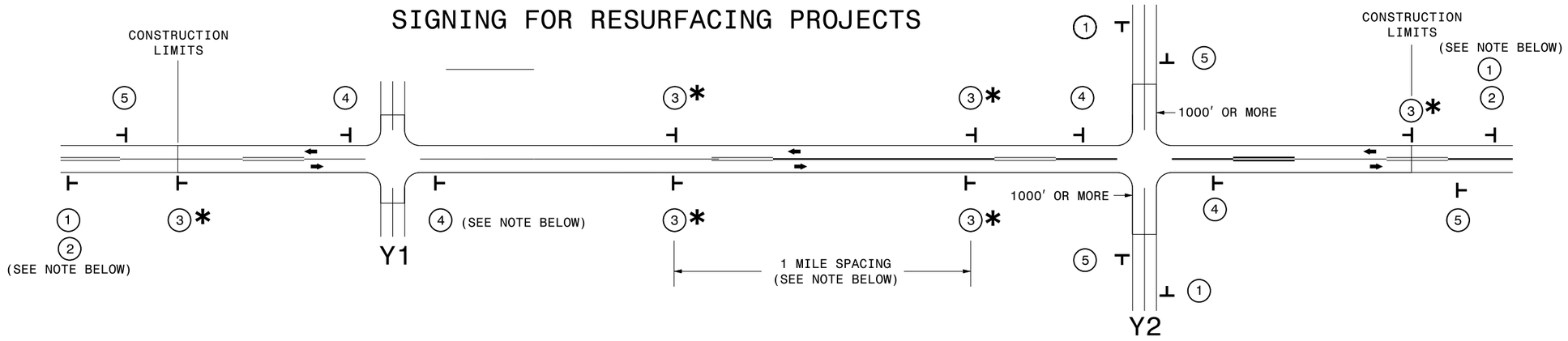
DIVISION OF HIGHWAYS · STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION · WORK ZONE TRAFFIC CONTROL

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

3/23/2015
C:\Users\rmgarrett\Downloads\Resurfacing_AdvWarn_UrSu_Shldr.dgn
User:rmgarrett

PROJECT REFERENCE NO.	SHEET NO.
2020CPT.01.09.20271.1, ETC.	7

SIGNING FOR RESURFACING PROJECTS



LEGEND
⊢ STATIONARY SIGN
⬅ DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION

1 2	ROAD WORK AHEAD W20-1 48″ X 48″ NEXT XX MILES W7-3aP 24″ X 18″	PLACE 1000′ PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000′ ALONG -Y- LINE. #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.

ROAD WORK AHEAD W20-1 48″ X 48″ — PLACED 500′ IN ADVANCE OF FLAGGER.

W20-7 A 48″ X 48″ — PLACED 250′ IN ADVANCE OF FLAGGER.

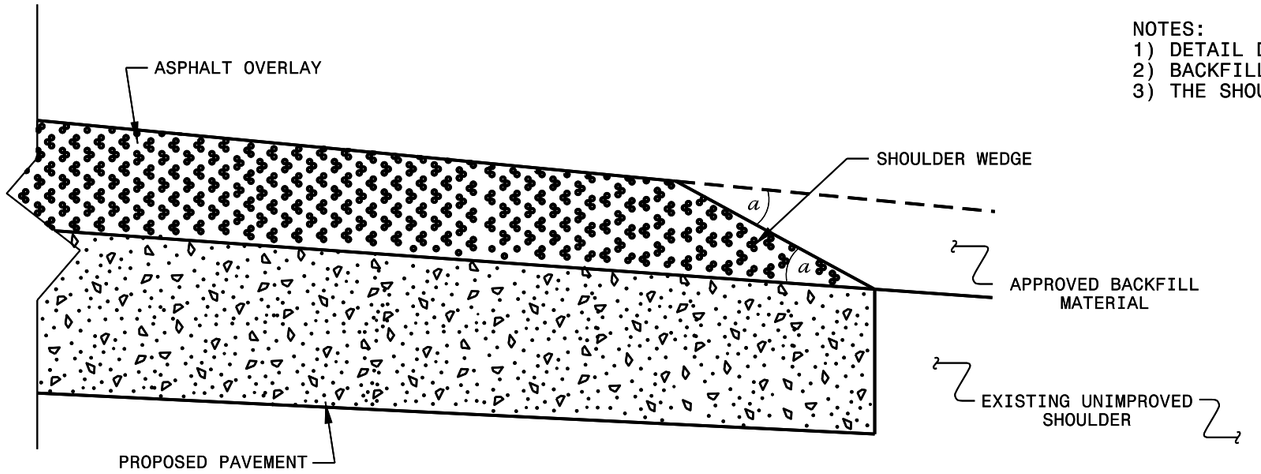
* SIGNING FOR ASPHALT SURFACE TREATMENTS (ONLY)

