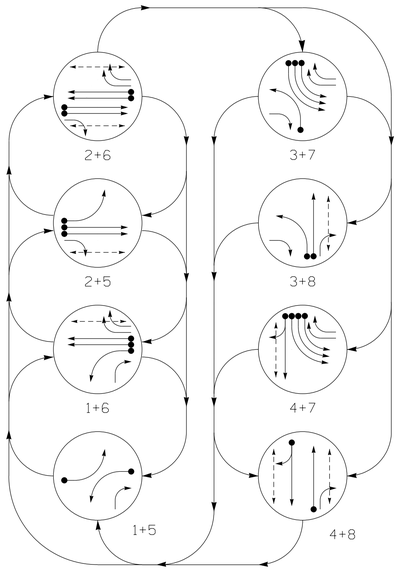
Docusign Envelope ID: 68D05315-339F-8877-826C-A54DFA71DCDF

PROJECT REFERENCE NO.	SHEET NO.
U-3422B	Sig-2.6

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

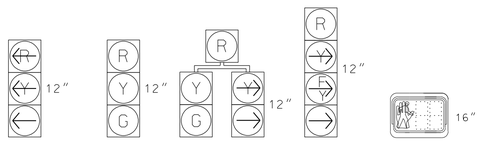
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE 1+5	1+6	2+5	2+6	3+7	3+8	4+7	4+8	FLASH
11,12	←-	←-	-R	-R	-R	-R	-R	-R	-R
21,22	R	R	G	G	R	R	R	R	R
23	R	R	F	F	→-	→-	R	R	R
31	-R	-R	-R	-R	←-	←-	-R	-R	-R
41,42	R	R	R	R	R	R	G	G	R
51,52	←-	-R	←-	-R	-R	-R	-R	-R	-R
61,62,63	R	G	R	G	R	R	R	R	R
64,65,66	R	F	R	F	→-	R	→-	R	R
71,72,73	-R	-R	-R	-R	←-	-R	←-	-R	-R
81,83	R	R	R	R	R	G	R	G	R
82	R/→-	R/→-	R	R	R	G	R	G	R
P21,P22	DW	DW	W	W	DW	DW	DW	DW	DW
P41,P42	DW	DW	DW	DW	DW	DW	W	W	DW
P61,P62	DW	W	DW	W	DW	DW	DW	DW	DW
P81,P82	DW	DW	DW	DW	DW	W	DW	W	DW

SIGNAL FACE I.D.

All Heads L.E.D.



