Greenville
NORTH CAROLINA

PUBLIC WORKS

To: All Interested Bidders and plan holders

From: James Lynn Raynor, PE

RE: 2018 Street Resurfacing Project, PWD-2018-002
Addendum #2

Date: April 24, 2018

The following items clarify, add to, delete from and/or otherwise change and supersede information previously issued to you in the Bid Documents for the above-referenced project. As such, said items shall be considered part of the contract and receipt of this addendum shall be acknowledged appropriately in the bid package. Please review the following items carefully and adjust your proposal accordingly.

Pre-bid Clarifications/Follow-up:

1. See pre-bid minutes, Item 3(p): The attached drawings show locations of GridSmart Cameras to be installed at intersections shown in the Bid Form. CAT5 cable shall be installed overhead along the shortest runs necessary from the proposed cameras to the cabinet. City of Greenville signal technicians will be onsite during installation.

Changes/Additions to Bid List and Specifications:

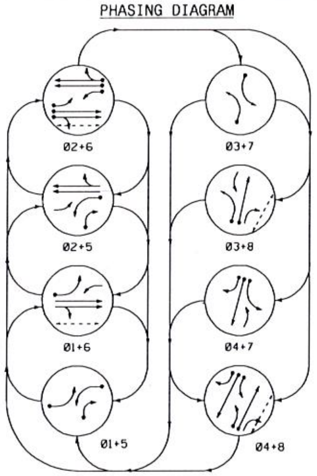
1. Information regarding E-Verify Compliance is hereby struck from the Advertisement for Bidders. Article 28 of the Standard Special Provisions is revised as follows:

   "By submitting a proposal, Contractor acknowledges that compliance with the requirements of Article 2 of Chapter 64 of the North Carolina General Statutes is required by the Contractor and its Subcontractors by North Carolina law and the provisions of the Contract Documents. By signing the Bid Form, the Contractor represents that the Contractor and its Subcontractors are in compliance with the requirements of Article 2 of Chapter 64 of the North Carolina General Statutes. Article 2 of Chapter 64 of the North Carolina General Statutes requires employers, that transact business in the State of North Carolina and employ 25 or more employees in the State of North Carolina, to electronically verify the legal employment status of an employee through the federal E-Verify program after hiring the employee to work in the State of North Carolina."

Any questions regarding this Addendum should be directed to Mr. Lynn Raynor, PE, at telephone 252-329-4620 or email at lraynor@greenvillenc.gov.

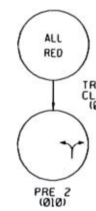
ec: Scott Godefroy, PE, City Engineer
Ronnie Donley, Streets Superintendent
Gentry Coward, Asst. Streets Superintendent

PHASING DIAGRAM



EV PREEMPT PHASES

(Medium Priority)



PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3+7	Ø3+8	Ø4+7	Ø4+8	TRK CLR Ø9	PRE 2 Ø10	FLASH
11	←	←	F/Y	F/Y	←R	←R	←R	←R	←R	←R	←Y
21,22	R	R	G	G	R	R	R	R	R	R	Y
31	←R	←R	←R	←R	←	←	F/Y	F/Y	←R	←R	←R
41,42	R	R	R	R	R	R	G	G	R	R	R
51	←	F/Y	←	F/Y	←R	←R	←R	←R	←R	←R	←Y
61,62	R	G	R	G	R	R	R	R	R	R	Y
71	←R	←R	←R	←R	←	F/Y	←	F/Y	←R	←R	←R
81	R	R	R	R	R	G	R	G	R	R	R
82	R/→	R	R/→	R	R	G	R	G	R	R	R
P61,P62	DW	W	DW	W	DW	DW	DW	DW	DW	DW	DRK
P81,P82	DW	DW	DW	DW	DW	W	DW	W	DW	DW	DRK
E1	R**	R**	R**	R**	R**	R**	R**	R**	R	G	R
Sign A	Off	Off	Off	Off	Off	Off	Off	Off	On	On	Off

** Flashing Red
See Notes 13 and 14

NEMA LOOP & DETECTOR INSTALLATION CHART

ASC/3 with TS-2 CABINET

INDUCTIVE LOOPS: LOOP NO.	SIZE (ft)	DIST FROM STOPBAR (ft)	TURNS	NEW	EXISTING	DETECTOR UNITS: NEMA PHASE	NEW	EXISTING	TIMING: FEATURE	TIMING: TIME	DET TYPE
1A	6X60	0	2-4-2	-	X	1	-	X	DELAY	15	S
						6	-	X	DELAY	3	G
2A/S01	6X6	300	4	-	X	2	-	X	-	-	S
2B/S02	6X6	300	4	-	X	2	-	X	-	-	S
3A	6X60	0	2-4-2	-	X	3	-	X	DELAY	15	S
						8	-	X	DELAY	3	S
4A	6X60	+5	2-4-2	-	X	4	-	X	-	-	S
4B	6X60	+5	2-4-2	-	X	4	-	X	DELAY	10	S
5A	6X40	0	2-4-2	X	-	5	-	X	DELAY	15	S
						2	-	X	DELAY	3	G
5B	6X60	0	2-4-2	-	X	5	-	X	DELAY	15	S
6A/S03	6X6	300	4	-	X	6	-	X	-	-	S
6B/S04	6X6	300	4	-	X	6	-	X	-	-	S
7A	6X60	+5	2-4-2	-	X	7	-	X	DELAY	15	S
						4	-	X	DELAY	3	S
8A	6X60	0	2-4-2	-	X	8	-	X	-	-	S

PROJECT REFERENCE NO.	SHEET NO.
EB-5618/SS-4902BS	Sig. 1.0

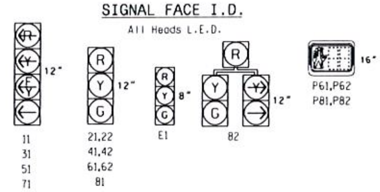
8 Phase
Fully Actuated W/EV Preempt
Greenville Signal System

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. Phase 3 and/or phase 7 may be lagged.
5. Reposition existing signal heads numbered 22,42,& 62.
6. Set all detector units to presence mode.
7. 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.
8. Locate new cabinet on existing foundation.
9. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
10. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
11. Pedestrian pedestals are conceptual and shown for reference only. See sheets P1-P3 for pushbutton location details.
12. The Division Traffic Engineer will determine the Delay before Preempt and Preempt Min Dwell time for the emergency vehicle preemption timing.
13. When entering preemption, clear signal head E1 from flashing red to steady red during clearance interval 1 and maintain steady red during clearance interval 2.
14. When entering preemption, program sign "A" to come on during yellow and red clear before preempt and stay on during red and yellow clear after preempt.
15. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

SIGNAL FACE I.D.

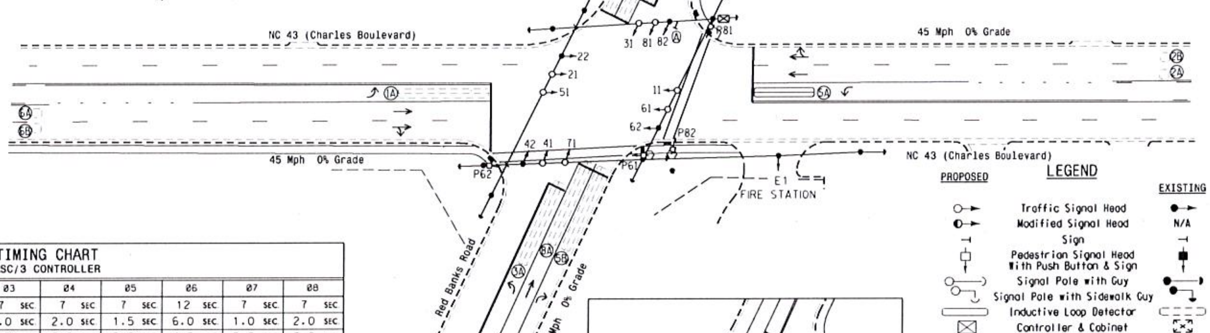
All Heads L.E.D.



EMERGENCY VEHICLE PREEMPTION

FUNCTION	PRE 2
DELAY BEFORE PREEMPT	**
PMT OVERRIDE	OFF
PED CLEAR THROUGH YELLOW	Y
TERMINATE PHASES	N
ENTRANCE WALK	1
ENTRANCE PED CLEAR	12
ENTRANCE MIN GREEN	5
ENTRANCE YELLOW CLEAR	25.5*
ENTRANCE RED CLEAR	25.5*
TRACK CLEAR GREEN	1
TRACK CLEAR YELLOW	3.0
TRACK CLEAR RED	0.0
PREEMPT MIN DWELL	**
PREEMPT MAX PRESENCE INTERVAL	0
PREEMPT DWELL YELLOW	25.5*
PREEMPT DWELL RED	25.5*
EXIT PHASE(S)	2,6

*Time defaults to time used for phase during normal operation
**See Note 12



-Remove "Fire Signal" signing and heads on the phase 2 approach of Charles Blvd.
-Remove "Emergency Signal Ahead" signing on both approaches of Charles Blvd.

