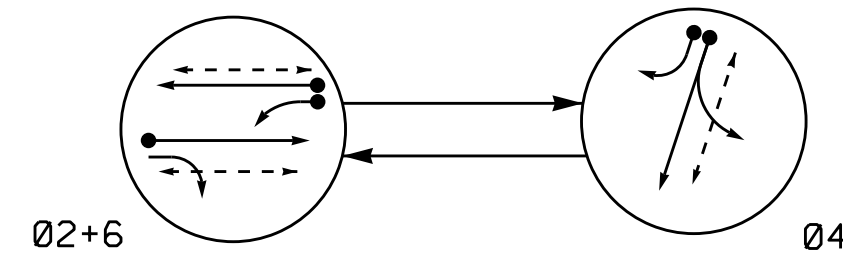


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

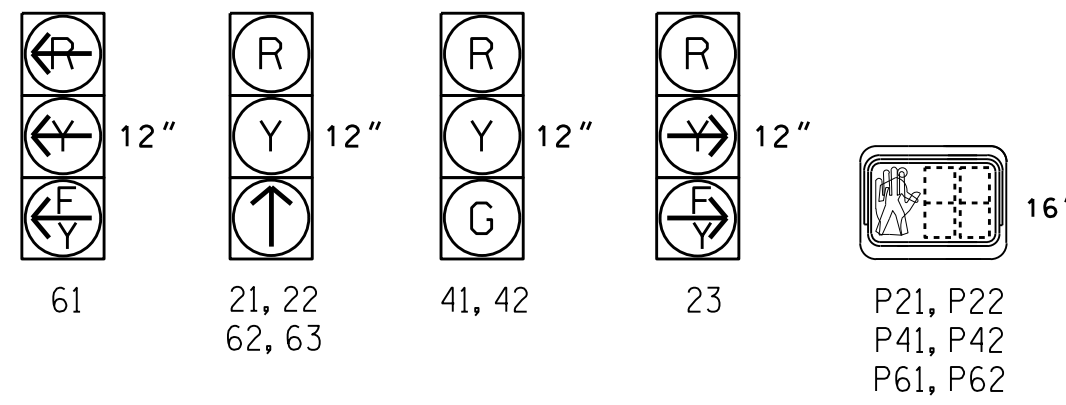
- ● DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	0 2 + 6	0 4	FLASH
21, 22	↑	R	Y
23	←	R	Y
41, 42	R	G	R
61	←	R	Y
62, 63	↑	R	Y
P21, P22	W	DW	DRK
P41, P42	DW	W	DRK
P61, P62	W	DW	DRK

SIGNAL FACE I.D.

All Heads L.E.D.



