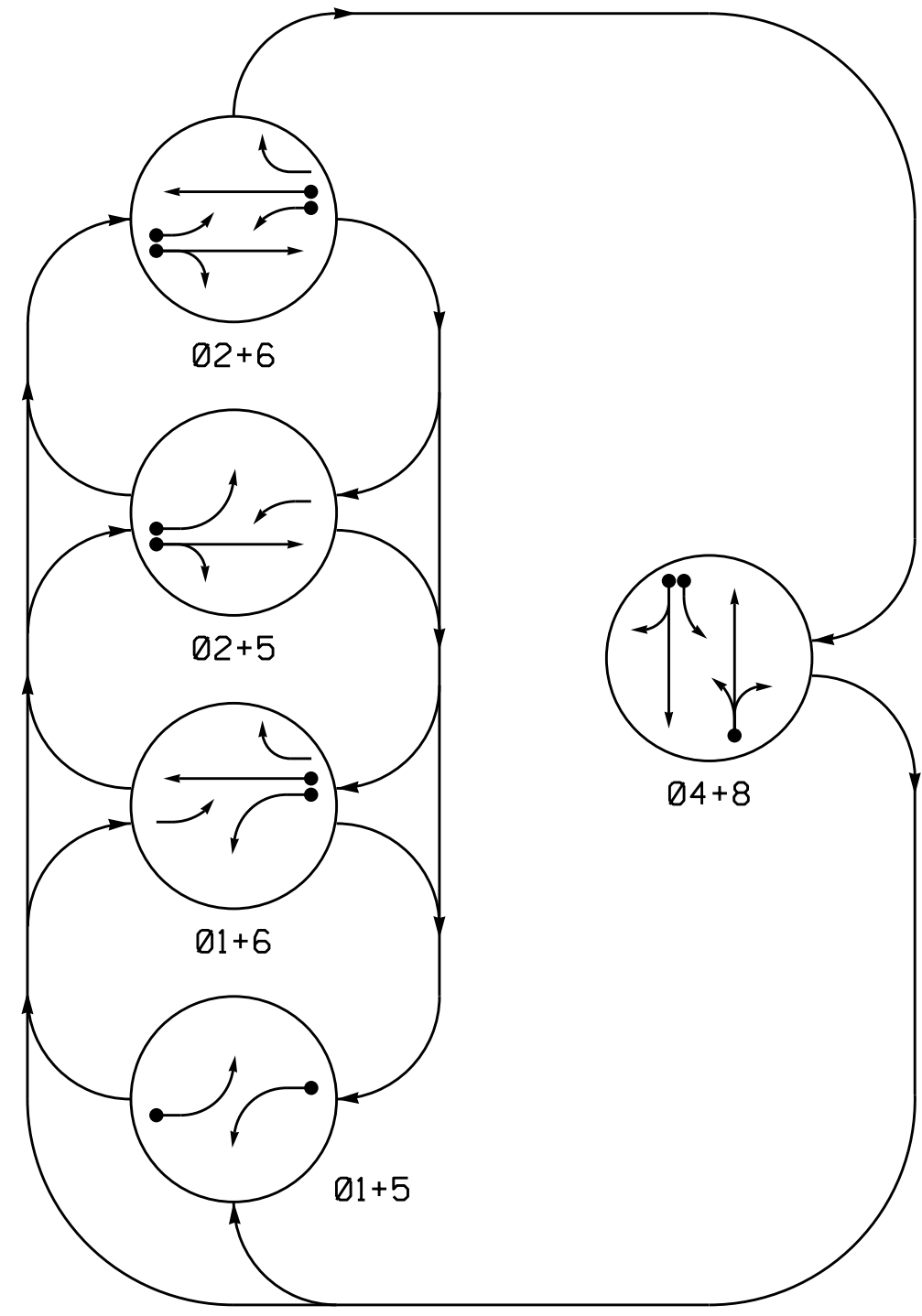