LEGEND

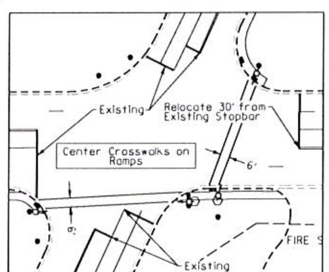
PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head With Push Button & Sign	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
→	Directional Arrow	→
○	Type II Signal Pedestal	●
Ⓐ	"NO TURN ON RED" Blankout Sign	Ⓐ

TIMING CHART

ASC/3 CONTROLLER

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MINIMUM GREEN *	7 SEC	12 SEC	7 SEC	7 SEC	7 SEC	12 SEC	7 SEC	7 SEC
VEHICLE EXT. *	2.5 SEC	6.0 SEC	1.0 SEC	2.0 SEC	1.5 SEC	6.0 SEC	1.0 SEC	2.0 SEC
YELLOW CHANGE INT.	3.0 SEC	4.5 SEC	3.0 SEC	3.8 SEC	3.0 SEC	4.5 SEC	3.0 SEC	3.8 SEC
RED CLEARANCE	3.3 SEC	2.3 SEC	2.4 SEC	2.0 SEC	3.8 SEC	2.3 SEC	2.6 SEC	2.0 SEC
MAX. 1 *	30 SEC	90 SEC	20 SEC	50 SEC	30 SEC	90 SEC	20 SEC	50 SEC
RECALL POSITION	NONE	MIN. RECALL	NONE	NONE	NONE	MIN. RECALL	NONE	NONE
LOCK DET.	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF
WALK *	- SEC	- SEC	- SEC	- SEC	- SEC	7 SEC	- SEC	7 SEC
PED. CLEAR	- SEC	- SEC	- SEC	- SEC	- SEC	24 SEC	- SEC	19 SEC
VOLUME DENSITY	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF
ACTUATION B4 ADD *	- VEH.	0 VEH.	- VEH.	- VEH.	- VEH.	0 VEH.	- VEH.	- VEH.
SEC. PER ACTUATION *	- SEC.	1.5 SEC.	- SEC.	- SEC.	- SEC.	1.5 SEC.	- SEC.	- SEC.
MAX. INITIAL *	- SEC	34 SEC.	- SEC.	- SEC.	- SEC.	34 SEC.	- SEC.	- SEC.
TIME B4 REDUCTION *	- SEC.	15 SEC.	- SEC.	- SEC.	- SEC.	15 SEC.	- SEC.	- SEC.
TIME TO REDUCE *	- SEC.	30 SEC.	- SEC.	- SEC.	- SEC.	30 SEC.	- SEC.	- SEC.
MINIMUM GAP	- SEC.	3.0 SEC.	- SEC.	- SEC.	- SEC.	3.0 SEC.	- SEC.	- SEC.
DUAL ENTRY	OFF	OFF	OFF	ON	OFF	OFF	OFF	ON
SIMULTANEOUS GAP	ON	ON	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.



STOPBAR AND CROSSWALK LOCATIONS

Signal Upgrade Corr. File No. 02-14-31246

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

NC 43 (Charles Boulevard) at Red Banks Road

Division 02 Pitt County Greenville

PLAN DATE:	April 2015	REVIEWED BY:	JPG
PREPARED BY:	Jeff Spence	REVIEWED BY:	

REVISIONS	INIT.	DATE

SCALE 0 40 1"=40'

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 029904 JASON P. GALLOWAY

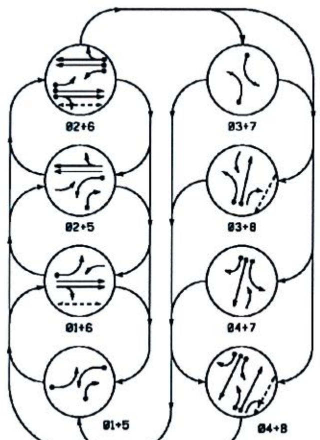
DocuSigned by: Jason P. Galloway 6/25/2015
SIGNATURE DATE

SIG. INVENTORY NO. 02-0334

1A

PROJECT REFERENCE NO.	SHEET NO.
EB-5618/SS-4902BB	Sig. 1.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

EV PREEMPT PHASES
(Medium Priority)

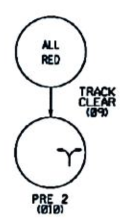


TABLE OF OPERATION

SIGNAL FACE	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3+7	Ø3+8	Ø4+7	Ø4+8	TRK CLR Ø9	PRE 2 Ø10	FLASH
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21,22	R	R	G	G	R	R	R	R	R	R	Y
31	←R	←R	←R	←R	←	←	←FY	←FY	←R	←R	←R
41,42	R	R	R	R	R	R	G	G	R	R	R
51	←	←FY	←	←FY	←R	←R	←R	←R	←R	←R	←Y
61,62	R	G	R	G	R	R	R	R	R	R	Y
71	←R	←R	←R	←R	←	←FY	←	←FY	←R	←R	←R
81	R	R	R	R	R	G	R	G	R	R	R
82	R/←	R	R/←	R	R	G	R	G	R	R	R
P61,P62	DW	W	DW	W	DW	DW	DW	DW	DW	DW	DRK
P81,P82	DW	DW	DW	DW	DW	W	DW	W	DW	DW	DRK
E1	R**	R**	R**	R**	R**	R**	R**	R**	R	G	R
Sign A	Off	Off	Off	Off	Off	Off	Off	Off	On	On	Off

** Flashing Red
See Notes 13 and 14

NEMA LOOP & DETECTOR INSTALLATION CHART
ASC/3 with TS-2 CABINET

INDUCTIVE LOOPS: LOOP NO.	SIZE (ft)	DIST. FROM STOPBAR (ft)	TURNS	NEW	EXISTING	DETECTOR UNITS: NEMA PHASE	NEW	EXISTING	TIMING: FEATURE	TIMING: TIME	DET TYPE
1A	6X60	0	2-4-2	-	X	1	-	X	DELAY	15	S
						6	-	X	DELAY	3	G
2A/S01	6X6	300	4	-	X	2	-	X	-	-	S
2B/S02	6X6	300	4	-	X	2	-	X	-	-	S
3A	6X60	0	2-4-2	-	X	3	-	X	DELAY	15	S
						8	-	X	DELAY	3	S
4A	6X60	+5	2-4-2	-	X	4	-	X	-	-	S
4B	6X60	+5	2-4-2	-	X	4	-	X	DELAY	10	S
5A	6X40	0	2-4-2	X	-	5	-	X	DELAY	15	S
						2	-	X	DELAY	3	G
5B	6X60	0	2-4-2	-	X	5	-	X	DELAY	15	S
6A/S03	6X6	300	4	-	X	6	-	X	-	-	S
6B/S04	6X6	300	4	-	X	6	-	X	-	-	S
7A	6X60	+5	2-4-2	-	X	7	-	X	DELAY	15	S
						4	-	X	DELAY	3	S
8A	6X60	0	2-4-2	-	X	8	-	X	-	-	S

1. Provide 3 shielded CAT 5E cables for each camera.
2. Provide enough slack in the cables at the cameras to reach the ground for RJ 45 terminations and cable testing.
3. COG will handle all cable terminations, cable testing, cabinet hardware and software prohramming.
4. Contractor needs to be present for final adjustments on the cameras.

8 Phase
Fully Actuated W/EV Preempt
Greenville Signal System

NOTES

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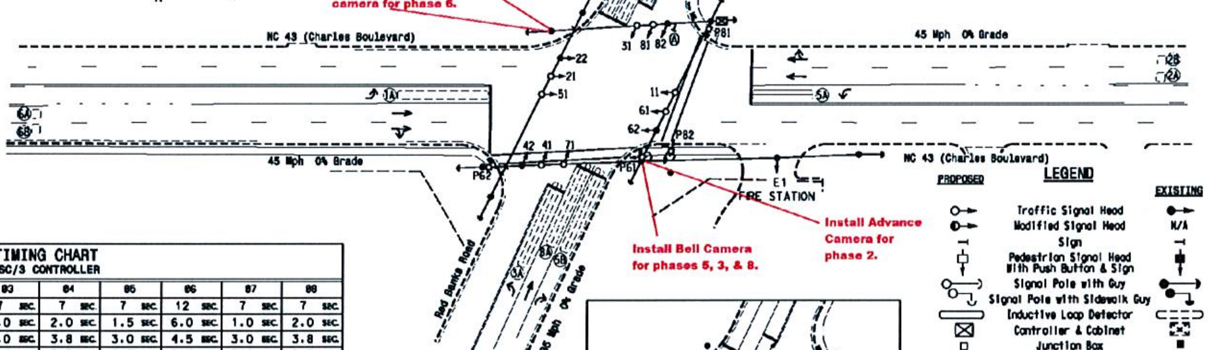
15. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

SIGNAL FACE I.D.
All Heads L.E.D.