SUBSTITUTE LOW/SOFT SHOULDER SIGNS BY ALTERNATING THE FOLLOWING TWO SIGNS:
STARTING WITH "UNMARKED PAVEMENT AHEAD" (SP 06026) FOLLOWED BY "LOOSE GRAVEL" (W8-7).

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

RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS

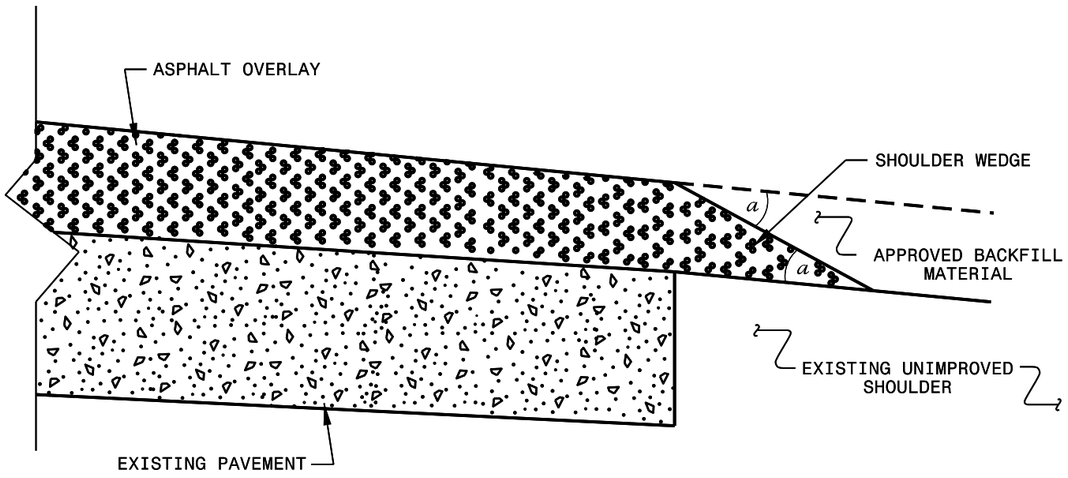
PROJECT REFERENCE NO.	SHEET NO.
2020CPT.01.09.10271.1,ETC.	8



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.