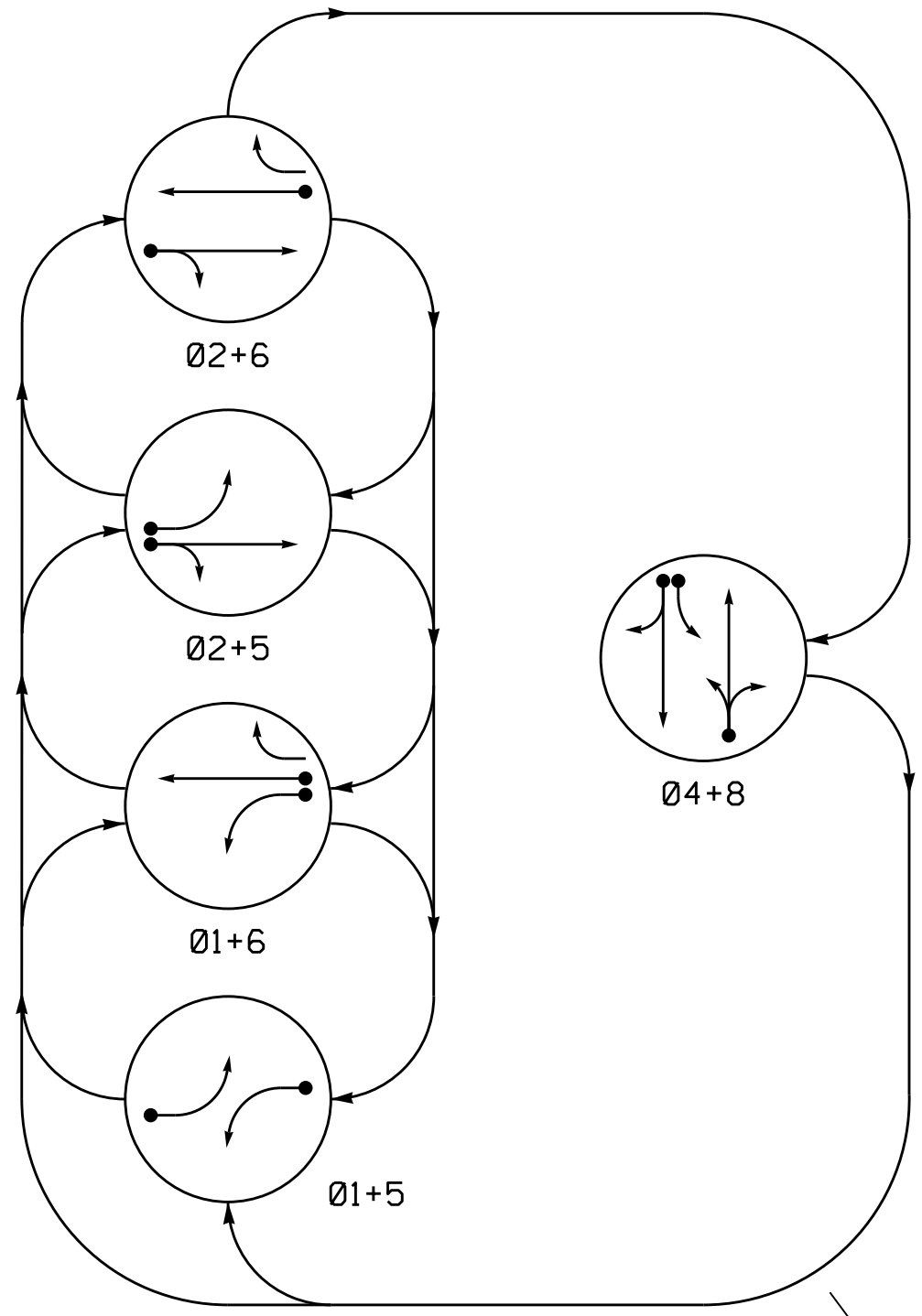