EMERGENCY VEHICLE PREEMPTION

FUNCTION	PRE 2
DELAY BEFORE PREEMPT	**
PMT OVERRIDE	OFF
PED CLEAR THROUGH YELLOW	Y
TERMINATE PHASES	N
ENTRANCE WALK	1
ENTRANCE PED CLEAR	12
ENTRANCE MIN GREEN	5
ENTRANCE YELLOW CLEAR	25.5*
ENTRANCE RED CLEAR	25.5*
TRACK CLEAR GREEN	1
TRACK CLEAR YELLOW	3.0
TRACK CLEAR RED	0.0
PREEMPT MIN DWELL	**
PREEMPT MAX PRESENCE INTERVAL	0
PREEMPT DWELL YELLOW	25.5*
PREEMPT DWELL RED	25.5*
EXIT PHASE(S)	2.6

*Time defaults to time used for phase during normal operation.
**See Note 12



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	
	Type II Signal Pedestal	
	"NO TURN ON RED" Blankout Sign	

STOPBAR AND CROSSWALK LOCATIONS

TIMING CHART
ASC/3 CONTROLLER

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MINIMUM GREEN *	7 SEC.	12 SEC.	7 SEC.	7 SEC.	7 SEC.	12 SEC.	7 SEC.	7 SEC.
VEHICLE EXT. *	2.5 SEC.	6.0 SEC.	1.0 SEC.	2.0 SEC.	1.5 SEC.	6.0 SEC.	1.0 SEC.	2.0 SEC.
YELLOW CHANGE INT.	3.0 SEC.	4.5 SEC.	3.0 SEC.	3.8 SEC.	3.0 SEC.	4.5 SEC.	3.0 SEC.	3.8 SEC.
RED CLEARANCE	3.3 SEC.	2.3 SEC.	2.4 SEC.	2.0 SEC.	3.8 SEC.	2.3 SEC.	2.6 SEC.	2.0 SEC.
MAX. 1 *	30 SEC.	90 SEC.	20 SEC.	50 SEC.	30 SEC.	90 SEC.	20 SEC.	50 SEC.
RECALL POSITION	NONE	MIN. RECALL	NONE	NONE	NONE	MIN. RECALL	NONE	NONE
LOCK DET.	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF
WALK *	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	7 SEC.	- SEC.	7 SEC.
PED. CLEAR	- SEC.	- SEC.	- SEC.	- SEC.	- SEC.	24 SEC.	- SEC.	19 SEC.
VOLUME DENSITY	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF
ACTUATION B4 ADD *	- VEH.	0 VEH.	- VEH.	- VEH.	- VEH.	0 VEH.	- VEH.	- VEH.
SEC. PER ACTUATION *	- SEC.	1.5 SEC.	- SEC.	- SEC.	- SEC.	1.5 SEC.	- SEC.	- SEC.
MAX. INITIAL *	- SEC.	34 SEC.	- SEC.	- SEC.	- SEC.	34 SEC.	- SEC.	- SEC.
TIME B4 REDUCTION *	- SEC.	15 SEC.	- SEC.	- SEC.	- SEC.	15 SEC.	- SEC.	- SEC.
TIME TO REDUCE *	- SEC.	30 SEC.	- SEC.	- SEC.	- SEC.	30 SEC.	- SEC.	- SEC.
MINIMUM GAP	- SEC.	3.0 SEC.	- SEC.	- SEC.	- SEC.	3.0 SEC.	- SEC.	- SEC.
DUAL ENTRY	OFF	OFF	OFF	ON	OFF	OFF	OFF	ON
SIMULTANEOUS GAP	ON	ON	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.

Signal Upgrade Corr. File No. 02-14-31246

Prepared in the Offices of:

NC 43 (Charles Boulevard) at Red Banks Road

Division 02 Pitt County Greenville

PLAN DATE: April 2015	REVIEWED BY: JPG
PREPARED BY: Jeff Spence	REVIEWED BY:

SCALE 0 40 1"=40'

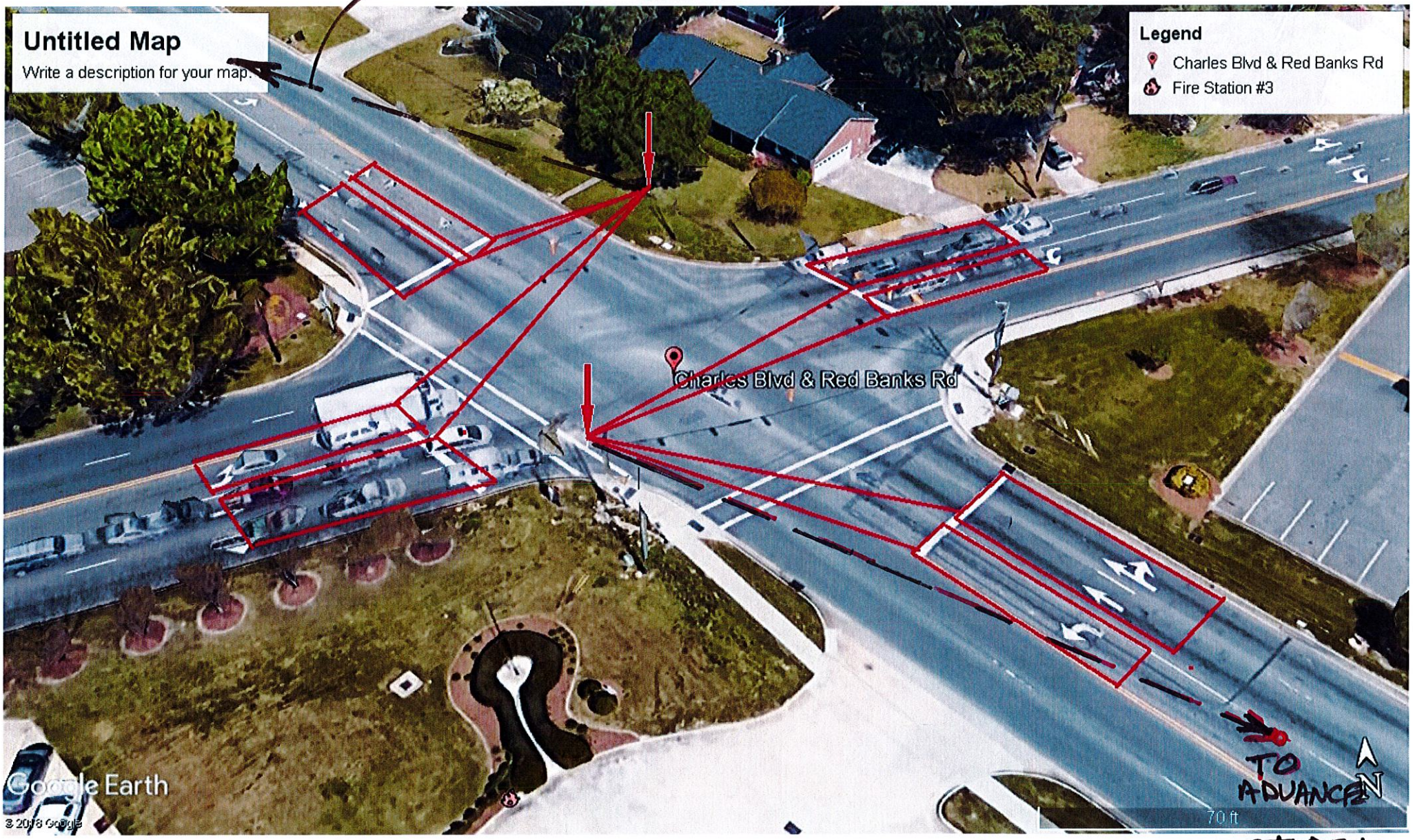
REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 029904 ENGINEER JASON P. GALLOWAY

SIGNATURE DATE

SIG. INVENTORY NO. 02-0334

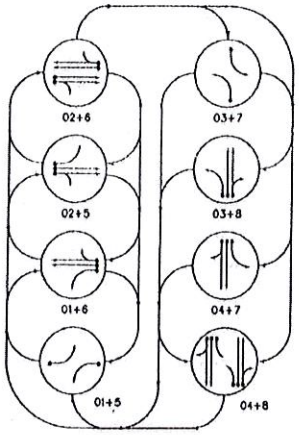
1B


TO ADVANCE DET. ZONE.
Untitled Map
Write a description for your map.
Legend
Charles Blvd & Red Banks Rd
Fire Station #3
Charles Blvd & Red Banks Rd
TO ADVANCE
N
70 ft
Google Earth
© 2018 Google

