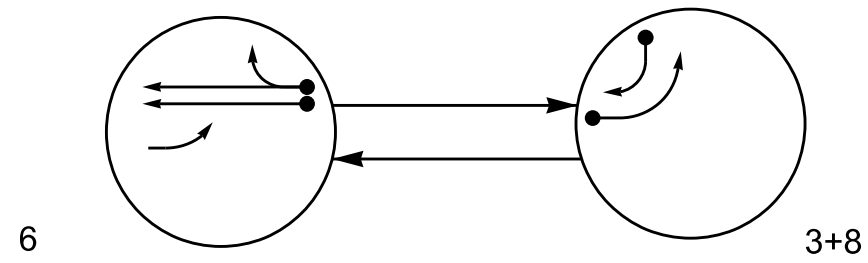
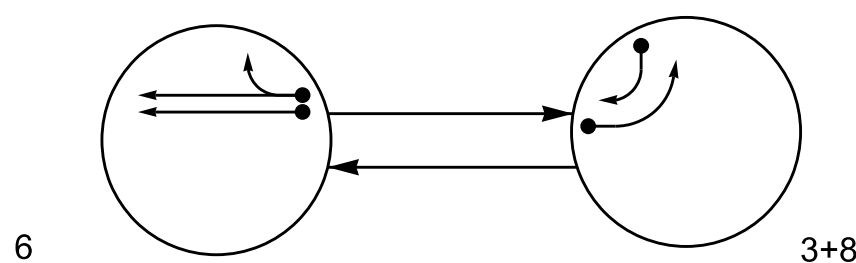


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UN SIGNALIZED MOVEMENT
- ↔ PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE		
	6	3+8	F
31, 32	←	←	←
61	↑	R	R
62	G	R	R
81, 82	R	←	R

SIGNAL FACE	PHASE		
	6	3+8	F
31, 32	←	←	←
61	↑	R	R
62	G	R	R
81, 82	R	←	R

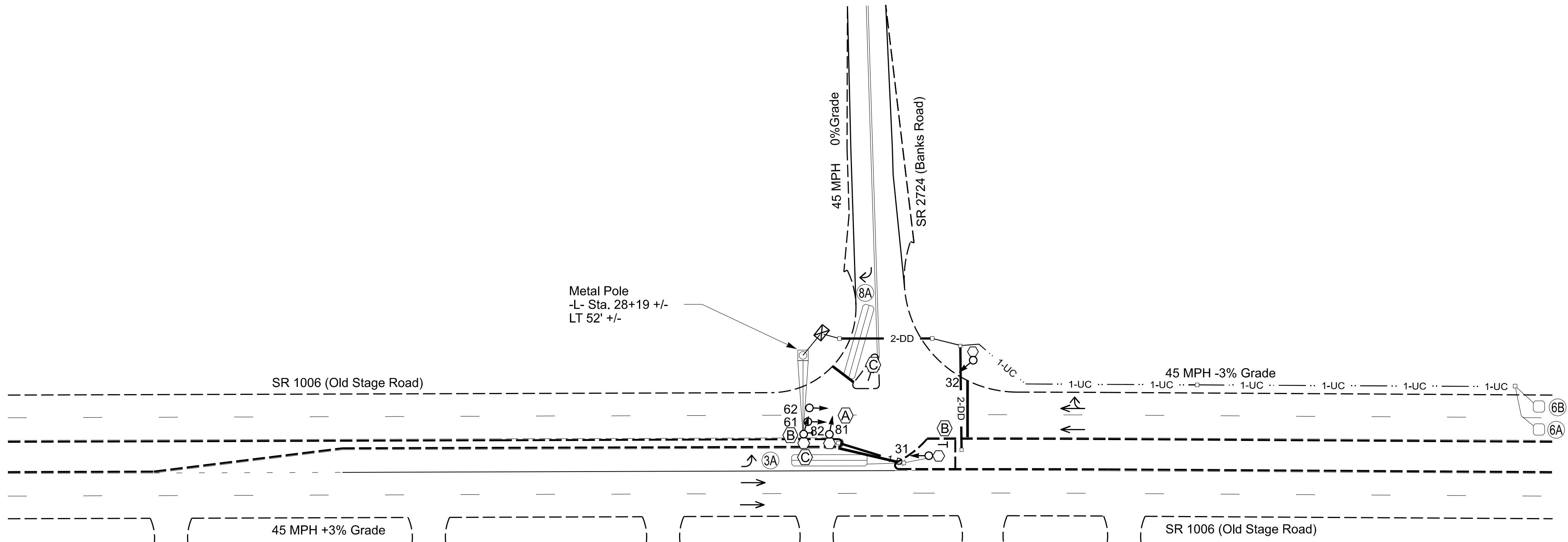
MAXTIME DETECTOR INSTALLATION CHART										
DETECTOR					PROGRAMMING					
LOOP	SIZE (FT)	DISTANCE FROM STOP LINE (FT)	URNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL DELAY DURING GREEN
3A	6X40	0	2-4-2	X	3	15.0*	-	X	-	X
6A	6X6	300	5	X	6	-	-	X	X	X
6B	6X6	300	5	X	6	-	-	X	X	X
8A	6X40	0	2-4-2	X	8	15.0	-	X	-	X

* Disable Delay During Alternate Phasing Operation.