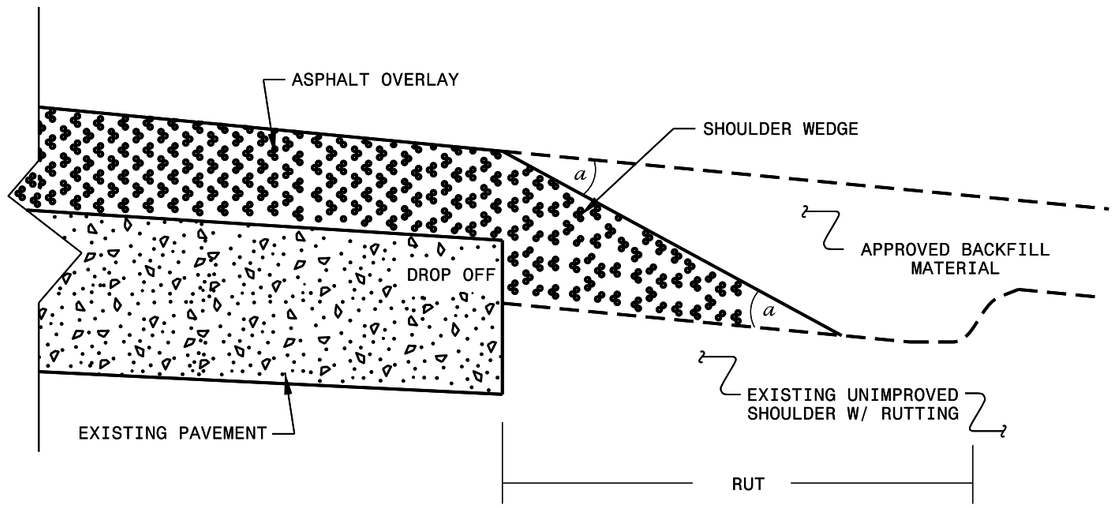
SHOULDER WEDGE DETAIL

(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		

PROJECT REFERENCE NO.	SHEET NO.
2020CPT.01.09J0271.01, ETC.	9

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

SOIL STABILIZATION TIMEFRAMES

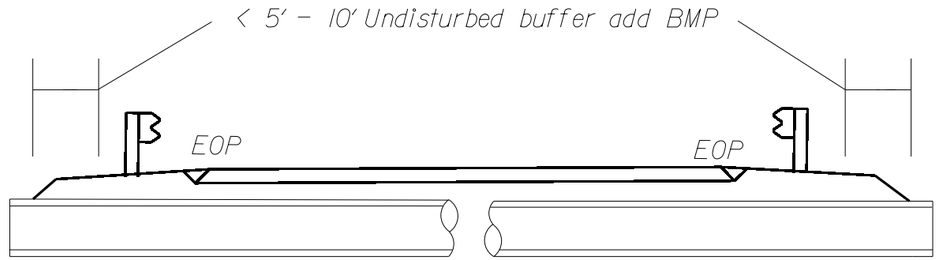
SITE DESCRIPTION	STABILIZATION TIME	TIMEFRAME EXCEPTIONS
PERIMETER DIKES, SWALES, DITCHES AND SLOPES	7 DAYS	NONE
HIGH QUALITY WATER (HQW) ZONES	7 DAYS	NONE
SLOPES STEEPER THAN 3:1	7 DAYS	IF SLOPES ARE 10' OR LESS IN LENGTH AND ARE NOT STEEPER THAN 2:1, 14 DAYS ARE ALLOWED.
SLOPES 3:1 OR FLATTER	14 DAYS	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.
2020CPT.01.09J0271.01, ETC.	10
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