DET. ZONE

PROJECT REFERENCE NO.	SHEET NO.
U-3852	------

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

LOOP & DETECTOR UNIT INSTALLATION CHART
NEMA CONTROLLER WITH TS-2 CABINET

INDUCTIVE LOOPS						DETECTOR UNITS							
LOOP NO.	SIZE (ft)	TURNS	DIST FROM STOPBAR (ft)	SLOPED	DIRECTIONAL	NEMA PHASE	DELAY	CALL	TIMING FEATURE	TIMING TIME	PHASE CALL DURING PHASE	SHORT DELAY DURING GREEN
* 1A	6x80	2-4-2	+5		X	1	X		DELAY	3 SEC	ALL	YES
2A	6x6	5	300	X		2	X		--	-- SEC	ALL	NO
2B	6x6	5	300	X		2	X		--	-- SEC	ALL	NO
* 2C	6x60	2-4-2	+5		X	2	X		DC/EC	5/2 SEC	ALL	NO
* 2D	6x60	2-4-2	+5		X	2	X		DC/EC	5/2 SEC	ALL	NO
3A	6x40	2-4-2	+5		X	8	X		DELAY	3 SEC	ALL	YES
						3	X		DELAY	15 SEC	ALL	YES
4A	6x60	2-4-2	+5		X	4	X		--	-- SEC	ALL	NO
4B	6x60	2-4-2	+5		X	4	X		DELAY	10 SEC	ALL	YES
* 5A	6x80	2-4-2	+5		X	5	X		DELAY	3 SEC	ALL	YES
6A	6x6	5	300	X		6	X		--	-- SEC	ALL	NO
6B	6x6	5	300	X		6	X		--	-- SEC	ALL	NO
* 6C	6x60	2-4-2	+5		X	6	X		DC/EC	5/2 SEC	ALL	NO
* 6D	6x60	2-4-2	+5		X	6	X		DC/EC	5/2 SEC	ALL	NO
7A	6x60	2-4-2	+5		X	4	X		DELAY	3 SEC	ALL	YES
						7	X		DELAY	15 SEC	ALL	YES
8A	6x60	2-4-2	0		X	8	X		--	-- SEC	ALL	NO
8B	6x40	2-4-2	0		X	8	X		DELAY	10 SEC	ALL	YES
S3126	6x6	6	+520	X		--	X		SYSTEM DETECTOR			
S2226	6x6	Existing	+520		X	--		X	SYSTEM DETECTOR			
S3226	6x6	6	+520	X		--	X		SYSTEM DETECTOR			
S2126	6x6	Existing	+520		X	--		X	SYSTEM DETECTOR			
S3326	6x6	5	+320	X		--	X		SYSTEM DETECTOR			
S2326	6x6	Existing	+320		X	--		X	SYSTEM DETECTOR			

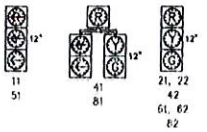
* Unable to field verify loops.

TABLE OF OPERATION

SIGNAL FACE	PHASE 01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8	FLASH
11	--	--	-R	-R	-R	-R	-R	-R	-R
21, 22	R	R	G	G	R	R	R	R	Y
41	R	R	R	R	\	R	\	G	R
42	R	R	R	R	R	R	G	G	R
51	--	-R	--	-R	-R	-R	-R	-R	-R
61, 62	R	G	R	G	R	R	R	R	Y
81	R	R	R	R	\	R	\	G	R
82	R	R	R	R	G	R	G	R	

SIGNAL FACE I.D.

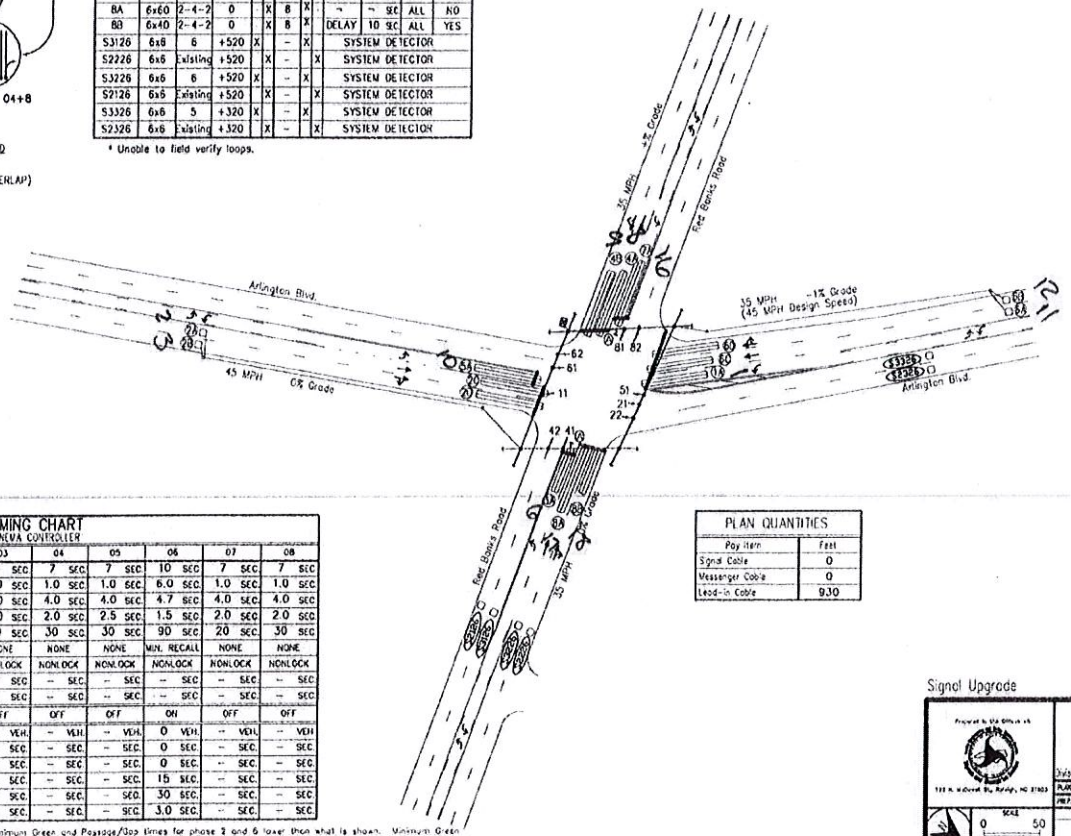
○ Denotes L.E.D.



8 Phase
Fully Actuated
(Greenville City System)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2002 and "Standard Specifications for Roads and Structures" dated January 2002.
2. Pavement markings are existing.
3. Omit phase 3 during phase 4 on.
4. Omit phase 7 during phase 8 on.
5. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values shall supersede these values.
6. During coordination, phase 1 or phase 5 may be lagged.
7. Existing "Left Turn Yield on Green" ball signs-(R10-12) may be removed at the discretion of the Regional Traffic Engineer.
8. Set all detector units to presence mode.
9. Program phase 4 and phase 8 for dual entry.
10. Intersection Zone Number: 8
    System Address Number: 28



TIMING CHART
NEMA CONTROLLER

PHASE	01	02	03	04	05	06	07	08
MINIMUM GREEN *	7 SEC	10 SEC	7 SEC	7 SEC	7 SEC	10 SEC	7 SEC	7 SEC
PASSAGE/GAP *	1.0 SEC	6.0 SEC	1.0 SEC	1.0 SEC	1.0 SEC	6.0 SEC	1.0 SEC	1.0 SEC
YELLOW CHANGE INT.	4.0 SEC	4.7 SEC	4.0 SEC	4.0 SEC	4.0 SEC	4.7 SEC	4.0 SEC	4.0 SEC
RED CLEARANCE	2.5 SEC	1.5 SEC	2.0 SEC	2.0 SEC	2.5 SEC	1.5 SEC	2.0 SEC	2.0 SEC
MAX. 1 *	20 SEC	90 SEC	20 SEC	30 SEC	30 SEC	90 SEC	20 SEC	30 SEC
RECALL POSITION	NONE	MIN. RECALL	NONE	NONE	NONE	MIN. RECALL	NONE	NONE
VEH. CALL MEMORY	NONLOCK	NONLOCK	NONLOCK	NONLOCK	NONLOCK	NONLOCK	NONLOCK	NONLOCK
WALK *	-- SEC	-- SEC	-- SEC	-- SEC	-- SEC	-- SEC	-- SEC	-- SEC
FLASHING DON'T WALK	-- SEC	-- SEC	-- SEC	-- SEC	-- SEC	-- SEC	-- SEC	-- SEC
VOLUME DENSITY	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF
ACTUATION B4 ADD	-- VEH	0 VEH	-- VEH	-- VEH	-- VEH	0 VEH	-- VEH	-- VEH
SEC. PER ACTUATION *	-- SEC	0 SEC	-- SEC	-- SEC	-- SEC	0 SEC	-- SEC	-- SEC
MAX. INITIAL *	-- SEC	0 SEC	-- SEC	-- SEC	-- SEC	0 SEC	-- SEC	-- SEC
TIME B4 REDUCTION *	-- SEC	15 SEC	-- SEC	-- SEC	-- SEC	15 SEC	-- SEC	-- SEC
TIME TO REDUCE *	-- SEC	30 SEC	-- SEC	-- SEC	-- SEC	30 SEC	-- SEC	-- SEC
MINIMUM GAP	-- SEC	3.0 SEC	-- SEC	-- SEC	-- SEC	3.0 SEC	-- SEC	-- SEC

* These values may be field adjusted. Do not adjust Minimum Green and Passage/Gap times for phase 2 and 6 lower than what is shown. Minimum Green for all other phases should not be lower than 4 seconds.

