

MAXTIME TIMING CHART							
FEATURE	PHASE						
FEATURE	3	6	8				
Valk *	-	-	_				
Ped Clear *	_	_	_				
Min Green	7	14	7				
assage *	2.0	6.0	2.0				
Max 1 *	30	90	30				
(ellow Change	3.0 5.4		3.0				
Red Clear	2.8	1.8	2.8				
Added Initial *	_	1.8	_				
Maximum Initial *	_	46	_				
ime Before Reduction *	_	15	_				
Time To Reduce *	_	45	_				
Minimum Gap	_	3.4	_				
Advance Walk	_	_	_				
Non Lock Detector	Х	_	Х				
/ehicle Recall	_	MIN RECALL	_				
Dual Entry	Х	-	Х				

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



New

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Description       Provide and the second secon	N C	HAI	RT				-		SHEET NO.
Image: Provide Plancing Structured Plancing NC 55 Byp. Closed Loop System       Image: Plancing Structured Plancing NC 55 Byp. Closed Loop System       Image: Plancing Structured Plancing NC 55 Byp. Closed Loop System       Image: Plancing Structured Plancing NC 55 Byp. Closed Loop System       Image: Plancing Structured Plancing NC 55 Byp. Closed Loop System       Image: Plancing Structured Plancing NC 55 Byp. Closed Loop System       Image: Plancing Structured Plancing NC 55 Byp. Closed Loop System       Image: Plancing Structured Plancing NC 55 Byp. Closed Loop System       Image: Plancing Structured Plancing NC 55 Byp. Closed Loop System       Image: Plancing Structured Plancing Structured Struct	RAMM	INC	G				L		
Image: Note of the state o	TEND IME	EXTEND	ADDED INITIAL	CALL	DURING		Fully Actuated w/ Alternate Phasing	stem	
Interest       Image: Standard Specifications for Reads and Structures' dated January 2018 and 'Standard Specifications for Reads and Structures' dated January 2018.       Image: Standard Specifications for Reads and Structures' dated January 2018.       Image: Standard Specifications for Reads and Structures' dated January 2018.       Image: Standard Specifications for Reads and Structures' dated January 2018 and 'Standard Specifications for Reads and Structures' dated January 2018 and oriented by the Engineer.       Image: Standard Specifications for Reads and Structures' date of whiches tuning right or red.       Image: Standard Specifications for Reads and Structures' date oriented signal system will dearmine the hours of use for each phasing plan.       Image: Standard Specifications of Reads and Structures' date oriented signal system data: Controller Asset #1403.       Image: Standard Specifications of Reads and Structures' date (Standard Specification	÷	Χ		Х	r r	Х			
1. Refer to "Roaceway Standard Dreakings NODO" dated January 2018 and "Sanoaced Specifications for Roads and Structures' dated January 2018.  2. Do not program signal for tate night flashing operation unless otherwise circced by the Engineer.  3. Set all director units to presence mode.  3. Set all director units to presence mode.  3. The Division Tatlic Engineer will determine the hours of use for each presenge share.  6. Mozimum times shown in timing chart are for free-run operation only. Coordinated signal system tests: Controller Asset #1403.   7. Closed loop system cats: Controller Asset #1403.   8. Stati director units to presence mode.  8. LEGEND   7. Closed loop system cats: Controller Asset #1403.   8. Stati director units on the state of the stage of the stage.   8. Stati director of the stage of th	<u>-</u>		X -		-		NOTES		
Installation     NC 55 Bypass Southbound at NC 210     Occupent for consumered provide     Occupent for consumered provide     Occupent for consumered provide       Installation     NC 55 Bypass Southbound at NC 210     Southbound provide     Southbound provide     Southbound provide       Installation     Division 6 Harnet County Provide     NC 210       Installation     Division 6 Harnet County Provide     Angior Provide	<u>.</u>	X	-	X	_		<ul> <li>"Standard Specifications for Roads and Structure</li> <li>2. Do not program signal for late night flashing ope directed by the Engineer.</li> <li>3. Set all detector units to presence mode.</li> <li>4. Locate new cabinet so as not to obstruct sight divehicles turning right on red.</li> <li>5. The Division Traffic Engineer will determine the h each phasing plan.</li> <li>6. Maximum times shown in timing chart are for free Coordinated signal system timing values superse</li> </ul>	es" dated January 201 ration unless otherwis istance of ours of use for e-run operation only. ede these values.	8.
Installation       NC 55 Bypass Southbound at NC 210       Occument for Considered by Angler Arguing Pages Southbound at NC 210       Occument for Considered by Angler Arguing Control ler 3 (Control ler							R/W		
Installation     NC 55 Bypass Southbound     Sign (R3-18)     Sign (R					+				
PROPOSED     EXISTING       PROPOSED     Traffic Signal Head       Modified Signal     Modified Signal Head       Pedestrian Signal Head     MA       Pedestrian Signal Head     MA       Proposed     Pedestrian Signal Head       Proposed     Netal Pole with Mastarm       Proposed     Directional Conduit       Proposed     NA       Proposed     NA       Proposed     Directional Conduit       NA     Right of Way       Directional Arrow     NA       Street Name Sign (R3-18)     Proposed       No Li-Turn/Left Turn     Proposed       Street Name Signal Resource     Street Name Signal Proposed       No C 55 Bypass Southbound at NC 210     Street Name Signal       Proposed Name Resource     Proposed Name Resource       Name Resource     Proposed Name Resource       Name Resource     Proposed Name Resource       No Listion 6     Harnett County       Name Rescience	_	_		_)	~				
PROPOSED     EXISTING       O     Traffic Signal Head     N/A       Image: Signal Head     Image: Signal Head       Image	-	-			$\sim$	<u>з</u> )			
PROPOSED     EXISTING <ul> <li>Traffic Signal Head</li> <li>Modified Signal Head</li> <li>Sign</li> <li>Pedestrian Signal Head</li> <li>With Push Button &amp; Sign</li> <li>Pedestrian Signal Head</li> <li>With Push Button &amp; Sign</li> <li>Controller &amp; Cabinet</li> <li>Junction Box</li> <li>Controller &amp; Cabinet</li> <li>Junction Box</li> <li>Directional Drill</li> <li>NA</li> <li>Picetional Arrow</li> <li>Street Name Sign (B3-1)</li> <li>No U-Turn/Left Turn</li> <li>No U-Turn/Left Turn</li> <li>No U-Turn/Left Turn</li> <li>Sign (R3-18)</li> <li>Document Not considered</li> <li>August 2022</li> <li>Review Brite</li> <li>Division 6</li> <li>Harnett County</li> <li>August 2022</li> <li>Review Brite</li> <li>Division 6</li> <li>Review Brite</li> <li>Division 6</li> <li>Harnett County</li> <li>August 2022</li> <li>Review Brite</li> <li>Division 6</li> <li>Review Brite</li> <li>Review Brit</li></ul>									
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7 1"=40' sig. inventory NO, 06-403				SCAL	E		REVISIONS INIT. C	DATE Ken Barran 5DC709A86BCB447 SIGNATURE	5/22/2023 