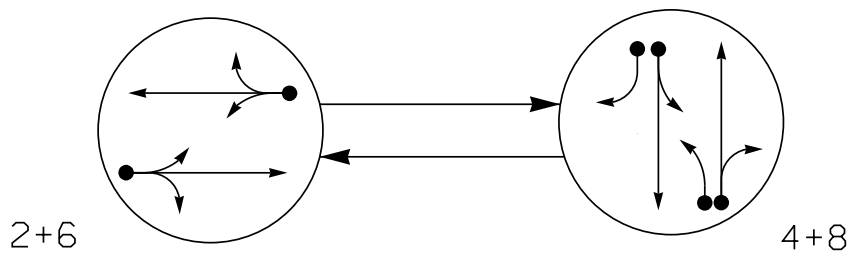


PHASING DIAGRAM



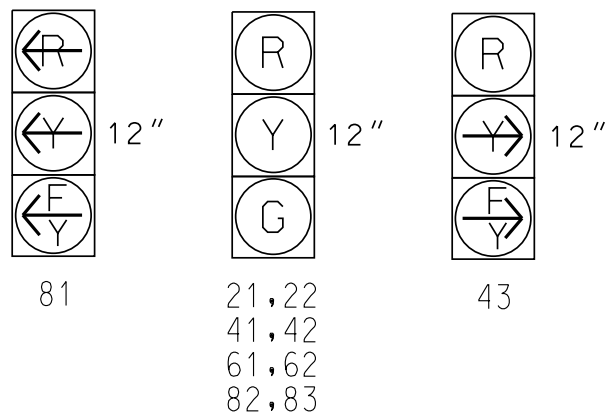
PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE		
	2 + 6	4 + 8	FLASH
21, 22	G	R	R
41, 42	R	G	R
43	R	E	R
61, 62	G	R	R
81	R	E	R
82, 83	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)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN
2A*	6X6	70	*	*	2	-	-	X	-	X	-
4A*	6X40	0	*	*	4	3.0	-	X	-	X	-
4B*	6X40	0	*	*	4	15.0	-	X	-	X	-
6A*	6X6	70	*	*	6	-	-	X	-	X	-
8A*	6X40	0	*	*	8	3.0	-	X	-	X	-
8B*	6X40	0	*	*	8	10.0	-	X	-	X	-

* Video Detection Zone

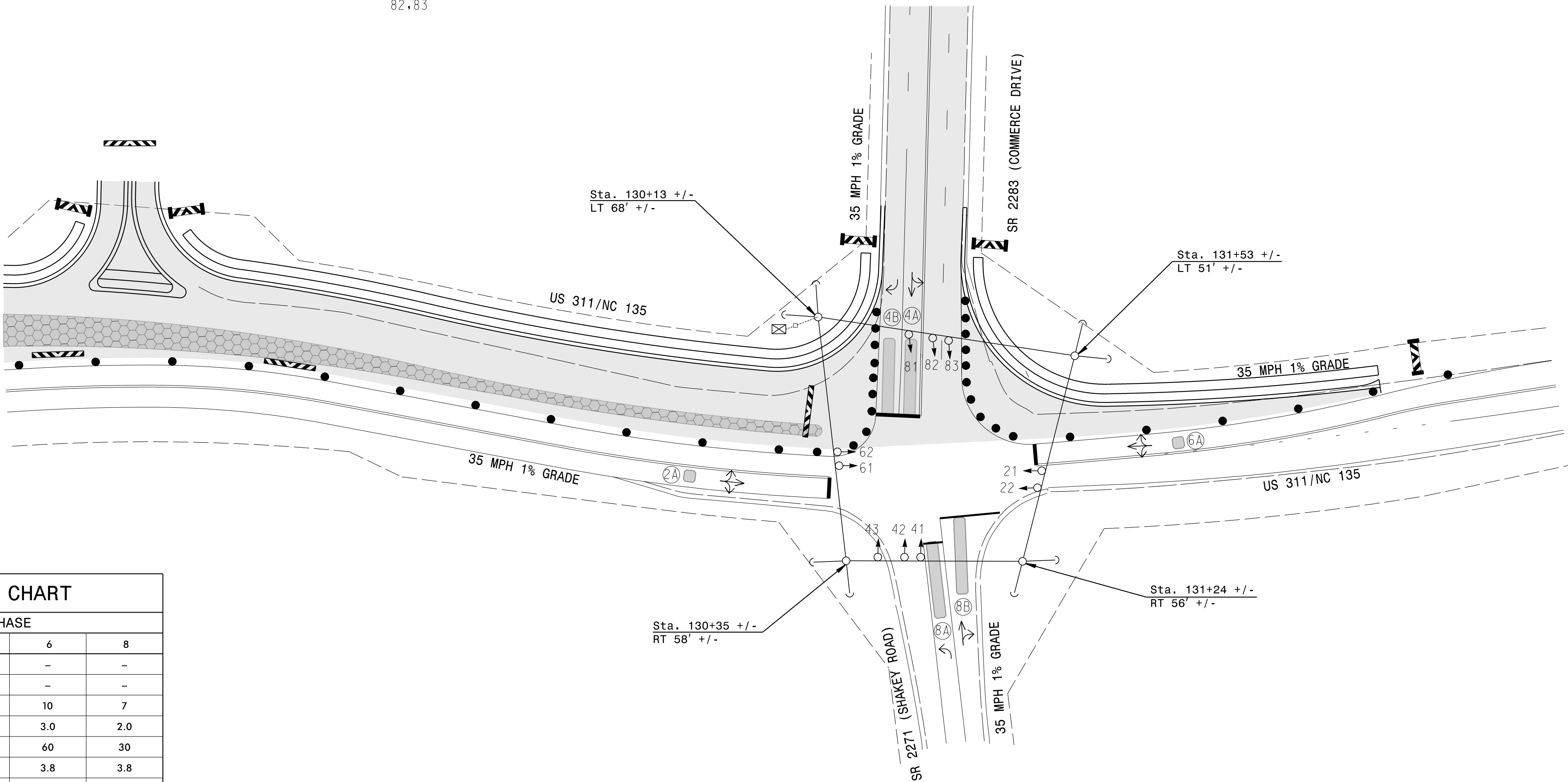
2 Phase
Fully Actuated
(NC 135 CLS)
Signal System #: D07-09_Mayodan