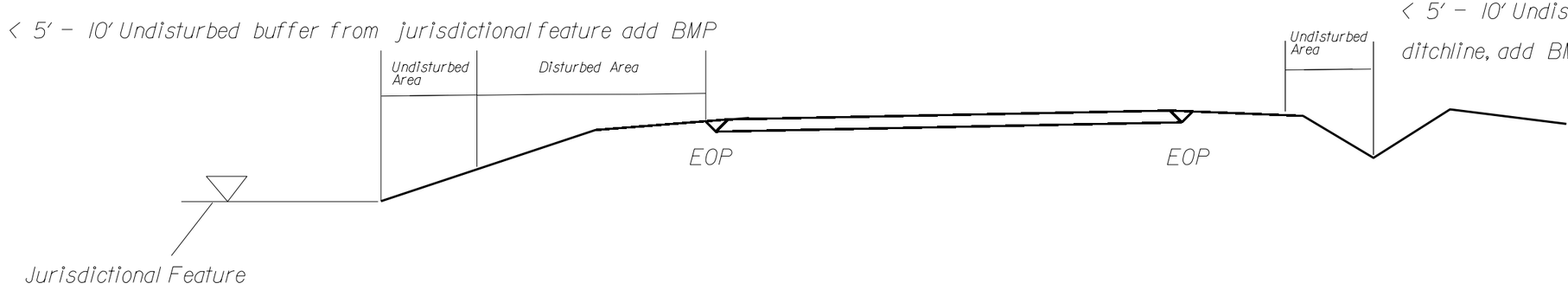
EROSION CONTROL DETAIL

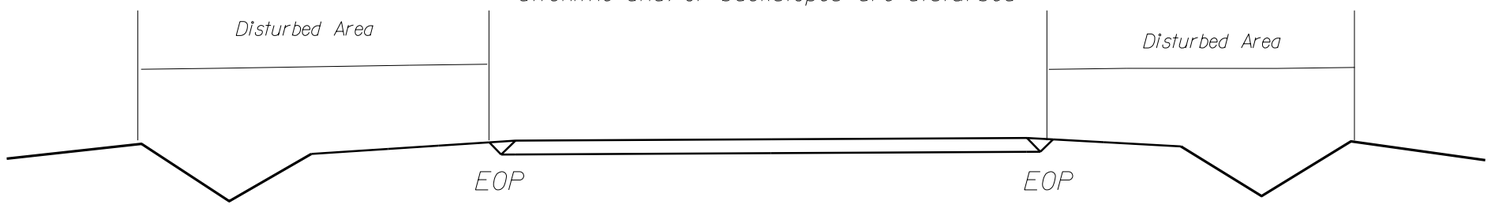
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