PLAN QUANTITIES

Pay Item	Feet
Signal Cable	0
Messenger Cable	0
Lead-in Cable	930

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 with Marker	△
⟶	Directional Arrow	⟶
→	Pavement Marking Arrow	→
Ⓐ	"LEFT TURN YIELD ON GREEN" Sign (R10-12)	Ⓐ

Signal Upgrade

Arlington Blvd.
at
Red Banks Rd.

Division 02 | Pitt County | Greenville

PLAN DATE:	April 2003	REVIEWED BY:	P.J. Pate
PREPARED BY:	W.A. Jones	REVIEWED BY:	S.T. Francis

REVISIONS | NO. | DATE

SCALE 0 50 1"=50'

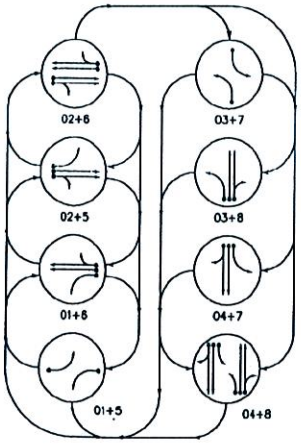
SEAL 23489 ENGINEER PAMELA T. ALEXANDER NORTH CAROLINA PROFESSIONAL

SIGNATURE | DATE

DOCUMENT NO. E-28

PROJECT REFERENCE NO.	SHEET NO.
U-3851	------

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

LOOP & DETECTOR UNIT INSTALLATION CHART
NEMA CONTROLLER WITH TS-2 CABINET

INDUCTIVE LOOPS					DETECTOR UNITS							
LOOP NO.	SIZE (ft)	TURNS	DIST FROM STOPBAR (ft)	NEW/EXISTING	NEMA PHASE	TYPE	TIMING FEATURE	TIMING TIME	PLACE CALL DURING PHASE	INHIBIT DELAY DURING GREEN?
* 1A	6x50	2-4-2	+5	X	1	X	DELAY	3 SEC	ALL	YES
2A	6x6	5	300	X	2	X	-	- SEC	ALL	NO
2B	6x6	5	300	X	2	X	-	- SEC	ALL	NO
* 2C	6x50	2-4-2	+5	X	2	X	DC/EC	5/2 SEC	ALL	NO
* 2D	6x50	2-4-2	+5	X	2	X	DC/EC	5/2 SEC	ALL	NO
3A	6x40	2-4-2	+5	X	8	X	DELAY	3 SEC	ALL	YES
					3	X	DELAY	15 SEC	ALL	YES
4A	6x50	2-4-2	+5	X	4	X	-	- SEC	ALL	NO
4B	6x50	2-4-2	+5	X	4	X	DELAY	10 SEC	ALL	YES
* 5A	6x50	2-4-2	+5	X	5	X	DELAY	3 SEC	ALL	YES
6A	6x6	5	300	X	6	X	-	- SEC	ALL	NO
6B	6x6	5	300	X	6	X	-	- SEC	ALL	NO
* 6C	6x50	2-4-2	+5	X	6	X	DC/EC	5/2 SEC	ALL	NO
* 6D	6x50	2-4-2	+5	X	6	X	DC/EC	5/2 SEC	ALL	NO
7A	6x50	2-4-2	+5	X	4	X	DELAY	3 SEC	ALL	YES
					7	X	DELAY	15 SEC	ALL	YES
8A	6x50	2-4-2	0	X	8	X	-	- SEC	ALL	NO
8B	6x40	2-4-2	0	X	8	X	DELAY	10 SEC	ALL	YES
S3126	6x6	6	+520	X	-	X	SYSTEM DETECTOR			
S2226	6x6	Existing	+520	X	-	X	SYSTEM DETECTOR			
S3226	6x6	6	+520	X	-	X	SYSTEM DETECTOR			
S2126	6x6	Existing	+520	X	-	X	SYSTEM DETECTOR			
S3326	6x6	5	+320	X	-	X	SYSTEM DETECTOR			
S2326	6x6	Existing	+320	X	-	X	SYSTEM DETECTOR			

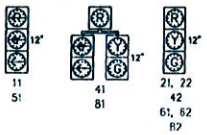
* Unable to field verify loops.

TABLE OF OPERATION

SIGNAL FACE	PHASE 01+05	01+06	02+05	02+06	03+07	03+08	04+07	04+08	LAST
11	-	-	R	R	R	R	R	R	R
21, 22	R	R	G	G	R	R	R	R	Y
41	R	R	R	Y	R	R	R	G	R
42	R	R	R	Y	R	R	G	G	R
51	-	R	-	R	R	R	R	R	R
61, 62	R	G	R	G	R	R	R	R	Y
81	R	R	R	Y	R	R	R	G	R
82	R	R	R	R	G	R	G	R	R

SIGNAL FACE I.D.

Denotes L.E.D.

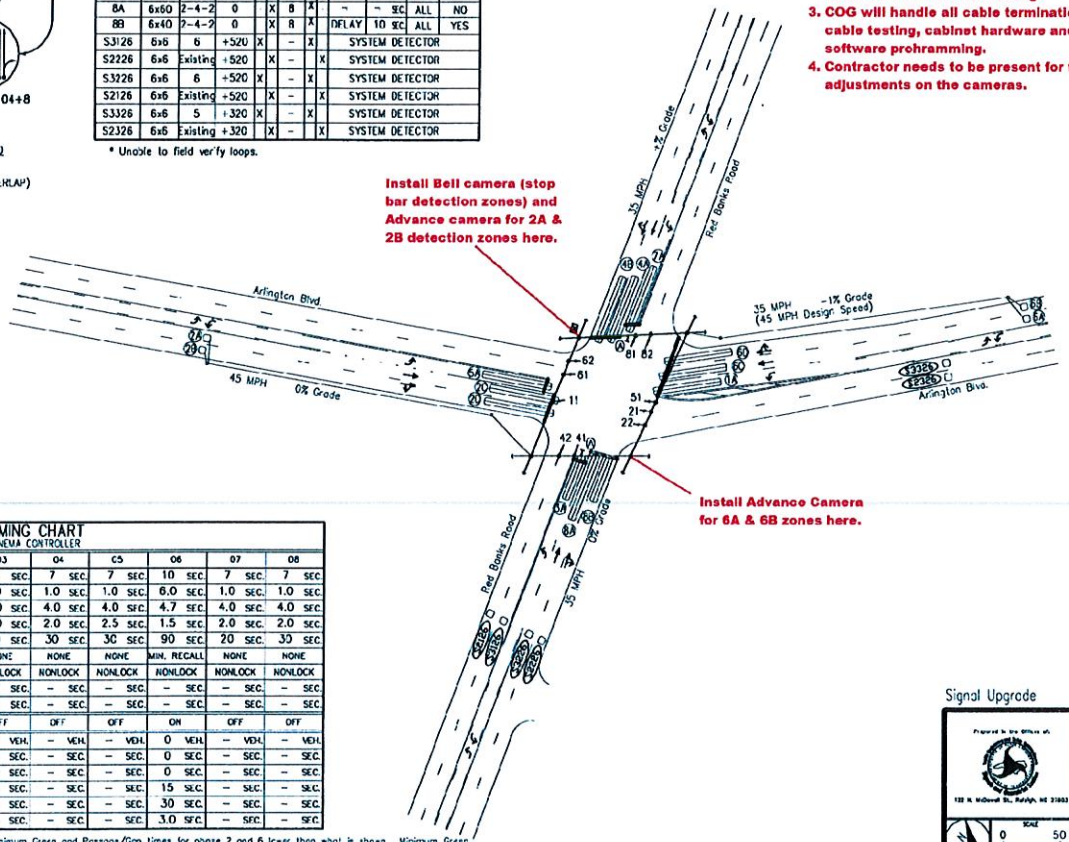


8 Phase
Fully Actuated
(Greenville City System)

1. Provide 3 shielded CAT 5E cables for each camera.
2. Provide enough slack in the cables at the cameras to reach the ground for RJ 45 terminations and cable testing.
3. COG will handle all cable terminations, cable testing, cabinet hardware and software prohramming.
4. Contractor needs to be present for final adjustments on the cameras.

