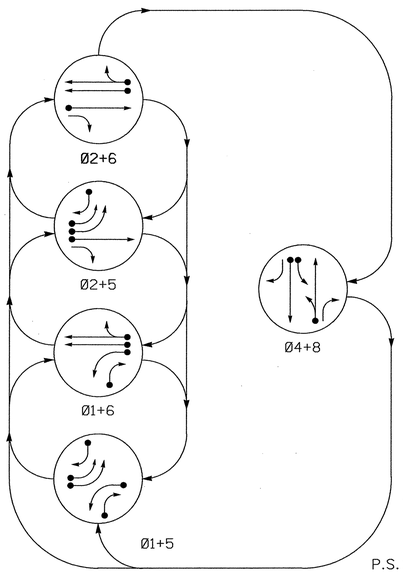
METRIC	PROJECT REFERENCE NO.	SHEET NO.
	U-2734	Sig. 23

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

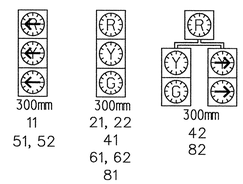
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø4+8	FLASH
11	←	←	~~R~~	~~R~~	~~R~~	~~R~~
21, 22	R	R	G	G	R	Y
41	R	R	R	R	G	R
42	R/→	R	R/→	R	G	R
51, 52	←	~~R~~	←	~~R~~	~~R~~	~~R~~
61, 62	R	G	R	G	R	Y
81	R	R	R	R	G	R
82	R/→	R/→	R	R	G	R

SIGNAL FACE I.D.

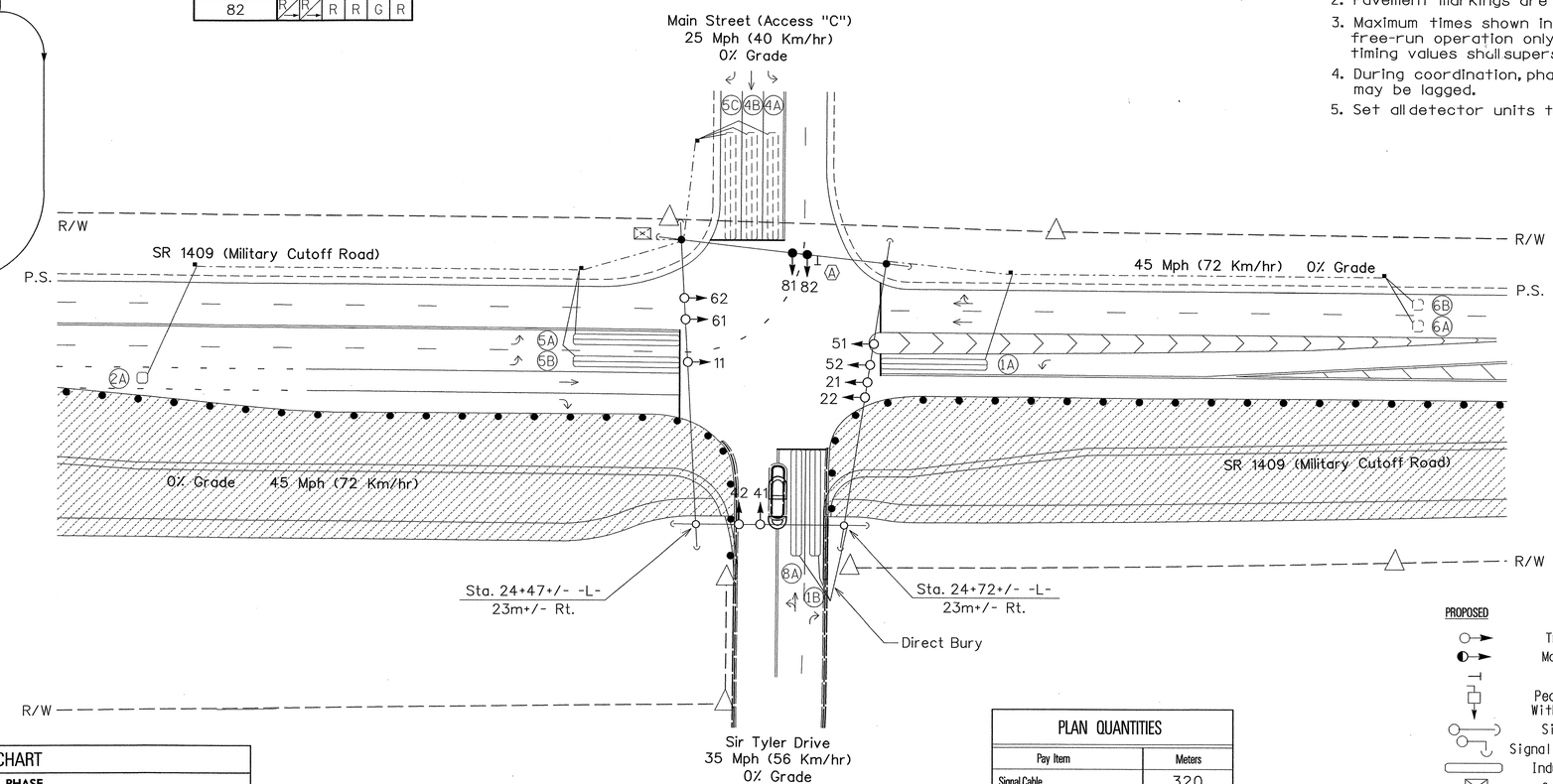
Denotes L.E.D.