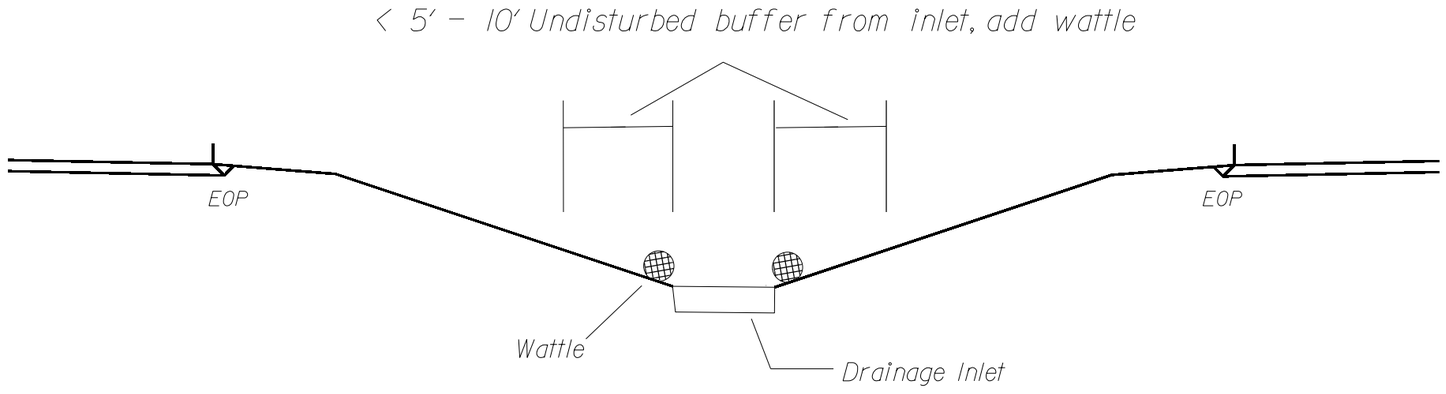
BMP Options: Wattle or Silt Fence



Pipe/Culvert



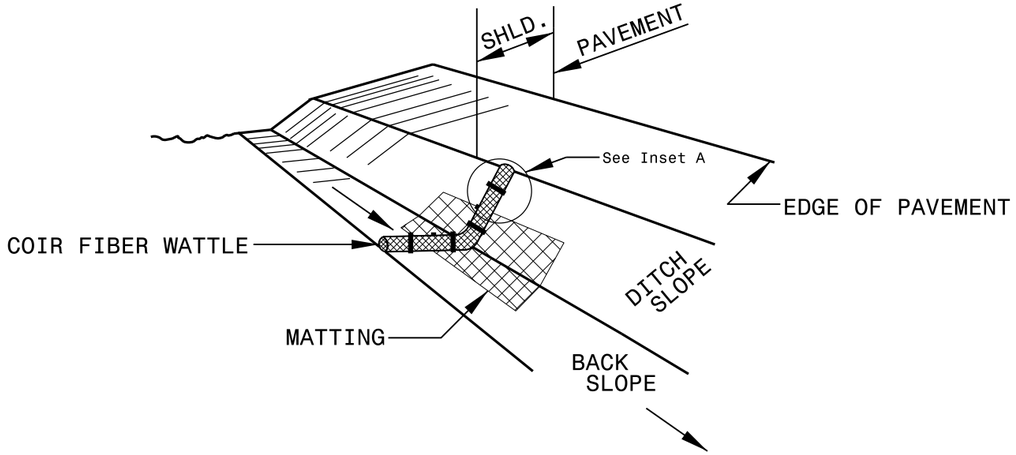




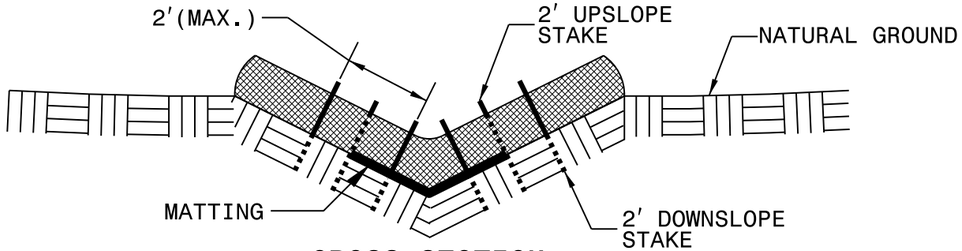
NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
2020CPT.01.09J027101.ETC.	11
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

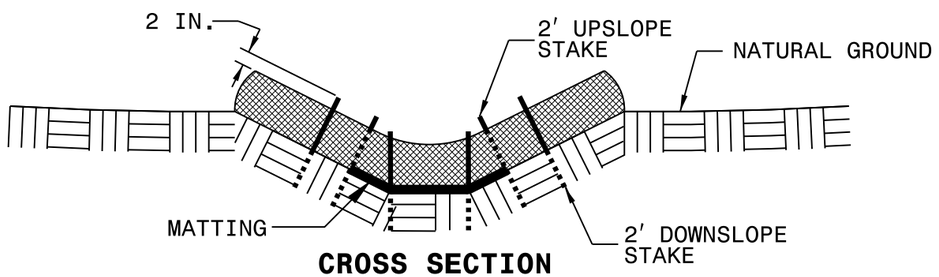
COIR FIBER WATTLE DETAIL



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.

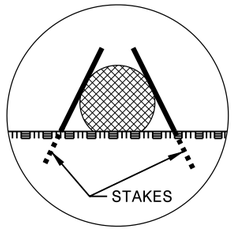
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

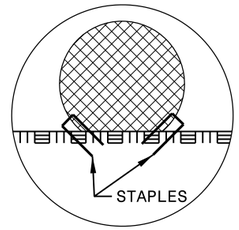
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12″ IN LENGTH.