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2002 and "Standard Specifications for Roads and Structures" dated January 2002.
2. Pavement markings are existing.
3. Omit phase 3 during phase 4 on.
4. Omit phase 7 during phase 8 on.
5. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values shall supersede these values.
6. During coordination, phase 1 or phase 5 may be lagged.
7. Existing "Left Turn Yield on Green" ball signs--(R10-12) may be removed at the discretion of the Regional Traffic Engineer.
8. Set all detector units to presence mode.
9. Program phase 4 and phase 8 for dual entry.
10. Intersection Zone Number: 8
    System Address Number: 26



TIMING CHART
NEMA CONTROLLER

PHASE	01	02	03	04	05	06	07	08
MINIMUM GREEN *	7 SEC	10 SEC	7 SEC	7 SEC	7 SEC	10 SEC	7 SEC	7 SEC
PASSAGE/GAP *	1.0 SEC	6.0 SEC	1.0 SEC	1.0 SEC	1.0 SEC	6.0 SEC	1.0 SEC	1.0 SEC
YELLOW CHANGE INT.	4.0 SEC	4.7 SEC	4.0 SEC	4.0 SEC	4.0 SEC	4.7 SEC	4.0 SEC	4.0 SEC
RED CLEARANCE	2.5 SEC	1.5 SEC	2.0 SEC	2.0 SEC	2.5 SEC	1.5 SEC	2.0 SEC	2.0 SEC
MAX 1 *	20 SEC	90 SEC	20 SEC	30 SEC	30 SEC	90 SEC	20 SEC	30 SEC
RECALL POSITON	NONE	MIN. RECALL	NONE	NONE	NONE	MIN. RECALL	NONE	NONE
VEHI. CALL MEMORY	NONLOCK	NONLOCK	NONLOCK	NONLOCK	NONLOCK	NONLOCK	NONLOCK	NONLOCK
WALK *	- SEC	- SEC	- SEC	- SEC	- SEC	- SEC	- SEC	- SEC
FLASHING DON'T WALK	- SEC	- SEC	- SEC	- SEC	- SEC	- SEC	- SEC	- SEC
VOLUME DENSITY	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF
ACTUATION @4 ADD	- VEH.	0 VEH.	- VEH.	- VEH.	- VEH.	0 VEH.	- VEH.	- VEH.
SEC. PER ACTUATION *	- SEC.	0 SEC.	- SEC.	- SEC.	- SEC.	0 SEC.	- SEC.	- SEC.
MAX. INITIAL *	- SEC.	0 SEC.	- SEC.	- SEC.	- SEC.	0 SEC.	- SEC.	- SEC.
TIME @4 REDUCTION *	- SEC.	15 SEC.	- SEC.	- SEC.	- SEC.	15 SEC.	- SEC.	- SEC.
TIME TO REDUCE *	- SEC.	30 SEC.	- SEC.	- SEC.	- SEC.	30 SEC.	- SEC.	- SEC.
MINIMUM GAP	- SEC.	3.0 SEC.	- SEC.	- SEC.	- SEC.	3.0 SEC.	- SEC.	- SEC.

* These values may be field adjusted. Do not adjust Minimum Green and Passage/Gap times for phase 2 and 6 lower than what is shown. Minimum Green for all other phases should not be lower than 4 seconds.

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 with Marker	
	Directional Arrow	
	Pavement Marking Arrow	
	"LEFT TURN YIELD ON GREEN" Sign (R10-12)	

Signal Upgrade

Arlington Blvd.
at
Red Banks Rd.

Division 02 | Pitt County | Greenville

PLAN DATE:	April 2003	REVIEWED BY:	P.J. Porter
PREPARED BY:	W.A. Jacks	REVIEWED BY:	S.T. Franklin

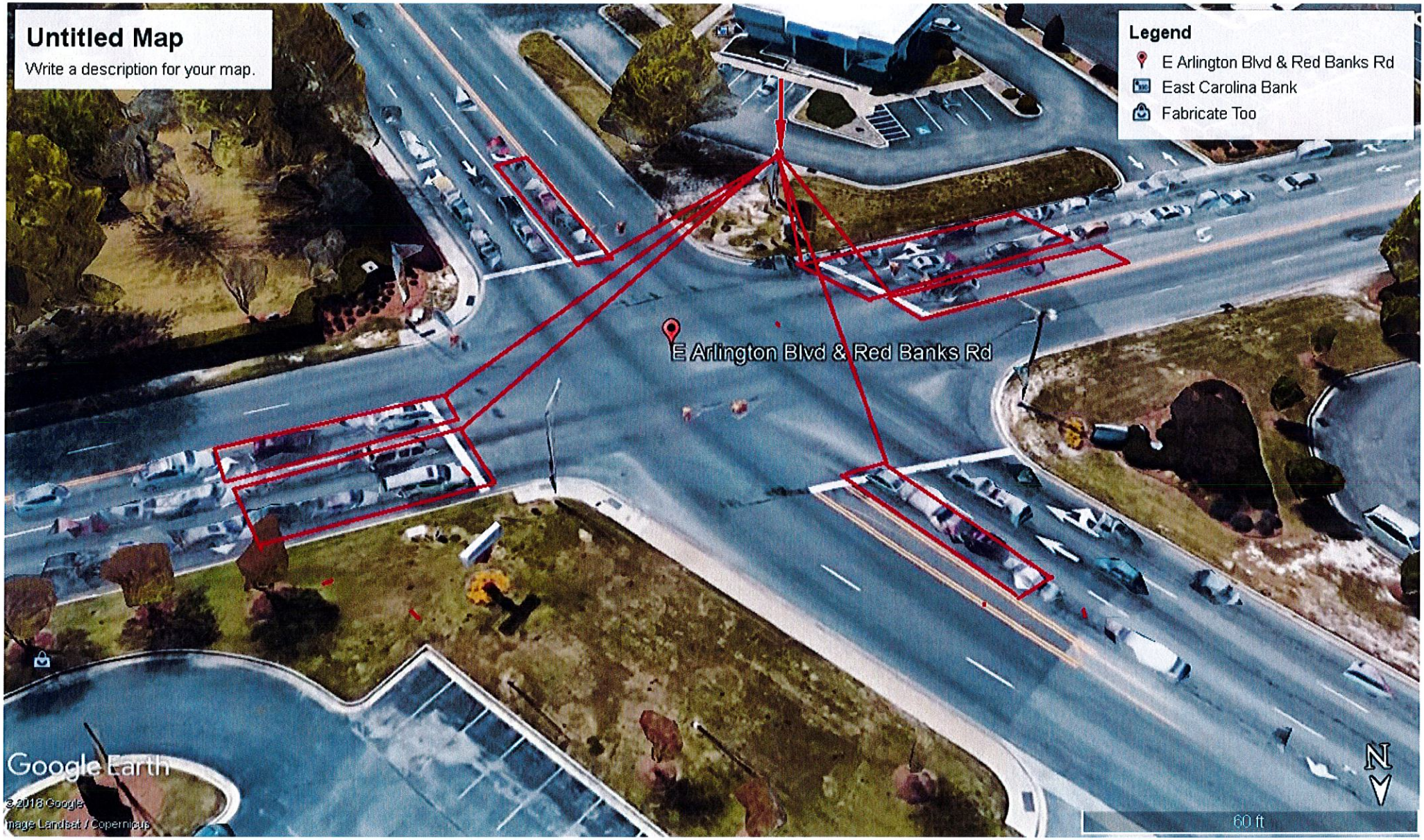
REVISIONS | BY: | DATE:

SCALE: 1"=50' (0 50)

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 23480 ENGINEER PAMELA L. ALEXANDER

SIGNATURE | DATE

SE INVENTORY NO. G-25


Untitled Map
Write a description for your map.
Legend
E Arlington Blvd & Red Banks Rd
East Carolina Bank
Fabricate Too
E Arlington Blvd & Red Banks Rd
Google Earth
© 2018 Google
Image Landsat / Copernicus
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60 ft

