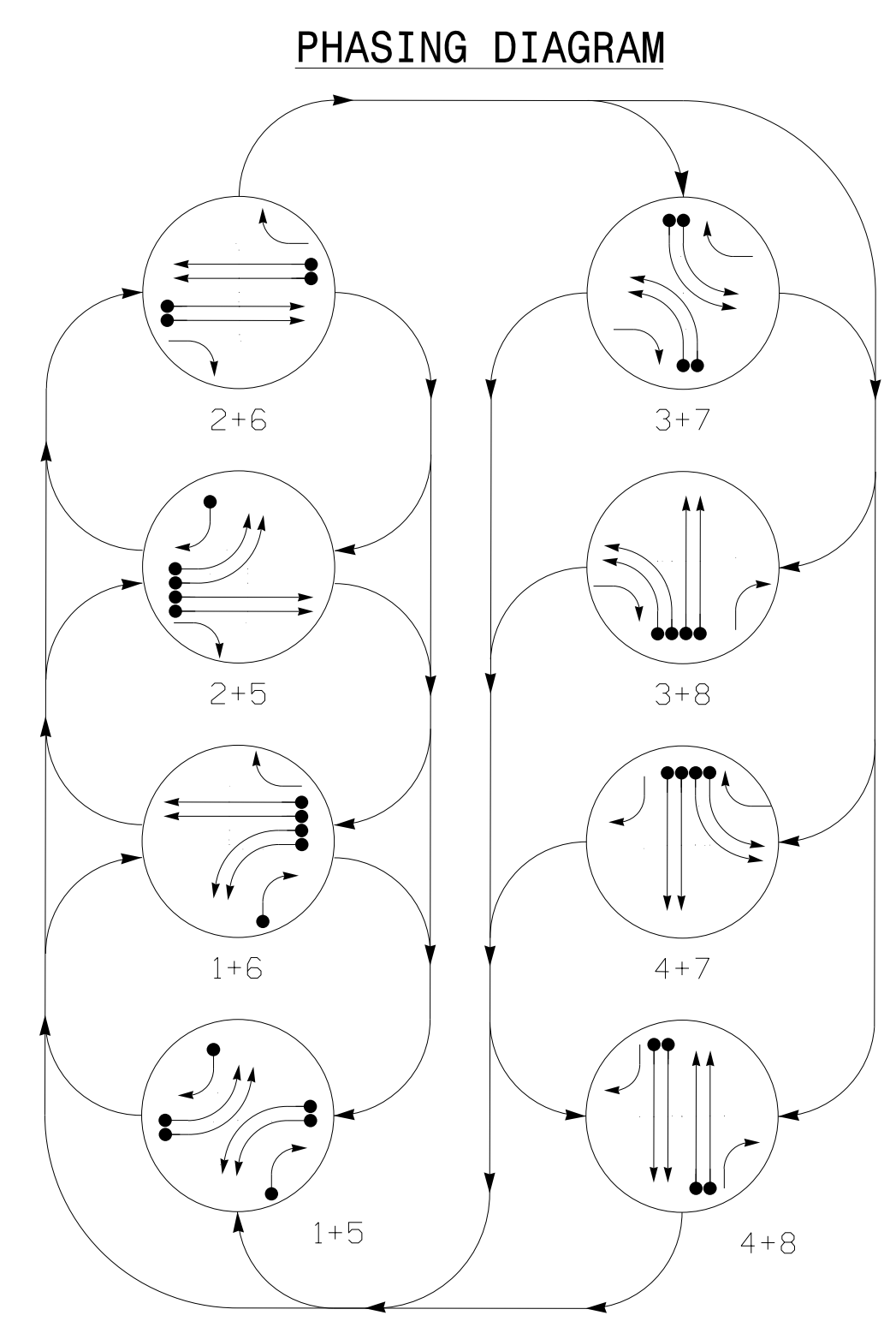


8 Phase Fully Actuated Signal System D02-02_Cape Carteret

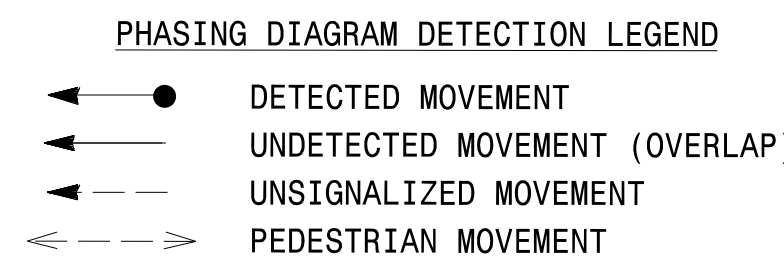


SIGNAL FACE	PHASE							
	1+5	1+6	2+5	2+6	3+7	3+8	4+7	4+8
11, 12	←	←	→	→	←	←	→	→
21	R	R	G	G	R	R	R	R
22	R	R	G	G	R	R	R	R
31, 32	←	←	→	→	←	←	→	→
41, 42	R	R	R	R	R	R	G	G
43	←	←	→	→	←	←	→	→
51, 52	←	←	→	→	←	←	→	→
61, 62	R	G	R	G	R	R	R	R
63	R	←	R	←	R	←	R	←
71, 72	←	←	→	→	←	←	→	→
81	R	R	R	R	R	G	R	G
82	R	←	R	←	R	←	R	←

