

PHASING DIAGRAM DETECTION LEGEND

TABLE OF	OPE	ERA	TIO	N
		PHA	SE	
SIGNAL FACE	®N+5	Ø21+6	Ø &	
21,22	G	G	R	Y
51	Ų.	╙╠╾	#	7
61,62	R	O	R	\succ
81,82	R	R	G	F

MAXTIME DETECTOR INSTALLATION CHART												
DETECTOR PROGRAMMING												
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD
2A	6X6	70	*	*	2	4	-	Χ	_	Χ	1	*
5A	6X40	0	*	*	5	15.0	•	Χ	_	Χ	1	*
SA	6740		**	木	2	4	4	Χ	_	Χ	1	*
6A	6X6	70	*	*	6	-		Χ	_	Χ	-	*
8.8	6X40	0	*	*	8	<u>.</u>	<u> </u>	Χ	_	Χ	-	*
8B	6X40	0	*	*	8	15.0	-	Х	_	Х	_	*

8C 6X15 0 * * 8 15.0 - X - X - * * VIDEO DETECTION ZONE

3 Phase Fully Actuated (Isolated)

PROJECT REFERENCE NO.

I-5972

| Sig. 6.0

NOTES

- 1.Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
 2.Do not program signal for late night
- flashing operation unless otherwise directed by the Engineer
- 3.Phase 5 may be lagged. 4.Set all detector units to presence mode.
- 5.See TMP for pavement marking details. 6.This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.

SIGNAL FACE I.D. All Heads L.E.D.

✓ DETECTED MOVEMENT UNDETECTED MOVEMENT (OVERLAP) UNSIGNALIZED MOVEMENT ←−−−→ PEDESTRIAN MOVEMENT

12" 51	R Y 12' G 21,22 61,62 81,82

<u> </u>			
		→ (5A) ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■	
		<u> </u>	
	=========		= =
	<u> </u>		
	35 Mph -4% Grade		

US 70 Business (E. Market St.)

M <i>A</i>	AXTIME	TIMIN	G CHART			
FEATURE	PHASE					
FEATURE	2	5	6	8		
Walk *	-	-	-	-		
Ped Clear *	-	-	-	-		
Min Green	10	7	10	7		
Passage *	3.0	2.0	3.0	2.0		
Max 1 *	60	20	60	30		
Yellow Change	4.1	3.0	4.1	3.1		
Red Clear	2.6	3.3	2.6	1.4		
Added Initial *	-	_	-	-		
Maximum Initial *	-	_	-	_		
Time Before Reduction *	-	_	-	-		
Time To Reduce *	-	-	-	=		
Minimum Gap	-	-	-	-		
Non Lock Detector	-	Χ	-	Х		
Vehicle Recall	MIN RECALL	-	MIN RECALL	-		

* 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

1-95 NB On Ra	
81 82	35 Mph +2% Grade
62	<u></u>
6 1 1 1 1 1 1 1 1 1 1 	
$\begin{array}{c} 51 \\ \hline 21 \\ \hline 22 \\ \hline \end{array}$	
80 80 80 80	US 70 Business (E. Market St.)
Ramp de	R/W

RKK

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Engineers | Construction Managers | Planners | Scientists

Responsive People | Creative Solutions

	LEGEND	
<u>PROPOSED</u>		EXISTING
\bigcirc	Traffic Signal Head	
	Modified Signal Head	N/A
$\overline{}$	Sign	$\overline{}$
\downarrow	Pedestrian Signal Head With Push Button & Sign	•
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
	Controller & Cabinet	K×3
	Junction Box	
	2-in Underground Conduit -	
N/A	Right of Way	
\longrightarrow	Directional Arrow	\longrightarrow
$\langle A \rangle$	No Right Turn Sign (R3-1)	\triangle
$\langle \mathbb{B} \rangle$	No Left Turn Sign (R3-2)	lacksquare
•	Construction Zone Drums	•
	Construction Zone	
	Video Detection Area	
	Barricades	

Portable Concrete Barrier

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

9/19/2023

New Location - Temp Design 5 - TMP Phase III Step 4

US 70 Business (E. Market St.)

8601 Six Forks Road Suite 700 | Raleigh, North Carolina 27615-2965 750 N. Greenfield Pkwy. Garner. NC 27529 PREPARED BY: W

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04 Johnston C	ounty	Smit	thfield	William,	
September 2023	REVIEWED BY:	DT Sea	nrs	1000	0/V/D
WP Erickson-Jones	REVIEWED BY:			DocuSigr	ned by:
REVISIONS		INIT.	DATE	,	1 Suar
			 	069183F2	28E5741E
				SIGN	NATURE

Dual Entry