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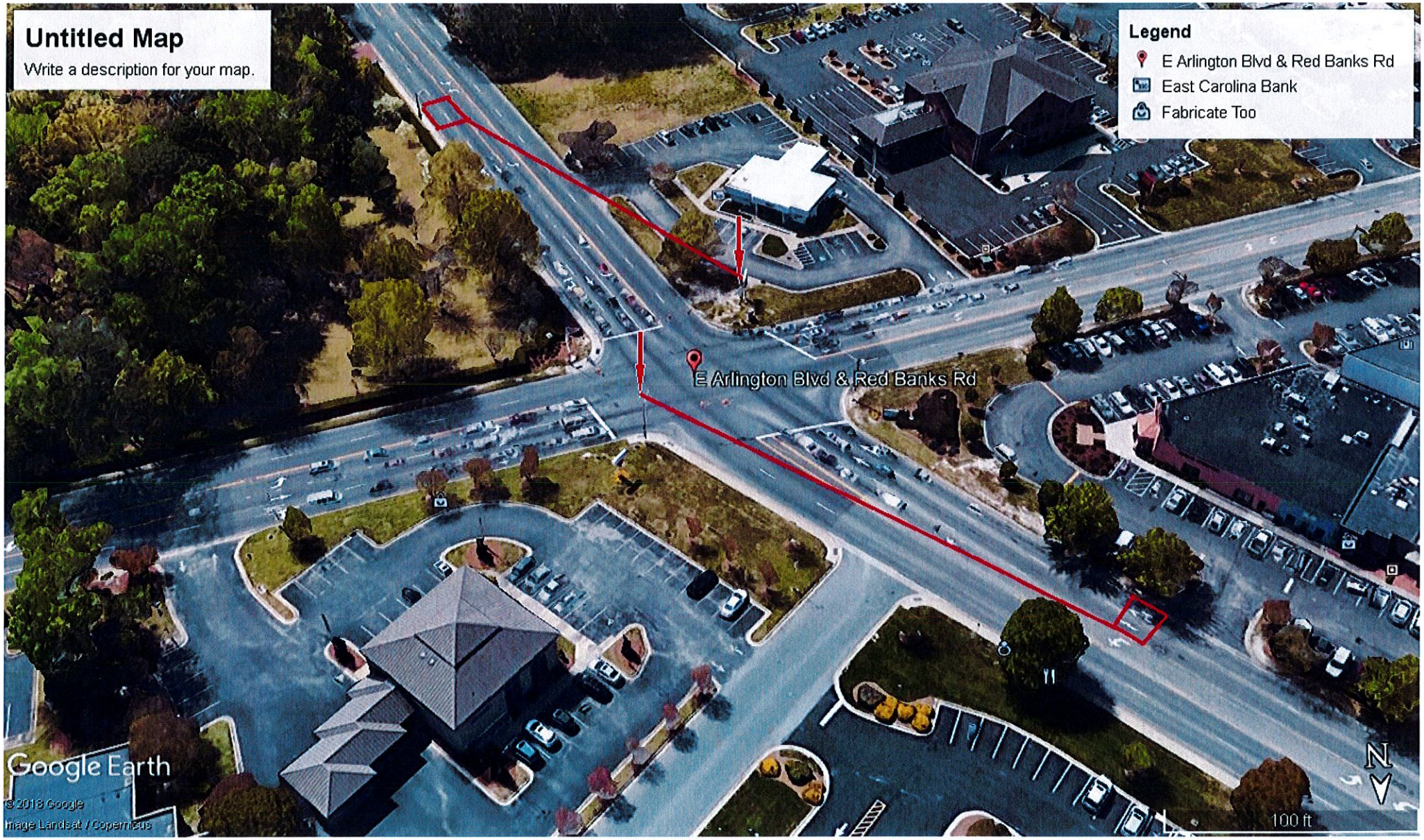
Untitled Map
Write a description for your map.
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E Arlington Blvd & Red Banks Rd
East Carolina Bank
Fabricate Too
E Arlington Blvd & Red Banks Rd
Google Earth
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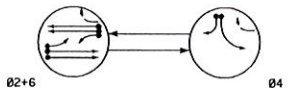
Image Landsat / Copernicus
N
100 ft

PROJECT REFERENCE NO.	SHEET NO.
U-3852B	160

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION			
SIGNAL FACE	PHASE Ø2+6	PHASE Ø4	FLASH
21,22	G	R	Y
41,42	R	G	R
61,62	G	R	Y

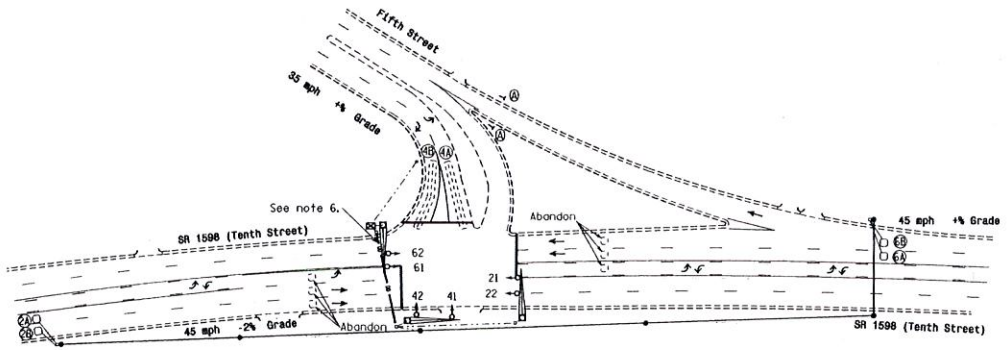
SIGNAL FACE I.D.

Denotes L.E.D.

21, 22
41, 42
61, 62

LOOP & DETECTOR UNIT INSTALLATION CHART
NEMA CONTROLLER WITH TS-2 CABINET

INDUCTIVE LOOPS						DETECTOR UNITS							
LOOP NO.	SIZE (ft)	TURNS	DIST. FROM STOPBAR (ft)	NEW	EXISTING	NEMA PHASE	NEW	EXISTING	TIMING FEATURE	TIMING TIME	PLACE CALL DURING PHASE	INHIBIT DELAY DURING GREEN?
2A	6X6	4	300	X		2	X		-	- SEC.	ALL	NO
2B	6X6	4	300	X		2	X		-	- SEC.	ALL	NO
4A	6X60	2-4-2	+5		X	4	X		-	- SEC.	ALL	NO
4B	6X60	2-4-2	+5		X	4	X		DELAY	15 SEC.	ALL	YES
6A	6X6	4	300	X		6	X		-	- SEC.	ALL	NO
6B	6X6	4	300	X		6	X		-	- SEC.	ALL	NO



2 Phase
Fully Actuated
(Greenville City System)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2002 and "Standard Specifications for Roads and Structures" dated January 2002.
2. Pavement markings are existing.
3. Run all lead-in cable overhead on existing utility poles where possible.
4. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values shall supersede these values.
5. Set all detector units to presence mode.
6. Where directional drill is indicated, install two separate conduits, one for lead-in cable and one for signal cable.
7. Intersection Zone Number: 5
   System Address Number: 79

TIMING CHART
NEMA CONTROLLER

PHASE	Ø2	Ø4	Ø6
MINIMUM GREEN*	12 SEC.	7 SEC.	12 SEC.
PASSAGE/GAP*	6.0 SEC.	1.0 SEC.	6.0 SEC.
YELLOW CHANGE INT.	4.7 SEC.	4.0 SEC.	4.7 SEC.
RED CLEARANCE	1.5 SEC.	1.5 SEC.	1.5 SEC.
MAX. 1*	90 SEC.	50 SEC.	90 SEC.
RECALL POSITION	MIN. RECALL	NONE	MIN. RECALL
VEH. CALL MEMORY	LOCK	NON-LOCK	LOCK
WALK*	- SEC.	- SEC.	- SEC.
FLASHING DON'T WALK	- SEC.	- SEC.	- SEC.
VOLUME DENSITY	ON	OFF	ON
ACTUATION Ø4 ADD	0 VEH.	- VEH.	0 VEH.
SEC. PER ACTUATION*	1.5 SEC.	- SEC.	1.5 SEC.
MAX. INITIAL*	34 SEC.	- SEC.	34 SEC.
TIME Ø4 REDUCTION*	15 SEC.	- SEC.	15 SEC.
TIME TO REDUCE*	30 SEC.	- SEC.	30 SEC.
MINIMUM GAP	3.0 SEC.	- SEC.	3.0 SEC.

* These values may be field adjusted. Do not adjust Min Green and Passage /Gap times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

PLAN QUANTITIES

Pay Item	Feet
Signal Cable	520
Messenger Cable	760
Lead-in Cable	1150

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 with Marker	△
→	Directional Arrow	→
→	Pavement Marking Arrow	→
	Metal Pole with Mastarm	
—∞—	Directional Drill	N/A
Ⓐ	"YIELD" Sign (R1-2)	Ⓐ

Signal Upgrade

Prepared in the Offices of
Division of Highways, Traffic Engineering Branch
1020 Birch Ridge Drive, Raleigh, NC 27610

SR 1598 (Tenth Street)
at
Fifth Street

Division 02 | Pitt County | Greenville

PLAN DATE: January 2003 | REVIEWED BY: S T Franklin
PREPARED BY: L A Elliott | REVIEWED BY:

REVISIONS	INIT.	DATE

SCALE 1"=50' (0 — 50)

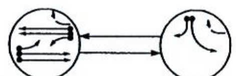
SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 34
SIGNATURE 7/9/03 DATE
SIG. INVENTORY NO. 02-0052

08-JUL-2003 16:37

3A

PROJECT REFERENCE NO.	SHEET NO.
U-3852B	160

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2+6	PHASE Ø4	PHASE FLASH
21,22	G	R	Y
41,42	R	G	R
61,62	G	R	Y

SIGNAL FACE I.D.

◯ Denotes L.E.D.

