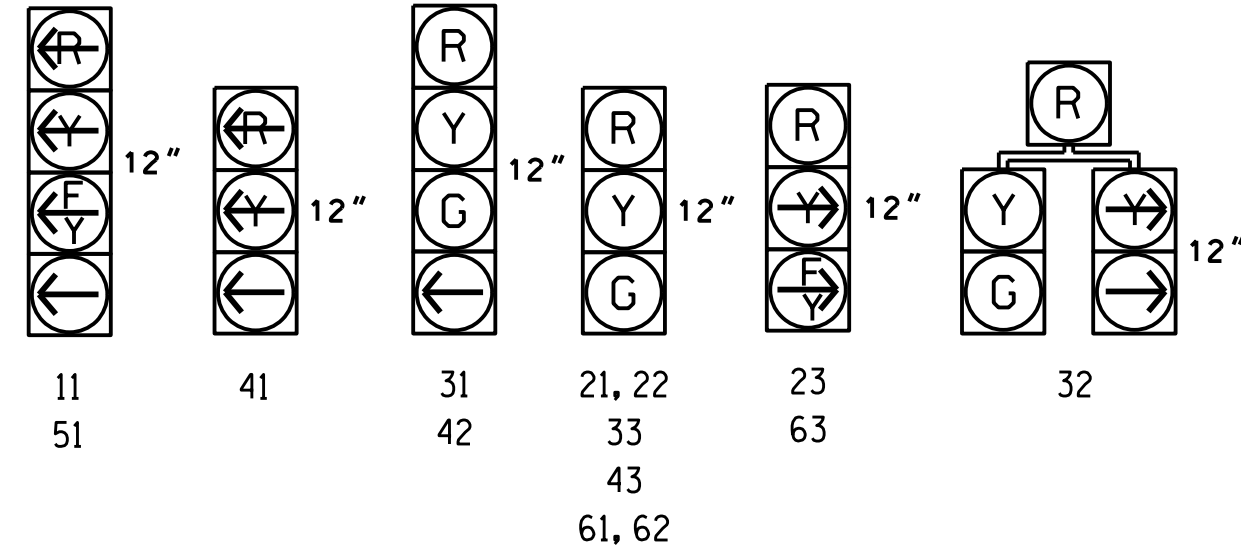


**SIGNAL FACE I.D.**

All Heads L.E.D.



FUNCTION	Sensor 1 (2A)	Sensor 2 (6A)
Channel	1	1
Phase	2	6
Direction of Travel	EB	WB
Type	PRIORITY	PRIORITY
Level	2	2
Discovery Zone(ft)	<750	<750
Detection ZoneRange(ft)	600-100	600-100
Enable Speed	Y	Y
Speed Range (mph)	35-100	35-100
Enable Estimated Time of Arrival	Y	N
Estimated Time of Arrival (sec)	2.5-5.5	2.5-5.5

FUNCTION	PRE 3	PRE 4	PRE 5	PRE 6
Interval 1 - Dwell Green	255	255	255	255
Interval 1 - Dwell Yellow	0.0*	0.0*	0.0*	0.0*
Interval 1 - Dwell Red	0.0*	0.0*	0.0*	0.0*
Interval 5 - Exit Green	1	1	1	1
Interval 5 - Yellow	0.0	0.0	0.0	0.0
Interval 5 - Red	0.0	0.0	0.0	0.0
Exit Phase(s)	2+6	2+6	3	4
Priority	Medium	Medium	Medium	Medium
Delay Time	0.0	0.0	0.0	0.0
Min Green Before Pre	1	1	1	1
Ped Clear Before Pre	0*	0*	0*	0*
Yellow Clear Before Pre	0.0*	0.0*	0.0*	0.0*
Red Clear Before Pre	0.0*	0.0*	0.0*	0.0*
Dwell Min Time	12	12	7	7
Enable Backup Protection	N	N	N	N
Ped Clear Through Yellow	N	N	N	N
Omit Overlaps	B	-	E	D
Preempt Extend**	2	2	2	2

\* Time defaults to time used for phase during normal operation  
 \*\* Program Timing on Detection Unit

