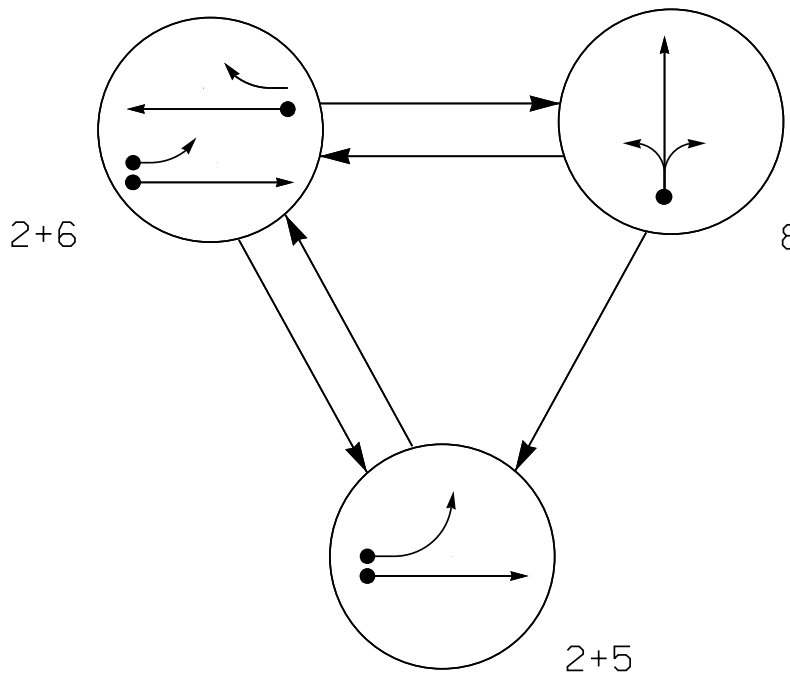


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

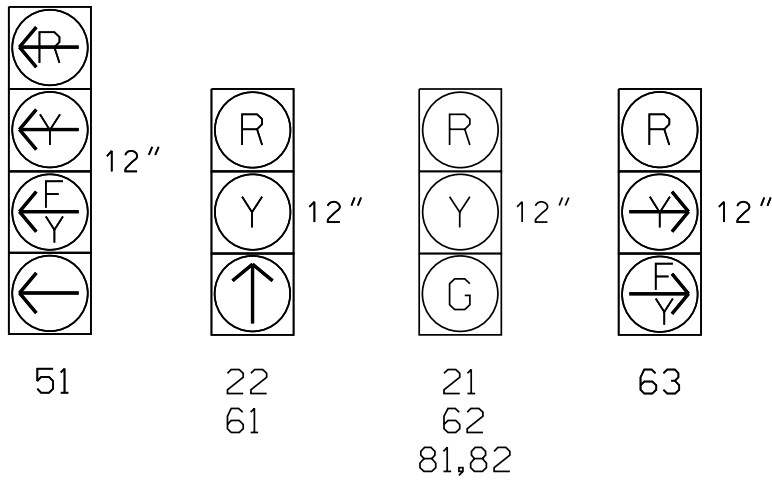
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE			
	2 + 5	2 + 6	8	FLASH
21	G	G	R	R
22	↑	↑	R	R
51	←	←	←	←
61	R	↑	R	R
62	R	G	R	R
63	R	←	←	←
81, 82	R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



MAXTIME DETECTOR INSTALLATION CHART

DETECTOR					PROGRAMMING						
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	URNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL CALL	DELAY DURING GREEN	NEW CARD
2A*	6X6	70	*	*	2	-	-	X	-	X	-
5A*	6X40	0	*	*	5	15.0	-	X	-	X	-
6A*	6X6	70	*	*	6	-	-	X	-	X	-
8A*	6X40	0	*	*	8	10.0	-	X	-	X	-

* Video Detection Zone

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 5 may be lagged.
- Reposition existing signalheads numbered 21 and 22.
- Set all detector units to presence mode.
- This intersection uses video detection. Install detectors according to the manufacturers instructions to achieve the desired detection.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