LOOP & DETECTOR UNIT INSTALLATION CHART
NEMA CONTROLLER WITH TS-2 CABINET

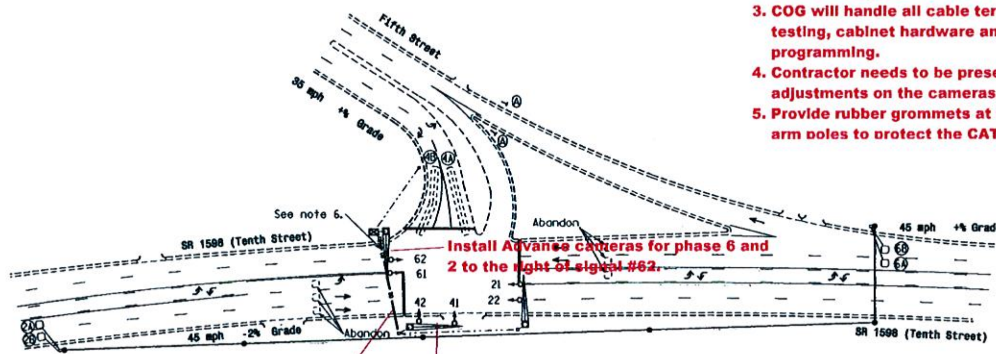
LOOP NO.	SIZE (ft)	TURNS	DIST. FROM STOPBAR (ft)	NEW	EXISTING	NEMA PHASE	NEW	EXISTING	TIMING FEATURE	TIMING TIME	PLACE CALL DURING PHASE	INHIBIT DELAY DURING GREEN?
2A	6X6	4	300	X		2	X		-	- SEC.	ALL	NO
2B	6X6	4	300	X		2	X		-	- SEC.	ALL	NO
4A	6X60	2-4-2	+5		X	4	X		-	- SEC.	ALL	NO
4B	6X60	2-4-2	+5		X	4	X		DELAY	15 SEC.	ALL	YES
6A	6X6	4	300	X		6	X		-	- SEC.	ALL	NO
6B	6X6	4	300	X		6	X		-	- SEC.	ALL	NO

2 Phase
Fully Actuated
(Greenville City System)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2002 and "Standard Specifications for Roads and Structures" dated January 2002.
2. Pavement markings are existing.
3. Run all lead-in cable overhead on existing utility poles where possible.
4. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values shall supersede these values.
5. Set all detector units to presence mode.
6. Where directional drill is indicated, install two separate conduits, one for lead-in cable and one for signal cable.
7. Intersection Zone Number: 5
System Address Number: 79

1. Provide 3 shielded CAT 5E cables for each camera.
2. Provide enough slack in the cables at the cameras to reach the ground for RJ 45 terminations and cable testing.
3. COG will handle all cable terminations, cable testing, cabinet hardware and software programming.
4. Contractor needs to be present for final adjustments on the cameras.
5. Provide rubber grommets at the opening of the mast arm poles to protect the CAT 5E cables.



Underground conduit.

Install bell camera here. Run CAT 5E cable underground from the cabinet corner to this corner.

TIMING CHART
NEMA CONTROLLER

PHASE	Ø2	Ø4	Ø6
MINIMUM GREEN*	12 SEC.	7 SEC.	12 SEC.
PASSAGE/GAP*	6.0 SEC.	1.0 SEC.	6.0 SEC.
YELLOW CHANGE INT.	4.7 SEC.	4.0 SEC.	4.7 SEC.
RED CLEARANCE	1.5 SEC.	1.5 SEC.	1.5 SEC.
MAX. 1*	90 SEC.	50 SEC.	90 SEC.
RECALL POSITION	MIN. RECALL	NONE	MIN. RECALL
VEH. CALL MEMORY	LOCK	NONLOCK	LOCK
WALK*	- SEC.	- SEC.	- SEC.
FLASHING DON'T WALK	- SEC.	- SEC.	- SEC.
VOLUME DENSITY	ON	OFF	ON
ACTUATION B4 ADD	0 VEH.	- VEH.	0 VEH.
SEC. PER ACTUATION*	1.5 SEC.	- SEC.	1.5 SEC.
MAX. INITIAL*	34 SEC.	- SEC.	34 SEC.
TIME B4 REDUCTION*	15 SEC.	- SEC.	15 SEC.
TIME TO REDUCE*	30 SEC.	- SEC.	30 SEC.
MINIMUM GAP	3.0 SEC.	- SEC.	3.0 SEC.

* These values may be field adjusted. Do not adjust Min Green and Passage /Gap times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

PLAN QUANTITIES

Pay Item	Feet
Signal Cable	520
Messenger Cable	760
Lead-in Cable	1150

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 with Marker	
	Directional Arrow	
	Pavement Marking Arrow	
	Metal Pole with Mastarm	
	Directional Drill	N/A
Ⓐ	"YIELD" Sign (R1-2)	Ⓐ

Signal Upgrade

Prepared in the Offices of: Traffic Engineering and Safety Systems Branch, Signals and Geometrics Section, 122 N. McDowell St., Raleigh, NC 27603

SR 1598 (Tenth Street)
at
Fifth Street

Division 02 — Pitt County — Greenville

PLAN DATE: January 2003 — REVIEWED BY: B T Franklin
PREPARED BY: L A Elliott — REVIEWED BY:

REVISIONS — INIT. — DATE

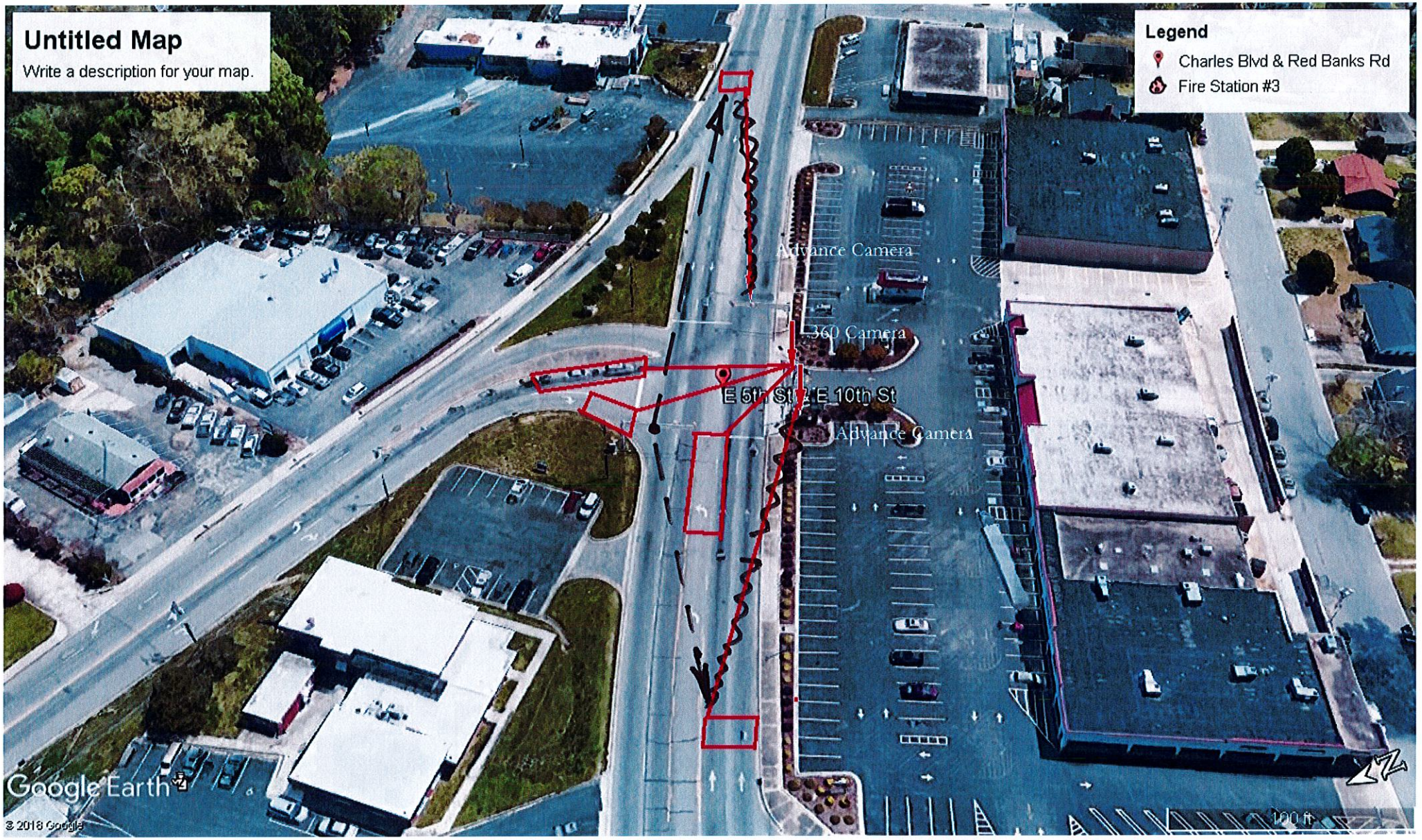
SCALE 0 50 1"=50'

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 034... — ALEXANDER

7/9/03
SIGNATURE — DATE
SIG. INVENTORY NO. 02-0052

08-JUL-2003 16:37
lelliott

3B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