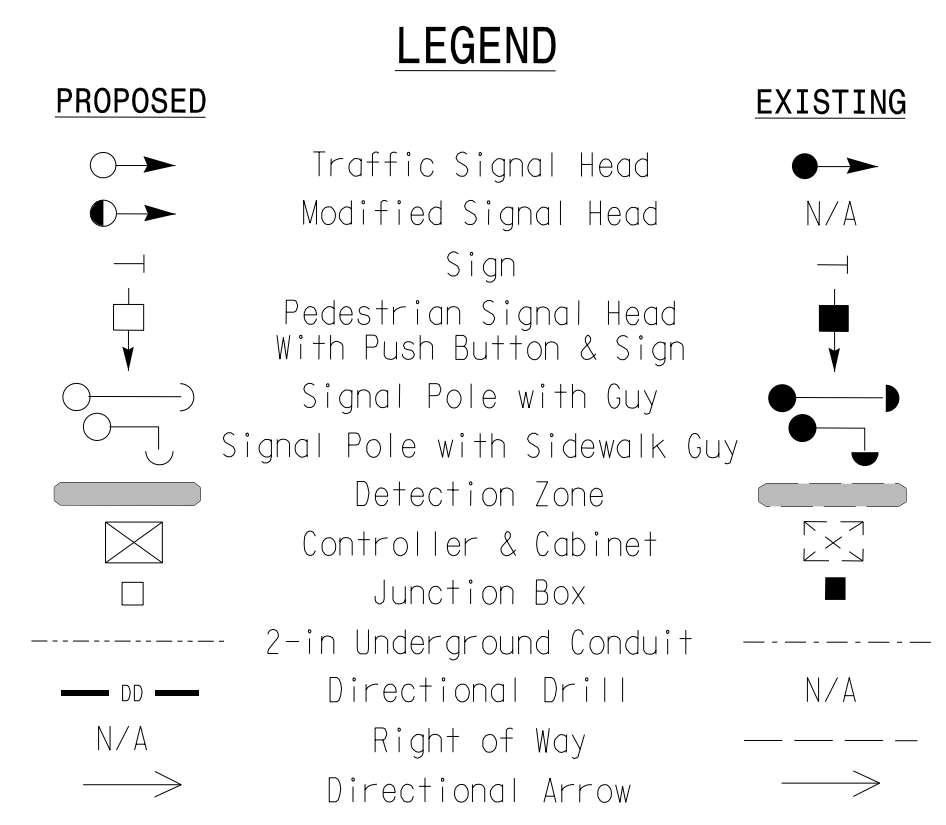
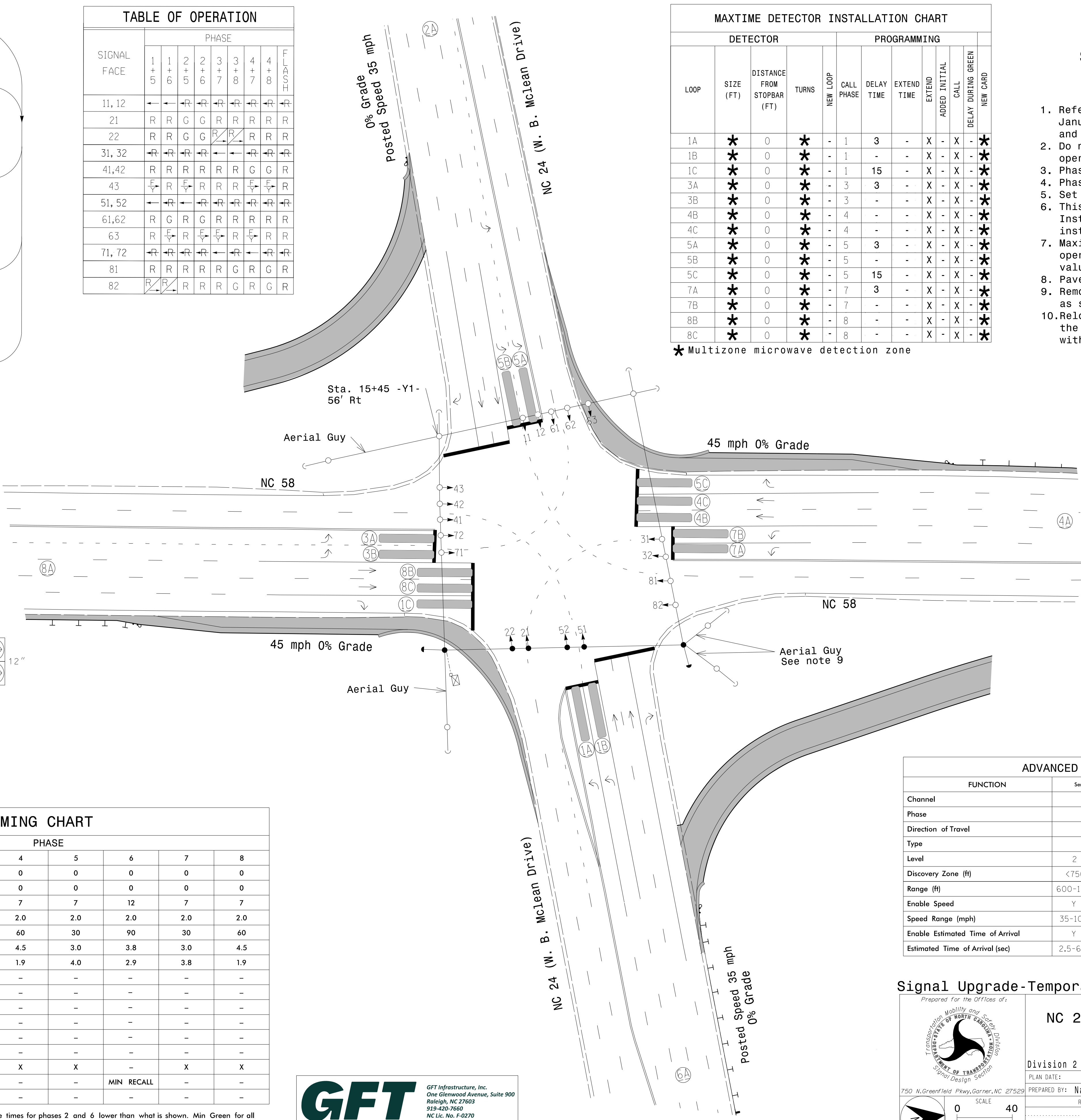
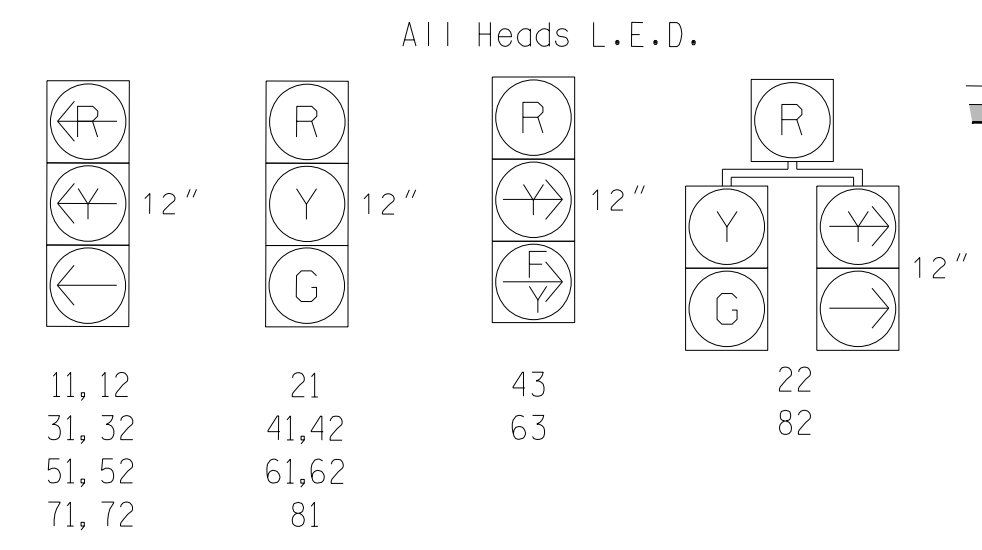
LOOP	DETECTOR			PROGRAMMING						
	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND ADDED INITIAL	CALL DURING GREEN	NEW CARD
1A	*	0	*	-	1	3	-	X	-	X
1B	*	0	*	-	1	-	-	X	-	X
1C	*	0	*	-	1	15	-	X	-	X
3A	*	0	*	-	3	3	-	X	-	X
3B	*	0	*	-	3	-	-	X	-	X
4B	*	0	*	-	4	-	-	X	-	X
4C	*	0	*	-	4	-	-	X	-	X
5A	*	0	*	-	5	3	-	X	-	X
5B	*	0	*	-	5	-	-	X	-	X
5C	*	0	*	-	5	15	-	X	-	X
7A	*	0	*	-	7	3	-	X	-	X
7B	*	0	*	-	7	-	-	X	-	X
8B	*	0	*	-	8	-	-	X	-	X
8C	*	0	*	-	8	-	-	X	-	X