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.
- Set alldetector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- This intersection uses video detections. Install detectors according to the manufacturer's instruction 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.
- Install department-furnished cellular modem and antenna for remote communications. Request cell modem from the Engineer at least 8 weeks before anticipated deployment.

MAXTIME TIMING CHART				
FEATURE	PHASE			
	2	4	6	8
Walk *	-	-	-	-
Ped Clear	-	-	-	-
Min Green *	10	7	10	7
Passage *	3.0	2.0	3.0	2.0
Max I *	60	30	60	30
Yellow Change	3.8	3.8	3.8	3.8
Red Clear	1.8	1.0	1.8	1.0
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	-	X	-	X

* 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.



PROPOSED		EXISTING	
○→	Traffic Signal Head	●→	N/A
●→	Modified Signal Head	●→	N/A
↓	Sign	↓	N/A
○→	Pedestrian Signal Head	●→	N/A
○→	Signal Pole with Guy	●→	N/A
○→	Signal Pole with Sidewalk Guy	●→	N/A
□	Inductive Loop Detector	□	N/A
□	Controller & Cabinet	□	N/A
□	Junction Box	□	N/A
---	2-in Underground Conduit	---	N/A
N/A	Right of Way	N/A	N/A
→	Directional Arrow	→	N/A
■	Non-Intrusive Detection Zone	■	N/A
●	Construction Zone Drums	●	N/A
■	Construction Zone	■	N/A
■	Temporary Pavement	■	N/A

Signal Upgrade - Temporary Design 1
(TMP Phase III)

Prepared for the Offices of:

Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
SIGNAL DESIGN SECTION

750 N. Greenfield Pkwy, Garner, NC 27529

US 311 / NC 135
at
SR 2271 (Shakey Road) and
SR 2283 (Commerce Drive)

Division 7 Rockingham County Mayodan

PLAN DATE: June 2025 REVIEWED BY: Golam Moynuddin

PREPARED BY: Jamal Khdeir REVIEWED BY:

REVISIONS

INIT. DATE

0 SCALE 40
1"=40'

DOCUMENT NOT CONSIDERED
FINAL UNLESS ALL
SIGNATURES COMPLETED

SEAL

PROFESSIONAL
ENGINEER
GOLAM MOYNUDDIN
034454

Signed by: Golam Moynuddin
6/27/2025
DATE

SIG. INVENTORY NO. 07-2075 T1