2 Phase
Fully Actuated
SR 1006 (Old Stage Road) @ 540
Signal System #: D05-17_Fuquay-Varina

NOTES

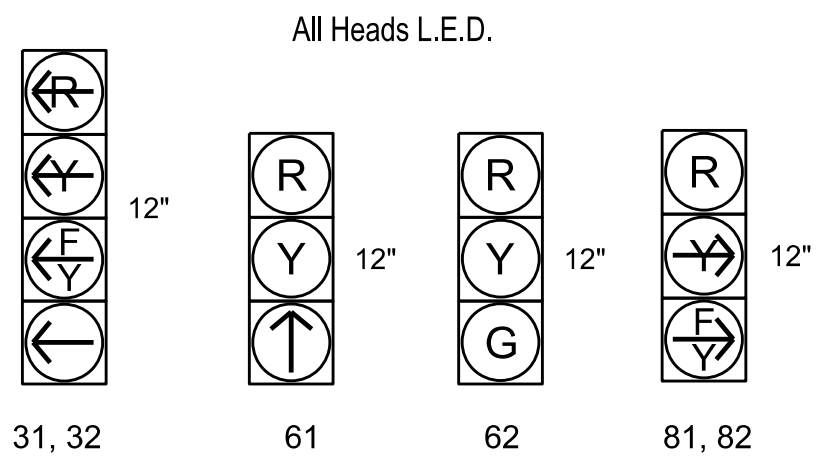
- Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- The Division Traffic Engineer will determine the hours of use for each phasing plan.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



MAXTIME TIMING CHART			
FEATURE	PHASE		
	3	6	8
Walk *	-	-	-
Ped Clear	-	-	-
Min Green *	7	12	7
Passage *	2.0	6.0	2.0
Max 1 *	15	100	15
Yellow Change	3.0	4.8	3.0
Red Clear	1.8	1.2	1.8
Added Initial *	-	1.5	-
Maximum Initial *	-	34	-
Time Before Reduction *	-	15	-
Time To Reduce *	-	30	-
Minimum Gap	-	3.0	-
Advance Walk	-	7	-
Non Lock Detector	-	-	-
Vehicle 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.

SIGNAL FACE I.D.



PROPOSED		LEGEND		EXISTING	
○→	Traffic Signal Head	○→	Traffic Signal Head	○→	Traffic Signal Head
●→	Modified Signal Head	●→	Modified Signal Head	●→	N/A
↑	Sign	↑	Sign	↑	↑
□	Pedestrian Signal Head	□	Pedestrian Signal Head	□	□
○→	Signal Pole with Guy	○→	Signal Pole with Guy	○→	○→
○→	Signal Pole with Sidewalk Guy	○→	Signal Pole with Sidewalk Guy	○→	○→
□	Inductive Loop Detector	□	Inductive Loop Detector	□	□
□	Controller & Cabinet	□	Controller & Cabinet	□	□
□	Junction Box	□	Junction Box	□	□
□	2-in Underground Conduit	□	2-in Underground Conduit	□	□
□	Right of Way	□	Right of Way	□	□
□	Directional Arrow	□	Directional Arrow	□	□
□	Metal Pole with Mastarm	□	Metal Pole with Mastarm	□	□
□	Directional Drill	□	Directional Drill	□	□
□	Type II Signal Pedestal	□	Type II Signal Pedestal	□	□
□	"RIGHT TURN YIELD TO U-TURN" Sign	□	"RIGHT TURN YIELD TO U-TURN" Sign	□	□
□	No U-Turn/ No Left Turn Sign (R3-18)	□	No U-Turn/ No Left Turn Sign (R3-18)	□	□
□	Right Arrow "ONLY" Sign (R3-5R)	□	Right Arrow "ONLY" Sign (R3-5R)	□	□

New Installation

Prepared in the Offices of: Transportation Mobility and Safety Division SIGNAL DESIGN SECTION 750 N. Greenfield Pkwy, Garner, NC 27529		SR 1006 (Old Stage Road) at SR 2724 (Banks Road)		DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
Division 5		Wake County		Fuquay-Varina	
PLAN DATE: May 2025		REVIEWED BY:		SEAL NORTH CAROLINA PROFESSIONAL ENGINEER ROBERT J. ZEMBA 026486	
PREPARED BY: I.O. Umzurike		REVIEWED BY:		DATE: 08/28/2025	
REVISIONS		INIT.		DATE	
0		SCALE		1"=40'	
SIG. INVENTORY NO.		05-1662			