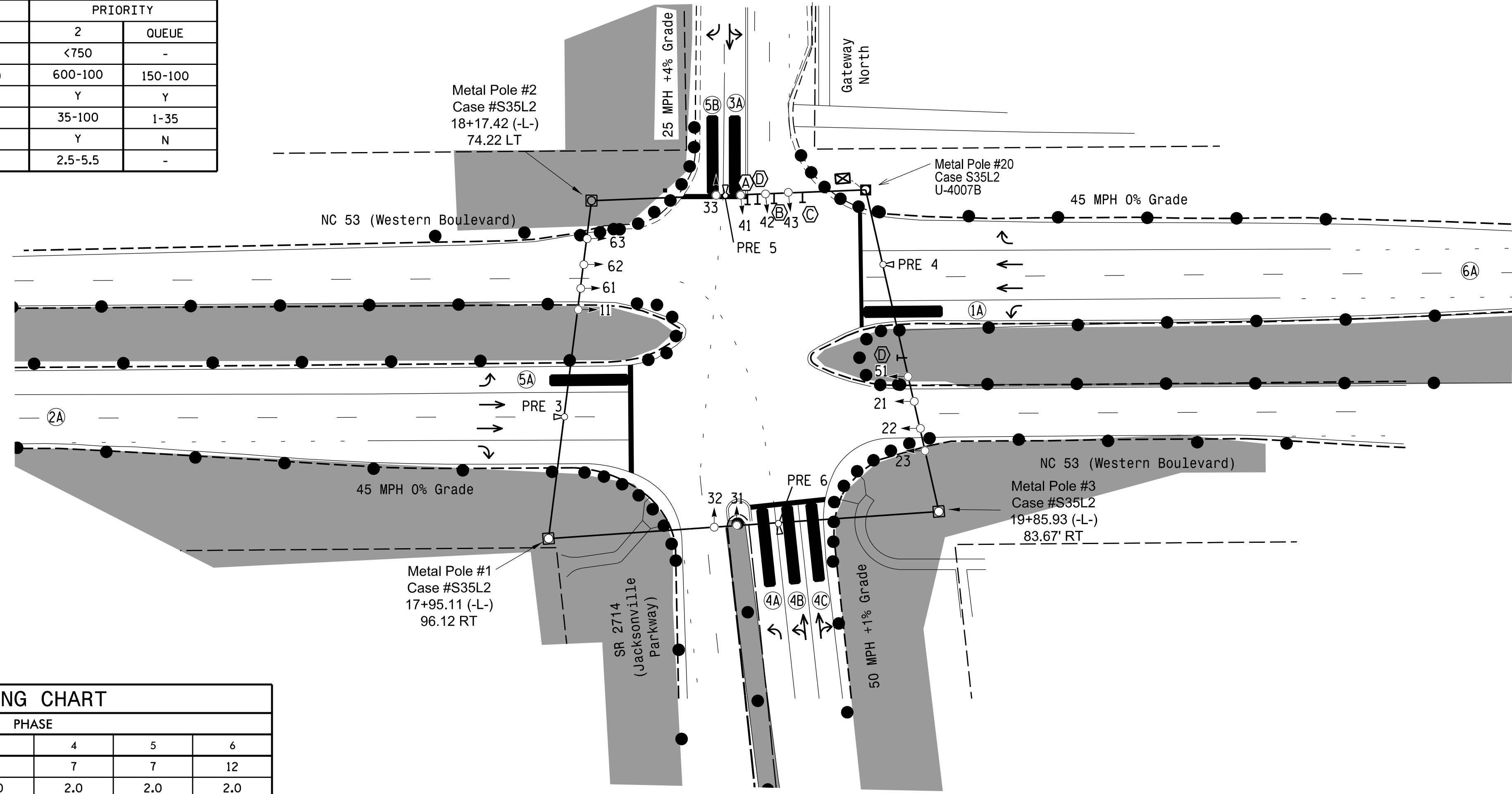
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	*	0	*	Y	1	Y	Y	-	-	#15	-	*
3A	*	0	*	Y	3	Y	Y	-	-	-	-	*
4A	*	0	*	Y	4	Y	Y	-	-	-	-	*
4B	*	0	*	Y	4	Y	Y	-	-	-	-	*
4C	*	0	*	Y	4	Y	Y	-	-	10	-	*
5A	*	0	*	Y	5	Y	Y	-	-	#15	-	*
5B	*	0	*	Y	5	Y	Y	-	-	15	-	*

\* Multizone Microwave Detection  
 # Disable Delay During Alternate Phasing Operation.  
 \*\* Disable Phase Call for Loops During Alternate Phasing.

**6 Phase Fully Actuated w/ EV Preempt Jacksonville Signal System**

**NOTES**

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024, "Standard Specifications for Roads and Structures" dated January 2024.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or 5 may be lagged.
4. The order of phase 3 and phase 4 may be reversed.
5. Set all detector units to presence mode.
6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
7. Pavement markings are existing unless otherwise shown.
8. This intersection features an optical preemption system. Shown locations of optical detectors are conceptual only.
9. This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
10. The Division (City) Traffic Engineer will determine the hours of use for each phasing plan.
11. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
12. Signal system data: Controller Asset # 0822.



FEATURE	PHASE					
	1	2	3	4	5	6
Min Green 1 *	7	12	7	7	7	12
Extension 1	2.0	2.0	2.0	2.0	2.0	2.0
Max Green 1 *	20	90	30	30	20	90
Yellow Clearance	3.0	4.5	3.0	4.7	3.0	4.5
Red Clearance	3.7	2.2	3.5	2.0	3.7	2.2
Walk 1 *	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-
Seconds Per Actuation *	-	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-
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.

PROPOSED	EXISTING
○ → Traffic Signal Head	● → N/A
○ → Modified Signal Head	○ → Sign
□ → Pedestrian Signal Head With Push Button & Sign	□ → Junction Box
▭ → Non-Intrusive Detection Zone	▭ → Controller & Cabinet
□ → Junction Box	□ → Junction Box
--- → 2-in Underground Conduit	--- → Right of Way
N/A → Directional Arrow	→ → Metal Strain Pole
○ → Emergency Vehicle Detector	○ → Left Arrow "ONLY" Sign (R3-5L)
⊖ → Combined Through and Left Arrow Sign (R3-6L)	⊖ → Combined Through and Right Arrow Sign (R3-6R)
⊕ → Combined Through and Right Arrow Sign (R3-6R)	⊕ → "U-TURN YIELD TO RIGHT TURN" Sign (R10-16)

Temporary Design; (TMP 4-5, 10-11, 16, 19-20, 25-26, 31-32)  
 Signal Upgrade - Sheet 1 of 2

Project #: 230907

**DAVENPORT**

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Prepared for:  
 Transportation Mobility and Safety Division  
 STATE OF NORTH CAROLINA  
 Signal Design Section

750 N. Greenfield Pkwy, Corner, NC 27529

NC 53 (Western Boulevard) at SR 2714 (Jacksonville Parkway)/ Gateway North

Division 3 Onslow County Jacksonville

PLAN DATE: May 2025 REVIEWED BY: L. Boyer

PREPARED BY: J. Dollahrite RKA PROJ. NO.:

REVISIONS: INIT. DATE

SCALE: 1" = 40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER LORI M. BOYER 07/07/2025

SIGNATURE: DATE: SIG. INVENTORY NO. 03-0822T