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

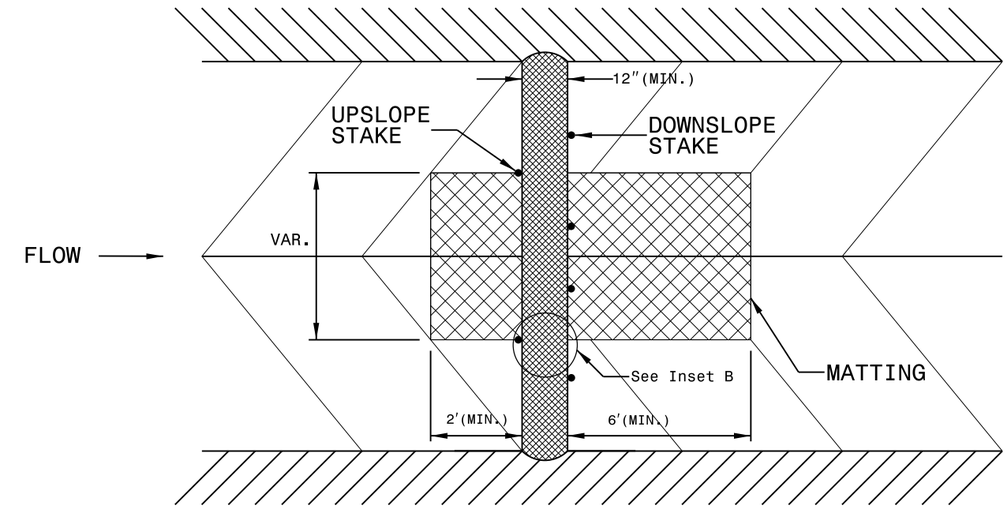
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



INSET A



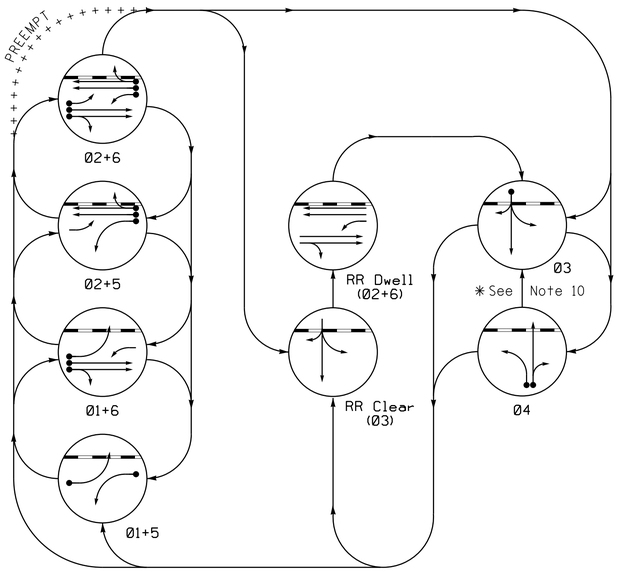
INSET B



TOP VIEW

PROJECT REFERENCE NO.	SHEET NO.
Z-5001D	Sig. 1

PHASING DIAGRAM

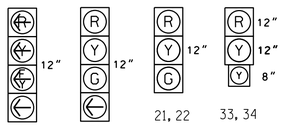


PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE I.D.

ALL HEADS L.E.D.