DEFAULT PHASING DIAGRAM



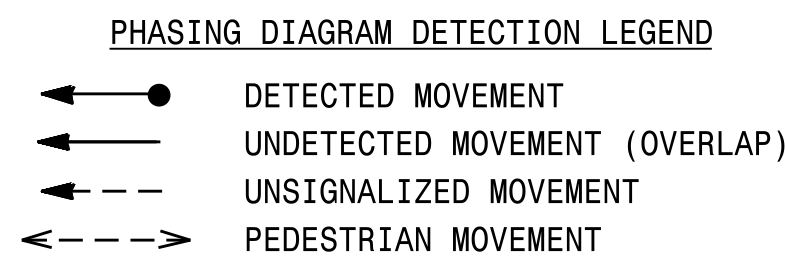
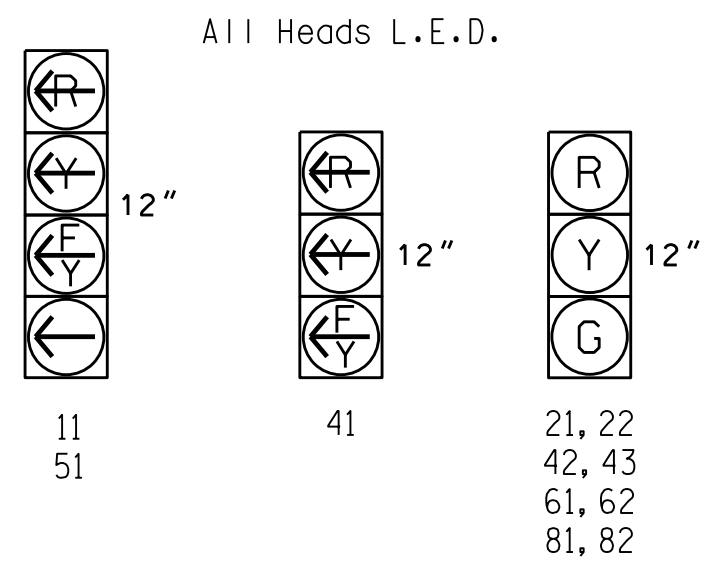
SIGNAL FACE	PHASE					FLTS/HS
	01+5	01+6	02+5	02+6	04+8	
11	—	—	←	←	—	—
21, 22	R	R	G	G	R	Y
41	←	←	←	←	←	←
42, 43	R	R	R	R	G	R
51	←	←	←	←	←	←
61, 62	R	G	R	G	R	Y
81, 82	R	R	R	R	G	R

ALTERNATE PHASING DIAGRAM



SIGNAL FACE	PHASE					FLTS/HS
	01+5	01+6	02+5	02+6	04+8	
11	—	—	←	←	—	—
21, 22	R	R	G	G	R	Y
41	←	←	←	←	←	←
42, 43	R	R	R	R	G	R
51	←	←	←	←	←	←
61, 62	R	G	R	G	R	Y
81, 82	R	R	R	R	G	R

