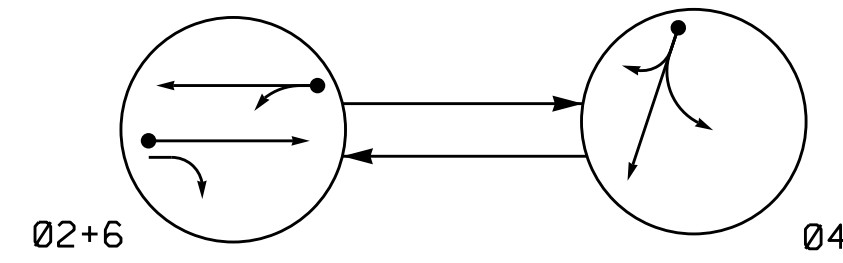


PHASING DIAGRAM



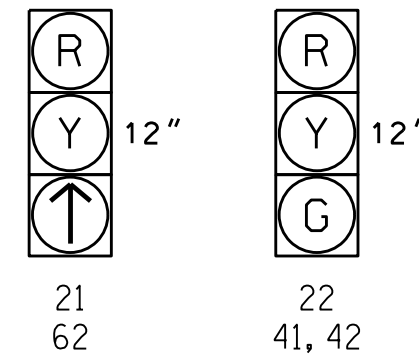
PHASING DIAGRAM DETECTION LEGEND

- ◄●► DETECTED MOVEMENT
- ◄◄◄ UNDETECTED MOVEMENT (OVERLAP)
- ◄- - - UNSIGNALIZED MOVEMENT
- ◄- - -> PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE		
	02+6	04	FLASH
21	↑	R	Y
22	G	R	Y
41, 42	R	G	R
61	G	R	Y
62	↑	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



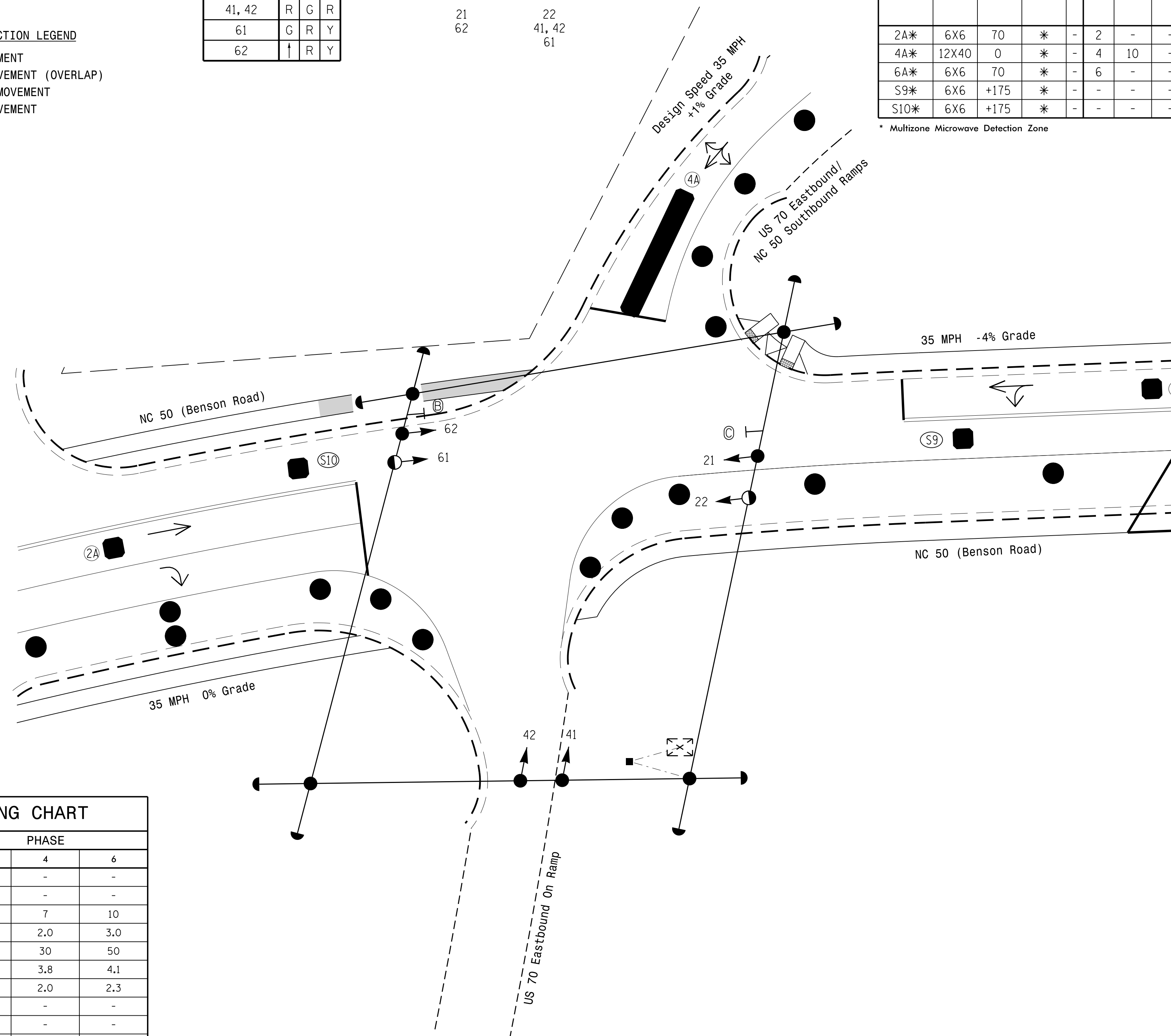
MAXTIME DETECTOR INSTALLATION CHART										
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING					
					CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL
2A*	6X6	70	*	-	2	-	-	X	X	-
4A*	12X40	0	*	-	4	10	-	X	X	-
6A*	6X6	70	*	-	6	-	-	X	X	-
S9*	6X6	+175	*	-	-	-	-	-	-	-
S10*	6X6	+175	*	-	-	-	-	-	-	-