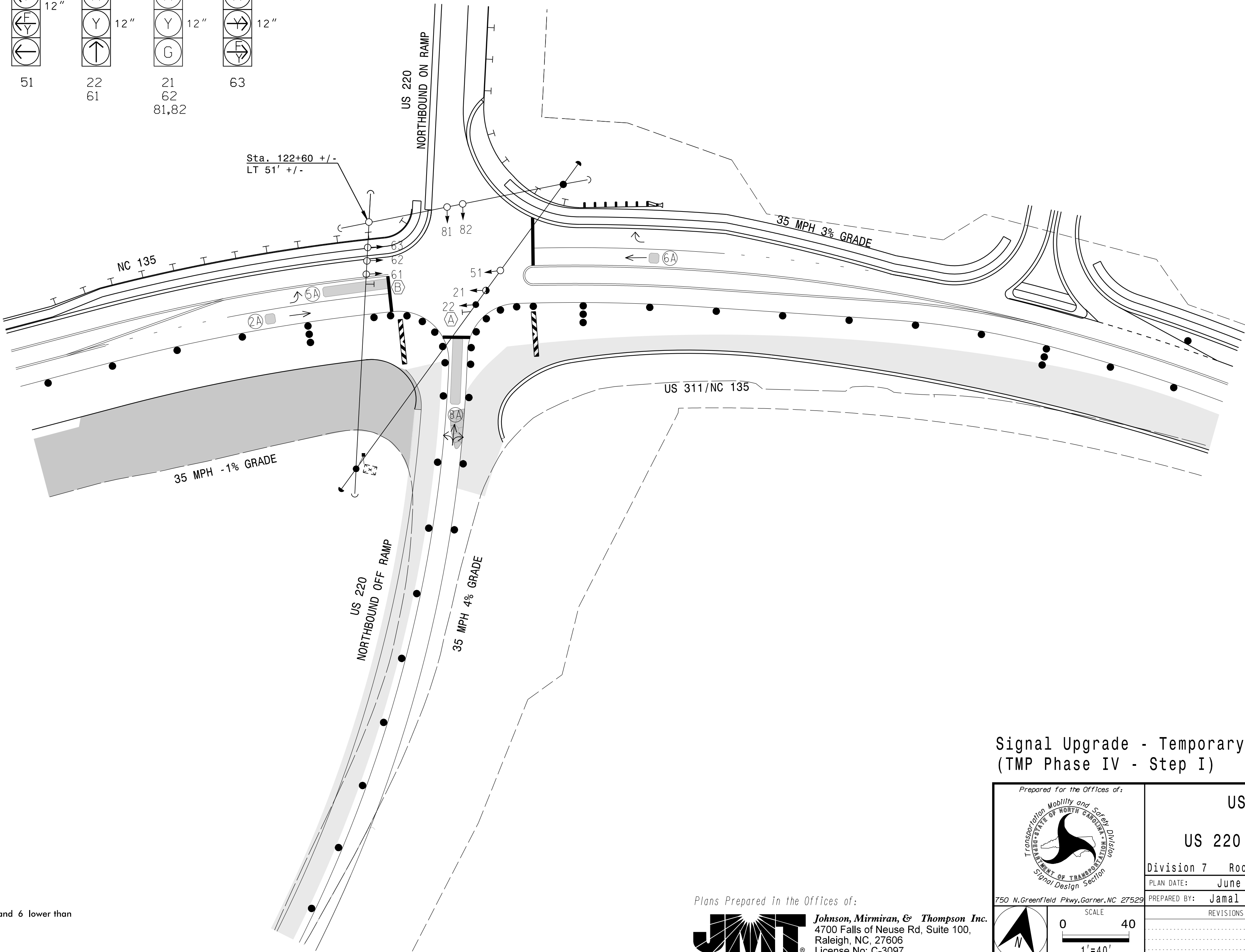
LEGEND

- | PROPOSED | EXISTING |
|---------------------------|-------------------------------------|
| Traffic Signal Head | Modified Signal Head |
| Pedestrian Signal Head | Signal Pole with Sidewalk Guy |
| Signal Pole with Guy | Signal Pole with Sidewalk Guy |
| Inductive Loop Detector | Controller & Cabinet |
| Controller & Cabinet | Junction Box |
| 2-in Underground Conduit | Right of Way |
| Directional Arrow | Non-Intrusive Detection Zone |
| Guardrail | Construction Zone Drums |
| Construction Zone | Construction Zone |
| Temporary Pavement | Temporary Pavement |
| No Right Turn Sign (R3-1) | No U-Turn/No Left Turn Sign (R3-18) |

MAXTIME TIMING CHART

FEATURE	PHASE			
	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	40
Yellow Change	3.8	3.0	3.8	3.6
Red Clear	1.2	1.8	1.2	1.7
Added Initial *	-	-	-	-
Maximum Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Advance Walk	-	-	-	-
Non Lock Detector	-	X	-	X
Vehicle Recall	MIN RECALL	-	MIN RECALL	-
Dual Entry	-	-	-	-

* 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 lower than 4 seconds.



Signal Upgrade - Temporary Design 2 (TMP Phase IV - Step I)

Prepared for the Offices of:

Transportation Mobility and Safety Division
DEPARTMENT OF TRANSPORTATION
Signal Design Section

750 N. Greenfield Pkwy, Garner, NC 27529

US 311 /NC 135
at
US 220 Northbound Ramps

Division 7 Rockingham County Mayodan

PLAN DATE: June 2025 REVIEWED BY: Golam Moynuddin

PREPARED BY: Jamal Khdeir REVIEWED BY:

REVISIONS	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

PROFESSIONAL ENGINEER
SEAL 034454
GOLAM MOYNUDDIN

Signed by: Golam Moynuddin
6/27/2025
DATE

SIG. INVENTORY NO. 07-1417 T2