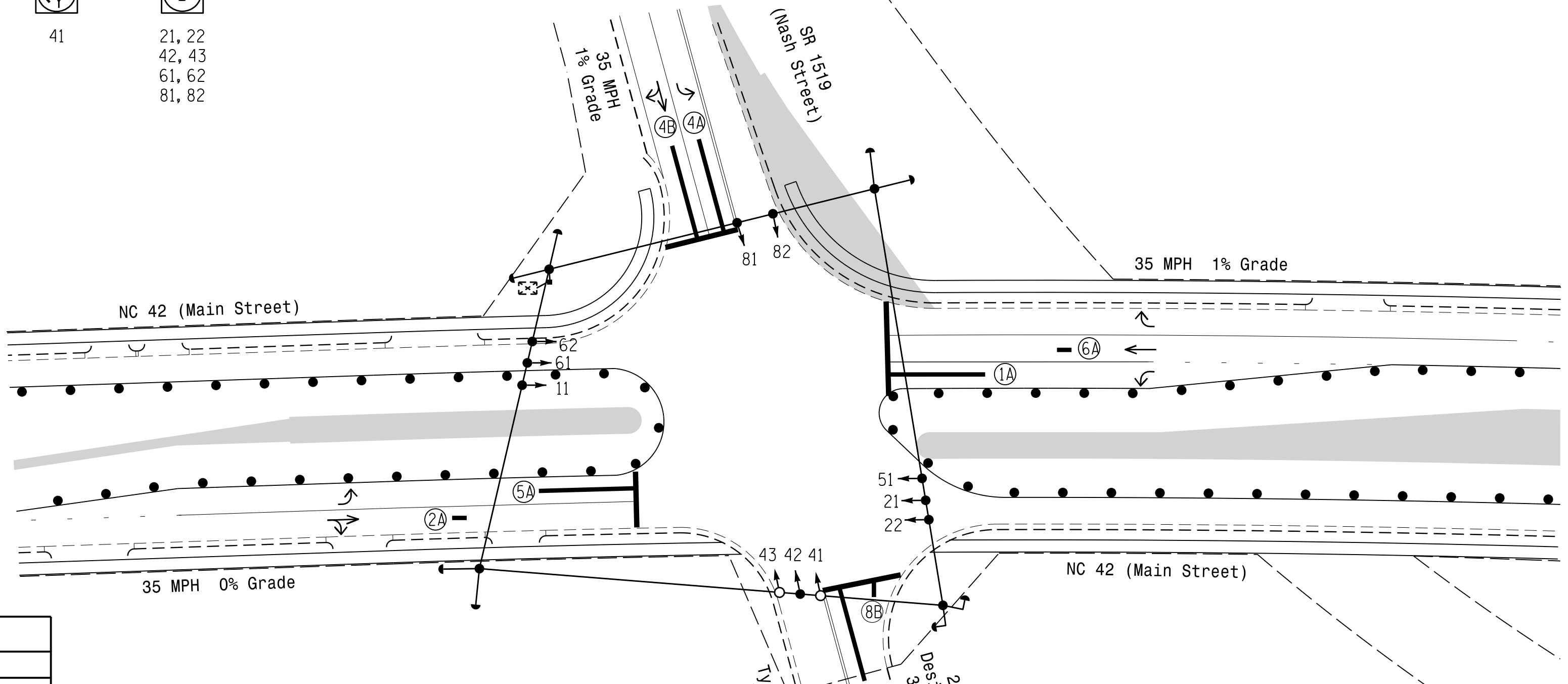
SIGNAL FACE I.D.



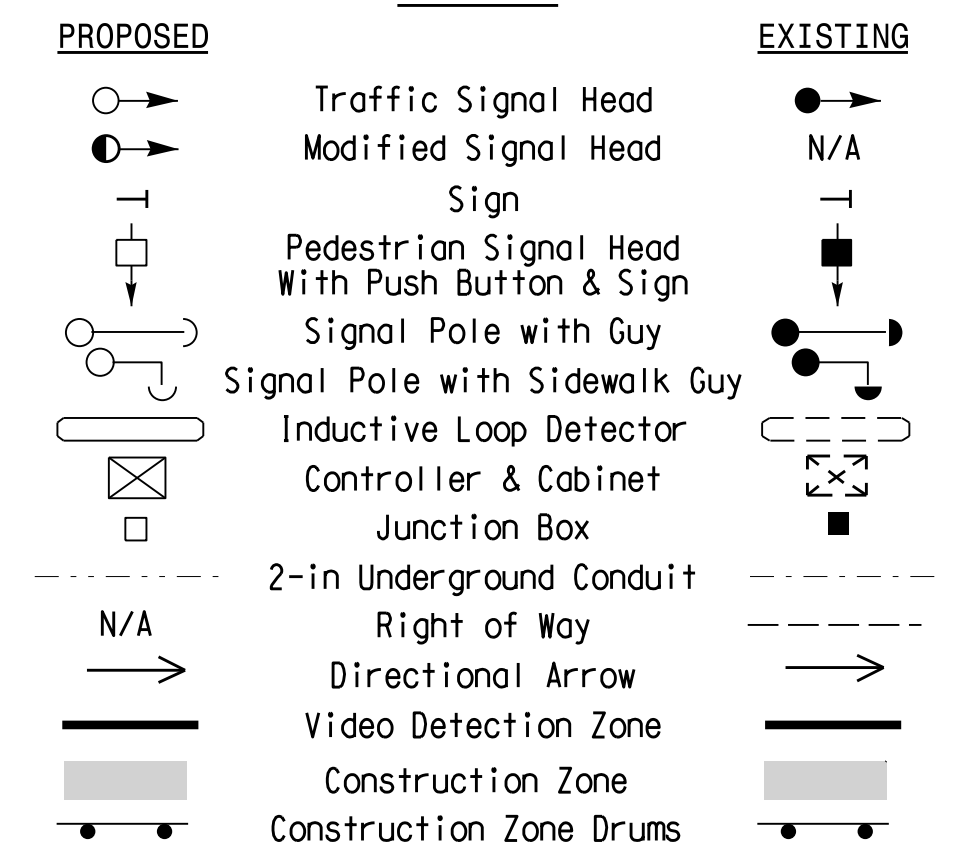
5 Phase Fully Actuated (Isolated)