11, 51 | 31, 41 | 21, 22, 32, 33, 42, 61, 62 | 33, 34

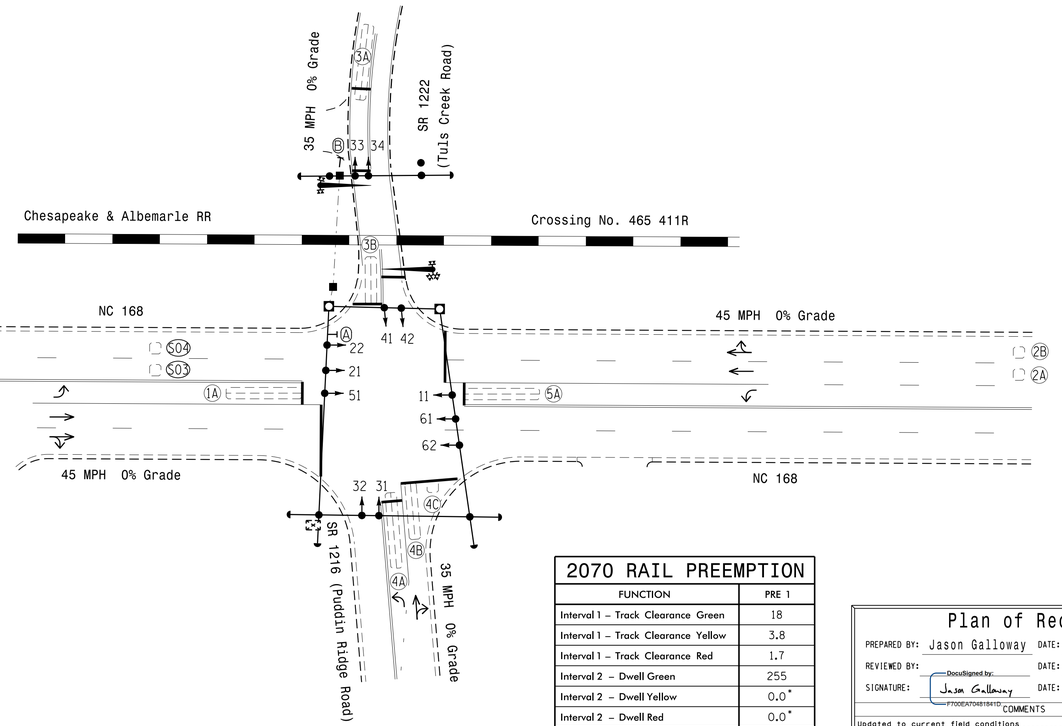
TABLE OF OPERATION

SIGNAL FACE	PHASE 01+5	01+6	02+5	02+6	03	04	RR CLR	RR DWEL	02+6 FLSH
11	←	←	←FY	←FY	~~R~~	~~R~~	~~R~~	~~R~~	~~Y~~
21, 22	R	R	G	G	R	R	R	G	Y
31	R	R	R	R	G←	R	G←	R	R
32,33	R	R	R	R	G	R	G	R	R
33,34	FY	FY	FY	FY	FY	FY	R	R	Y
41	R	R	R	R	R	G←	R	R	R
42	R	R	R	R	R	G	R	R	R
51	←	←FY	←	←FY	~~R~~	~~R~~	~~R~~	←FY	~~Y~~
61, 62	R	G	R	G	R	R	R	G	Y
SIGN A	OFF	OFF	OFF	OFF	OFF	OFF	ON	ON	**

** See Note 5
FY - Flashing 8" Yellow

OASIS 2070 LOOP & DETECTOR INSTALLATION

INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Y	Y	-	-	15	-	-
					6	Y	Y	Y	-	3	-	-
2A	6X6	300	5	-	2	Y	Y	-	-	-	-	-
2B	6X6	300	5	-	2	Y	Y	-	-	-	-	-
3A	6X40	0	2-4-2	-	3	Y	Y	-	4.0	3	-	-
3B	6X25	0	2-4-2	-	3	Y	Y	-	-	3	-	-
4A	6X40	+5	2-4-2	-	4	Y	Y	-	-	3	-	-
4B	6X30	0	2-4-2	-	4	Y	Y	-	-	-	-	-
4C	6X6	0	4	-	4	Y	Y	-	-	15	-	-
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	-
					2	Y	Y	Y	-	3	-	-
6A	6X6	300	4	-	6	Y	Y	-	-	-	-	-
6B	6X6	300	4	-	6	Y	Y	-	-	-	-	-
S03	6X6	+150	5	-	-	-	-	-	-	-	Y	-
S04	6X6	+150	5	-	-	-	-	-	-	-	Y	-



