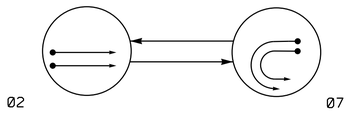
PROJECT REFERENCE NO.	SHEET NO.
2021CPT.03.31.1010	Sig. 5.0

PHASING DIAGRAM



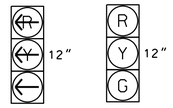
PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION			
SIGNAL FACE	PHASE Ø2	PHASE Ø7	FLASH
21,22	G	R	Y
71,72,73,74	~~R~~	—	~~R~~

SIGNAL FACE I.D.

All Heads L.E.D.



71,72,73,74 21,22

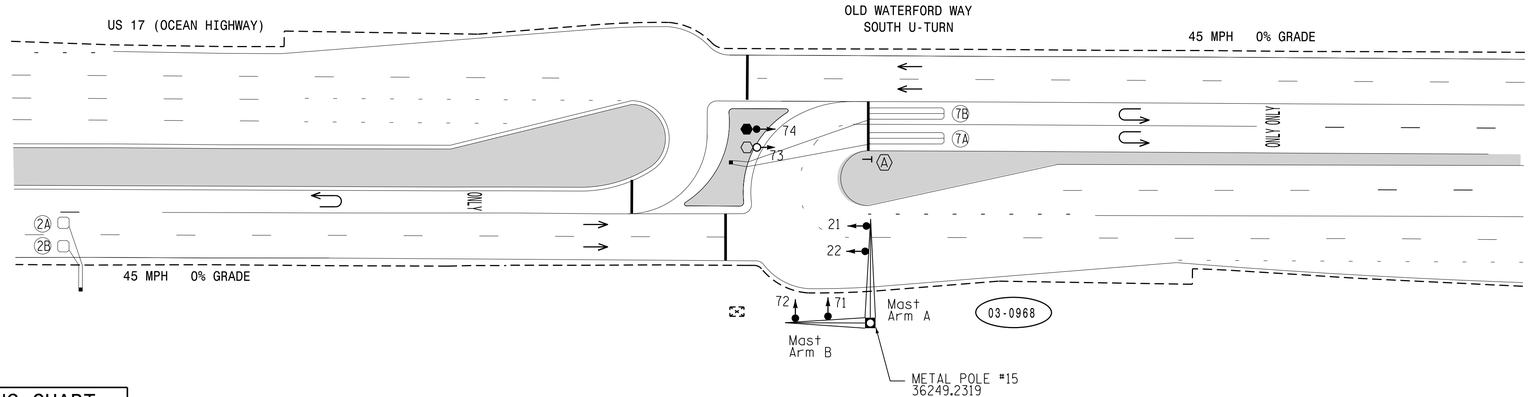
2070 LOOP & DETECTOR INSTALLATION											
INDUCTIVE LOOPS					DETECTOR PROGRAMMING						
LOOP	SIZE (FT)	TURNS	DISTANCE FROM STOPBAR (FT)	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	SYSTEM LOOP	STRETCH TIME	DELAY TIME	NEW CARD
2A	6X6	4	300	Y	2	Y	Y	-	-	-	-	-
2B	6X6	4	300	Y	2	Y	Y	-	-	-	-	-
7A	6X40	2-4-2	0	Y	7	Y	Y	-	-	-	-	-
7B	6X40	2-4-2	0	Y	7	Y	Y	-	-	-	-	-

2 Phase
Fully Actuated
US 17 (Ocean Highway) - Leland Superstreet
D03-12 Leland

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. Renumber existing heads 11, 12, and 13 as 71, 72, and 74, respectively.
5. Renumber existing loops 1A and 1B as 7A and 7B, respectively.
6. Pavement markings are existing.
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 # 0968.

03-0971

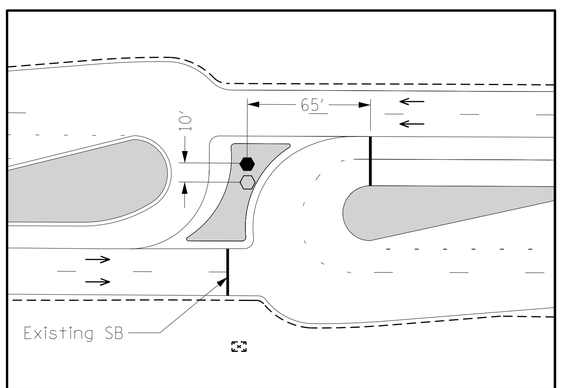


LEGEND

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	
	Metal Pole with Mastarm	
	Type II Signal Pedestal	
Ⓐ	Stop Here on Red (R10-6)	Ⓐ

2070 TIMING CHART		
FEATURE	PHASE 2	PHASE 7
Min Green 1 *	12	7
Extension 1 *	6.0	2.0
Max Green 1 *	90	30
Yellow Clearance	4.5	3.0
Red Clearance	1.0	4.4
Walk 1 *	-	-
Don't Walk 1	-	-
Seconds Per Actuation *	1.5	-
Max Variable Initial *	34	-
Time Before Reduction *	15	-
Time To Reduction *	50	-
Minimum Gap	3.0	-
Recall Mode	MIN RECALL	-
Vehicle Call Memory	YELLOW	-
Dual Entry	-	-
Simultaneous Gap	ON	ON

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



Stop Bar and Pedestal Locations

Signal Upgrade

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

US 17 (Ocean Highway)
at
Old Waterford Way South U-turn

Division 3 Brunswick County Leland

PLAN DATE: October 2021 REVIEWED BY: MEL
PREPARED BY: KGP, Jr. REVIEWED BY:

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 042608 ENGINEER MEGHAN E. LEBLANC

DocuSigned by: Meghan E. LeBlanc 10/25/2021
SIGNATURE DATE

SIG. INVENTORY NO. 03-0968

22-OCT-2021 13:52
S:\TSG\Traffic Signals\Signal Design Section\Eastern Region\Div-03\US 17 Leland 2022 Resurfacing\03-0968\M330968_sig_dsn_2021mmdd.dgn
kgpadgin