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Reposition existing signal heads numbered 11, 21, 22, 42, 51, 61, 62, 81, and 82.
- Set all detector units to presence mode.
- The Division Traffic Engineer will determine the hours of use for each phasing plan.
- This location utilizes a video detection system. Camera locations should be confirmed in the field by the contractor in order to provide detection of the areas indicated.



LEGEND



FEATURE	PHASE						
	1	2	4	5	6	8	
Min Green 1 *	7	10	7	7	10	7	
Extension 1	2.0	3.0	2.0	2.0	3.0	2.0	
Max Green 1 *	25	60	35	25	60	35	
Yellow Clearance	3.0	3.8	3.8	3.0	3.8	3.8	
Red Clearance	2.6	2.4	3.5	3.2	2.4	3.5	
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	
Walk 1 *	-	-	-	-	-	-	
Don't Walk 1	-	-	-	-	-	-	
Dynamic Max 3	-	-	55	-	-	55	
Dynamic Max Adjust	-	-	10	-	-	10	
Time Before Reduction *	-	-	-	-	-	-	
Time To Reduce *	-	-	-	-	-	-	
Minimum Gap	-	-	-	-	-	-	
Recall Mode	-	MIN RECALL	-	-	MIN RECALL	-	
Vehicle Call Memory	-	YELLOW	-	-	YELLOW	-	
Dual Entry	-	-	ON	-	-	ON	
Simultaneous Gap	ON	ON	ON	ON	ON	ON	

ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING					LOOP SYSTEM	NEW CARD	
					PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME			
1A	6X40	0	*	*	1	Y	Y	-	-	★15	-	*
					#6	Y	Y	-	-	-	-	*
2A	6X6	70	*	*	2	Y	Y	-	-	-	-	*
4A	6X40	0	*	*	4	Y	Y	-	-	3	-	*
4B	6X40	0	*	*	4	Y	Y	-	-	10	-	*
5A	6X40	0	*	*	5	Y	Y	-	-	★15	-	*
					#2	Y	Y	-	-	-	-	*
5B	6X40	0	*	*	5	Y	Y	-	-	15	-	*
6A	6X6	70	*	*	6	Y	Y	-	-	-	-	*
6A	6X40	0	*	*	8	Y	Y	-	-	3	-	*
8A	6X6	0	*	*	8	Y	Y	-	-	10	-	*

* Video Detection Zone
 ★ Disable Delay during Alternate Phasing Operation.
 # Disable Phase(s) call during Alternate Phasing Operation.

Signal Upgrade - Temporary Design 2 (TMP Phase III)

Prepared in the Offices of:
 Transportation Mobility and Safety Solutions
 STATE OF NORTH CAROLINA
 PROFESSIONAL ENGINEER
 ROBERT J. ZIEMBA
 License No. 026486

NC 42 (Main Street)
 at
 SR 1519 (Nash Street) /
 Tyson Foods Driveway

Division 8 Lee County Sanford

PLAN DATE: March 2022 REVIEWED BY:
 PREPARED BY: J.A. Lohr REVIEWED BY:

SCALE: 1" = 40'

REVISIONS: _____ INIT. DATE

DATE: 04/19/2022
 INVENTORY NO. 08-0236T2

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 11:02:36 AM 04/19/2022
 J. Lohr