11,12
31
51,52
71,72,73

21,22
41,42
61,62,63
81,83

82

23
64,65,66

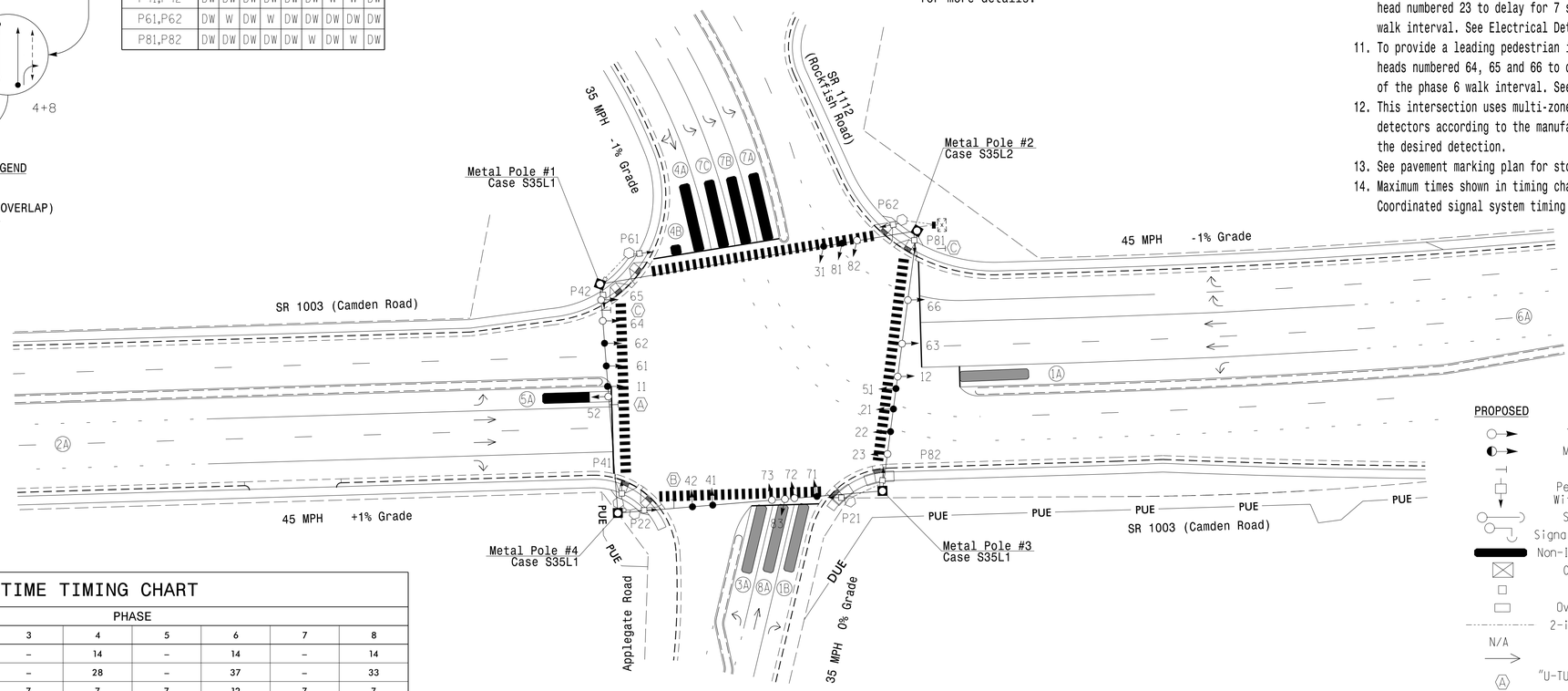
P21,P22
P41,P42
P61,P62
P81,P82

MAXTIME DETECTOR INSTALLATION CHART

DETECTOR ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD
1A	6X40	0	**	-	1	-	-	X	-	X	-	**
1B	6X40	0	**	-	1	15.0	-	X	-	X	-	**
2A	@	@	**	X	2	-	-	X	-	X	-	**
3A	6X40	0	**	-	3	-	-	X	-	X	-	**
4A	6X40	0	**	X	4	10.0	-	X	-	X	-	**
4B	6X6	0	**	X	4	10.0	-	X	-	X	-	**
5A	6X40	0	**	X	5	-	-	X	-	X	-	**
6A	@	@	**	X	6	-	-	X	-	X	-	**
7A	6X40	0	**	X	7	-	-	X	-	X	-	**
7B	6X40	0	**	X	7	-	-	X	-	X	-	**
7C	6X40	0	**	X	7	-	-	X	-	X	-	**
8A	6X40	0	**	-	8	-	-	X	-	X	-	**

** Microwave Detection Zone

@ Size and distance vary. See Microwave Detection chart for more details.



LEGEND

PROPOSED		EXISTING
○→	Traffic Signal Head	●→
◐→	Modified Signal Head	N/A
⊣	Sign	⊣
□↓	Pedestrian Signal Head With Push Button & Sign	■↓
○	Signal Pole with Guy	●
○	Signal Pole with Sidewalk Guy	●
▬	Non-Intrusive Detection Zone	▬
⊠	Controller & Cabinet	⊠
□	Junction Box	■
▭	Oversized Junction Box	■
----	2-in Underground Conduit	----
N/A	Right of Way	----
→	Directional Arrow	→
Ⓐ	"U-TURN YIELD TO RIGHT TURN" Sign (R10-16)	Ⓐ
Ⓑ	"RIGHT TURN ON RED MUST YIELD TO U-TURN" Sign (R10-30)	Ⓑ
Ⓒ	Right "TURNING VEHICLES" Yield "TO" Pedestrian Sign (R10-15R)	Ⓒ
⬡	Type II Signal Pedestal	⬢
PUE	Proposed Utility Easement	N/A
DUE	Drainage Utility Easement	N/A