* Multizone microwave detection zone

- NOTES
- Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
 - Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
 - Phase 1 and/or phase 5 may be lagged.
 - Phase 3 and/or phase 7 may be lagged.
 - Set all detector units to presence mode.
 - This intersection uses multizone-microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
 - Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
 - Pavement markings are existing.
 - Remove existing downguy and install new aerial guys as shown.
 - Relocate all existing communications equipment to the new signal cabinet and ensure remote connectivity with Division 2 Traffic.



SIGNAL FACE I.D.



FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Walk *	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0
Min Green *	7	12	7	7	7	12	7	7
Passage *	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Max I *	30	90	30	60	30	90	30	60
Yellow Change	3.0	3.8	3.0	4.5	3.0	3.8	3.0	4.5
Red Clear	4.3	2.9	3.6	1.9	4.0	2.9	3.8	1.9
Added Initial *	-	-	-	-	-	-	-	-
Maximum Initial *	-	-	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-	-	-
Advanced Walk	-	-	-	-	-	-	-	-
Non Lock Detector	X	-	X	X	X	-	X	X
Vehicle Recall	-	MIN RECALL	-	-	-	MIN RECALL	-	-
Dual Entry	-	-	-	-	-	-	-	-

FUNCTION	Sensor 1 (2A)	Sensor 2 (4A)	Sensor 3 (4A)	Sensor 4 (8A)
Channel	1	1	1	1
Phase	2	6	4	8
Direction of Travel	EB	WB	SB	NB
Type	PRIORITY	PRIORITY	PRIORITY	PRIORITY
Level	2	QUEUE	2	QUEUE
Discovery Zone (ft)	<750	-	<750	-
Range (ft)	600-100	150-100	600-100	150-100
Enable Speed	Y	Y	Y	Y
Speed Range (mph)	35-100	1-35	35-100	1-35
Enable Estimated Time of Arrival	Y	N	Y	N
Estimated Time of Arrival (sec)	2.5-6.5	-	2.5-6.5	-

Signal Upgrade-Temporary Design 1

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared for the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

NC 24 (W.B Mclean Drive) at NC 58

Division 2 Carteret County Cape Carteret

PLAN DATE: April 2026 REVIEWED BY: D. Hartland

PREPARED BY: Nadia Degbotse REVIEWED BY:

SEAL NORTH CAROLINA PROFESSIONAL ENGINEER DONALD L. HARTLAND 047962

Signed by: Donald L. Hartland 4/6/2026

SCALE 0 40 1"=40'

SIG. INVENTORY NO. 02-02471



4/6/2026
 *SIGNALS*02024711...s1g.dsn.dgn
 USER:dbfcau1

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