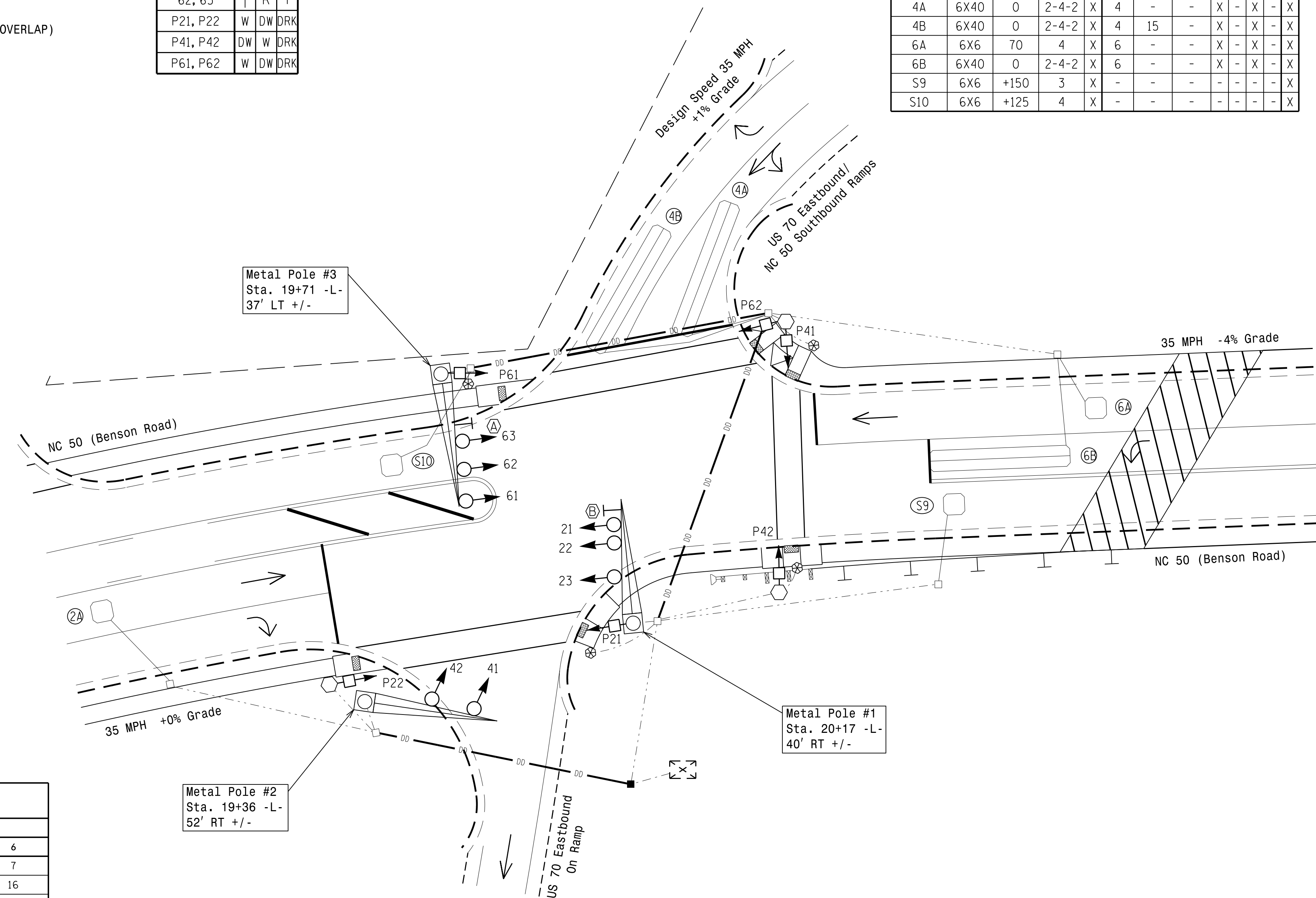
MAXTIME DETECTOR INSTALLATION CHART

LOOP	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
2A	6X6	70	3	X	2	-	-	X	-	X	-	X
4A	6X40	0	2-4-2	X	4	-	-	X	-	X	-	X
4B	6X40	0	2-4-2	X	4	15	-	X	-	X	-	X
6A	6X6	70	4	X	6	-	-	X	-	X	-	X
6B	6X40	0	2-4-2	X	6	-	-	X	-	X	-	X
S9	6X6	+150	3	X	-	-	-	-	-	-	-	X
S10	6X6	+125	4	X	-	-	-	-	-	-	-	X

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.
- Set all detector units to presence mode.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- 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		
	2	4	6
Walk *	7	7	7
Ped Clear	15	11	16
Min Green *	10	7	10
Passage *	3.0	2.0	3.0
Max I *	50	30	50
Yellow Change	4.1	3.8	4.1
Red Clear	2.6	1.8	2.6
Added Initial *	-	-	-
Maximum Initial *	-	-	-
Time Before Reduction *	-	-	-
Time To Reduce *	-	-	-
Minimum Gap	-	-	-
Advance Walk	3	3	-
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.

LEGEND

- | PROPOSED | EXISTING |
|--|-----------------------------------|
| ○ → Traffic Signal Head | ● → N/A |
| ● → Modified Signal Head | — Sign |
| ⊕ → Pedestrian Signal Head With Push Button & Sign | ⊕ → Signal Pole with Guy |
| ⊕ → Signal Pole with Guy | ⊕ → Signal Pole with Sidewalk Guy |
| ⊕ → Inductive Loop Detector | ⊕ → Controller & Cabinet |
| ⊕ → Junction Box | ⊕ → 2-in Underground Conduit |
| — → Right of Way | → → Directional Arrow |
| — → Curb Ramp | — → Directional Drill |
| ⊕ → Metal Pole with Mastarm | ⊕ → Type I Pushbutton Post |
| ⊕ → Type II Signal Pedestal | ⊕ → No Right Turn Sign (R3-1) |
| ⊕ → No Left Turn Sign (R3-2) | ⊕ → |

Signal Upgrade

Prepared in the Offices of:

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:

PREPARED BY: J.A. Lohr REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

DATE: 05/17/2023

SIG. INVENTORY NO. 05-0810

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