* Multizone Microwave Detection Zone

2 Phase Fully Actuated
(US 70 (Garner Signal System A))
Signal System #: D05-10_Garner

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.
- Reposition existing signal heads numbered 21 and 22.
- Set all detector units to presence mode.
- This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's 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.



FEATURE	PHASE		
	2	4	6
Walk *	-	-	-
Ped Clear	-	-	-
Min Green *	10	7	10
Passage *	3.0	2.0	3.0
Max I *	50	30	50
Yellow Change	3.8	3.8	4.1
Red Clear	1.7	2.0	2.3
Added Initial *	-	-	-
Maximum Initial *	-	-	-
Time Before Reduction *	-	-	-
Time To Reduce *	-	-	-
Minimum Gap	-	-	-
Advance Walk	-	-	-
Non Lock Detector	-	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.

PROPOSED		EXISTING	
○→	Traffic Signal Head	●→	N/A
●→	Modified Signal Head	■→	N/A
□→	Sign	□→	N/A
□→	Pedestrian Signal Head With Push Button & Sign	□→	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
- - -	Right of Way	- - -	N/A
→	Directional Arrow	→	N/A
■	Construction Zone Drums	■	N/A
■	Construction Zone	■	N/A
■	Microwave Detection Zone	■	N/A
ⓑ	No Right Turn Sign (R3-1)	ⓑ	N/A
ⓒ	No Left Turn Sign (R3-2)	ⓒ	N/A

Signal Upgrade - Temporary Design 3 (TMP Phases III & IV)

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

NC 50 (Benson Road) at US 70 Eastbound/NC 50 Southbound Ramps

Division 5 Wake County Garner

PLAN DATE: May 2023 REVIEWED BY: [Signature]

PREPARED BY: J.A. Lohr REVIEWED BY: [Signature]

REVISIONS: [Table with columns for REVISIONS, INIT., DATE]

SCALE: 1" = 20'

DATE: 05/17/2023

SIG. INVENTORY NO. 05-081013

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: ROBERT J. ZIEMBA, ENGINEER, SEAL 026486

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