

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	_		 "Standard Specifications for Roads and Structure 2. Do not program signal for late night flashing ope directed by the Engineer. 3. Set all detector units to presence mode. 4. Locate new cabinet so as not to obstruct sight divehicles turning right on red. 5. The Division Traffic Engineer will determine the h each phasing plan. 6. Maximum times shown in timing chart are for free Coordinated signal system timing values superse 	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		
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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	_	_		_)	~				
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