MAXTIME TIMING CHART

FEATURE	PHASE 1	2	3	4	5	6	7	8
Walk *	–	14	–	14	–	14	–	14
Ped Clear	–	27	–	28	–	37	–	33
Min Green *	7	12	7	7	7	12	7	7
Passage *	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Max 1 *	15	90	15	50	15	90	15	50
Yellow Change	3.0	4.6	3.0	3.9	3.0	4.6	3.0	3.9
Red Clear	4.0	2.6	3.5	3.1	3.9	2.6	4.0	3.1
Added Initial *	–	–	–	–	–	–	–	–
Maximum Initial *	–	–	–	–	–	–	–	–
Time Before Reduction *	–	–	–	–	–	–	–	–
Time To Reduce *	–	–	–	–	–	–	–	–
Minimum Gap	–	–	–	–	–	–	–	–
Advance Walk	–	**	–	7	–	***	–	7
Non Lock Detector	X	–	X	X	X	–	X	X
Vehicle Recall	–	MIN RECALL	–	–	–	MIN RECALL	–	–
Dual Entry	–	–	–	–	–	–	–	–

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

** See note #10

*** See note #11

Microwave Detection

FUNCTION	2A Sensor 1			6A Sensor 2		
Channel	1			1		
Phase	2			6		
Direction of Travel	EB			WB		
Type	Priority			Priority		
Level	1	2	QUEUE	1	2	QUEUE
Discovery Zone (ft)	>= 750	< 750	-	>= 750	< 750	-
Range (ft)	900-100	600-100	150-100	900-100	600-100	150-100
Enable Speed	Y	Y	Y	Y	Y	Y
Speed Range (mph)	35-100	35-100	1-35	35-100	35-100	1-35
Enable Estimated Time of Arrival	Y	Y	N	Y	Y	N
Estimated Time of Arrival (sec)	2.5-10.0	2.5-6.5	-	2.5-10.0	2.5-6.5	-

8 Phase Fully Actuated Camden Road CLS

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. Phase 3 and/or phase 7 may be lagged.
5. Reposition existing signal heads 21, 22, 41, 42, 51, 61 & 62 as shown on plans.
6. Reposition existing signal head numbered 71.
7. Set all detector units to presence mode.
8. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
9. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
10. To provide a leading pedestrian interval on phase 2, program FYA head numbered 23 to delay for 7 seconds after the start of the phase 2 walk interval. See Electrical Details for programming.
11. To provide a leading pedestrian interval on phase 6, program FYA heads numbered 64, 65 and 66 to delay for 7 seconds after the start of the phase 6 walk interval. See Electrical Details for programming.
12. This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
13. See pavement marking plan for stop line locations.
14. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

THIS PLAN SUPERSEDES THE PLAN SEALED ON 12/22/2023

Plans Prepared By:

DRMP

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Signal Upgrade - Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared for: Transportation Mobility and Safety Division, NC Department of Transportation, Signal Design Section

750 N.Greenfield Pkwy,Garner,NC 27529

SR 1003 (Camden Road) at SR 1112 (Rockfish Road) / Applegate Road

Division 6 Cumberland County Hope Mills

PLAN DATE: September 2026 REVIEWED BY: BN Groome

PREPARED BY: DS Griffith DRMP PROJ. NO.: 24941 (040)

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL 052936 ENGINEER BRITTANY N GROOME

Signed by: Brittany Groome 1E09340E1094484...

09/11/2026

SIGNATURE DATE

SIG. INVENTORY NO. 06-1407