OASIS 2070 TIMING CHART

FEATURE	PHASE 1	2	3	4	5	6
Min Green 1 *	7	12	12	7	7	12
Extension 1 *	2.0	6.0	2.0	2.0	2.0	6.0
Max Green 1 *	15	180	30	20	15	180
Yellow Clearance	3.0	4.5	3.8	3.8	3.0	4.5
Red Clearance	2.1	1.1	1.7	1.7	2.3	1.1
Walk 1 *	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-
Seconds Per Actuation *	-	1.5	-	-	-	1.5
Max Variable Initial *	-	34	-	-	-	34
Time Before Reduction *	-	10	-	-	-	10
Time To Reduce *	-	30	-	-	-	30
Minimum Gap	-	3.2	-	-	-	3.2
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW
Dual Entry	-	-	-	-	-	-
Simultaneous Gap	ON	ON	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.

2070 RAIL PREEMPTION

FUNCTION	PRE 1
Interval 1 – Track Clearance Green	18
Interval 1 – Track Clearance Yellow	3.8
Interval 1 – Track Clearance Red	1.7
Interval 2 – Dwell Green	255
Interval 2 – Dwell Yellow	0.0*
Interval 2 – Dwell Red	0.0*
Interval 5 – Exit Green	1
Interval 5 – Yellow	0.0
Interval 5 – Red	0.0
Priority	High
Delay Time	0
Min Green Before Pre	1
Ped Clear Before Pre	0
Yellow Clear Before Pre	4.5
Red Clear Before Pre	1.1
Dwell Min Time	7
Ped Clear Through Yellow	N
Omit Overlaps	A,P

* Time defaults to time used for phase during normal operation.

This signal was designed for advanced preemption.

Plan of Record

PREPARED BY: Jason Galloway DATE: April 2015
REVIEWED BY: DocuSigned by: DATE:
SIGNATURE: Jason Galloway DATE: 4/22/2015
F700EA7048184ID
COMMENTS
Updated to current field conditions

This plan of record reflects existing field conditions as submitted by field personnel. This plan may have been modified from its original state.

6 Phase
Fully-Actuated W/RR Preempt
NC 168 (Moyock) CLS

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. This location contains railroad preemption phasing. Do not program signal for late night flashing operation.
3. Phase 1 or phase 5 may be lagged.
4. Set all detector units to presence mode.
5. Ensure flashing operation does not alter operation of blankout signs.
6. Clear signal heads 33 and 34 from flashing 8" yellow to steady 12" yellow during interval 1 and steady red during interval 2.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
8. Closed loop system data: Controller Asset #0257.
9. Program parent phases for overlaps "P" for all phases used in normal operation.
10. Program controller for split side street backup logic (see Electrical Details.)

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	→
N/A	Railroad Tracks	▬
◎	Metal Strain Pole	◘
N/A	Railroad Gate and Flasher	⊤*
Ⓐ	"NO RIGHT TURN - TRAIN" Blankout Sign	Ⓐ
Ⓑ	"DO NOT STOP ON TRACKS" Sign (R8-8)	Ⓑ

Plan of Record

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

NC 168
At
SR 1222 (Tuls Creek Road)/
SR 1216 (Puddin Ridge Road)

Division 1 Currituck County Moyock

PLAN DATE: February 2009 REVIEWED BY: JPG
PREPARED BY: MAB/JPG REVIEWED BY:

REVISIONS	INIT.	DATE

SCALE 0 40 1"=40'

SEAL

Not a certified document. This document originally Issued and sealed by Jason Galloway,PE 029904 on 12/8/2010 This document shall not be considered a certified document.

SIGNATURE DATE

SIG. INVENTORY NO. 01-0257