5 Phase
(Fully Actuated)
(Time – Based Coordination)

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. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values shall supersede these values.
4. During coordination, phase 1 and/or phase 5 may be lagged.
5. Set all detector units to presence mode.



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	
	50mm Underground Conduit	
N/A	Right of Way with Marker	
	Directional Arrow	
	Pavement Marking Arrow	
	Construction Zone	
	Construction Zone Drums	
	Right Arrow "ONLY" Sign (R3-5R)	

PLAN QUANTITIES

Pay Item	Meters
Signal Cable	320
Messenger Cable	160
Lead-in Cable	710

2070L TIMING CHART

FEATURE	PHASE 1	2	4	5	6	8
Min Green 1 *	7	12	7	7	12	7
Extension 1 *	1.0	6.0	1.0	1.0	6.0	1.0
Max Green 1 *	15	100	25	15	100	25
Yellow Clearance	4.0	4.7	4.0	4.0	4.7	4.0
Red Clearance	2.5	1.5	2.5	2.5	1.5	2.5
Walk 1 *	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-
Seconds Per Actuation *	-	1.5	-	-	1.5	-
Max Variable Initial *	-	34	-	-	34	-
Time Before Reduction *	-	15	-	-	15	-
Time To Reduce *	-	30	-	-	30	-
Minimum Gap	-	3.0	-	-	3.0	-
Recall Mode	-	MIN RECALL	-	-	MIN RECALL	-
Vehicle Call Memory	-	YELLOW	-	-	YELLOW	-
Dual Entry	-	-	ON	-	-	ON
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.

2070L LOOP & DETECTOR INSTALLATION

INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP	SIZE (M)	TURNS	DISTANCE FROM STOPBAR (M)	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	SYSTEM LOOP	STRETCH TIME	DELAY TIME	NEW CARD
1A	1.8X18	2-4-2	0	Y	1	Y	Y	–	–	—	3	–
1B	1.8X18	2-4-2	0	Y	1	Y	Y	–	–	—	15	–
2A	1.8X1.8	5	90	Y	2	Y	Y	–	–	—	—	–
4A	1.8X18	2-4-2	0	–	4	Y	Y	–	–	—	3	–
4B	1.8X18	2-4-2	0	–	4	Y	Y	–	–	—	—	–
5A	1.8X18	2-4-2	0	Y	5	Y	Y	–	–	—	3	–
5B	1.8X18	2-4-2	0	Y	5	Y	Y	–	–	—	—	–
5C	1.8X18	2-4-2	0	–	5	Y	Y	–	–	—	15	–
6A	1.8X1.8	5	90	–	6	Y	Y	–	–	—	—	–
6B	1.8X1.8	5	90	–	6	Y	Y	–	–	—	—	–
8A	1.8X18	2-4-2	0	Y	8	Y	Y	–	–	—	—	–

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Signal Upgrade Temporary Design 1 Construction Phase I

Prepared for: Public Engineering and Safety Services Division of Highways, Traffic Engineering Branch, Signals and Geometrics Section, Department of Transportation
122 N. McDowell St., Raleigh, NC 27603

SCALE 5 0 10 1:500

SR 1409 (Military Cutoff Road)
at
Sir Tyler Drive and Main Street (Access "C")

Division 3	New Hanover County	Wilmington
PLAN DATE: Sept 2003	REVIEWED BY: L. M. Eddins	
PREPARED BY: H. M. Surti	REVIEWED BY: S. S. Asefnia	

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 20104 ENGINEER REFREH S. ASEFNIA
SIGNATURE 1/7/04 DATE
SIG. INVENTORY NO. 03-0951T1