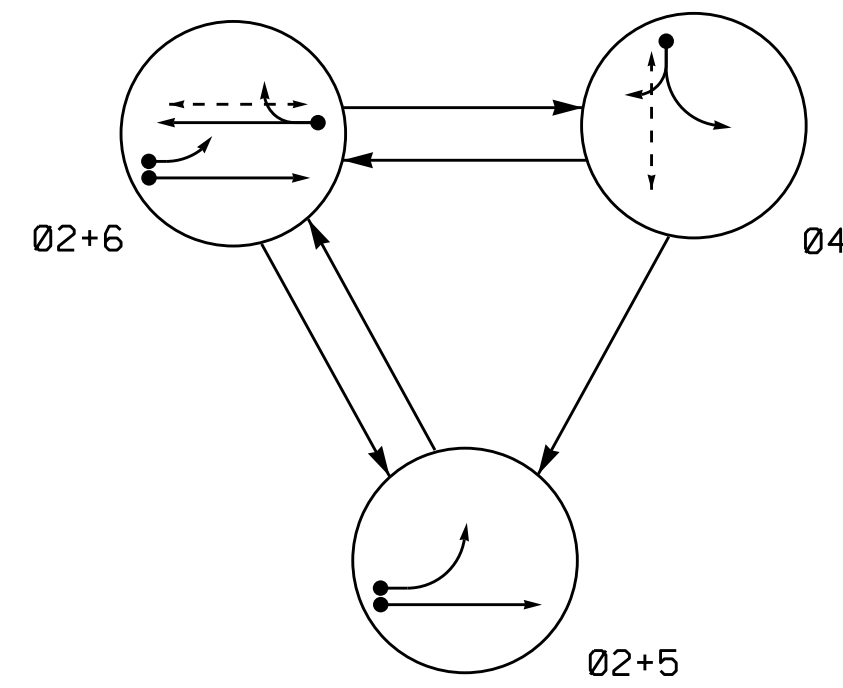


PHASING DIAGRAM



SIGNAL FACE	PHASE			
	02+5	02+6	04	FLASH
21, 22	G	G	R	Y
41	R	R	-	R
42, 43	R	R	F	R
51	-	F	R	Y
61, 62	R	G	R	Y
P41, P42	DW	DW	W	DRK
P61, P62	DW	W	DW	DRK

PHASING DIAGRAM DETECTION LEGEND

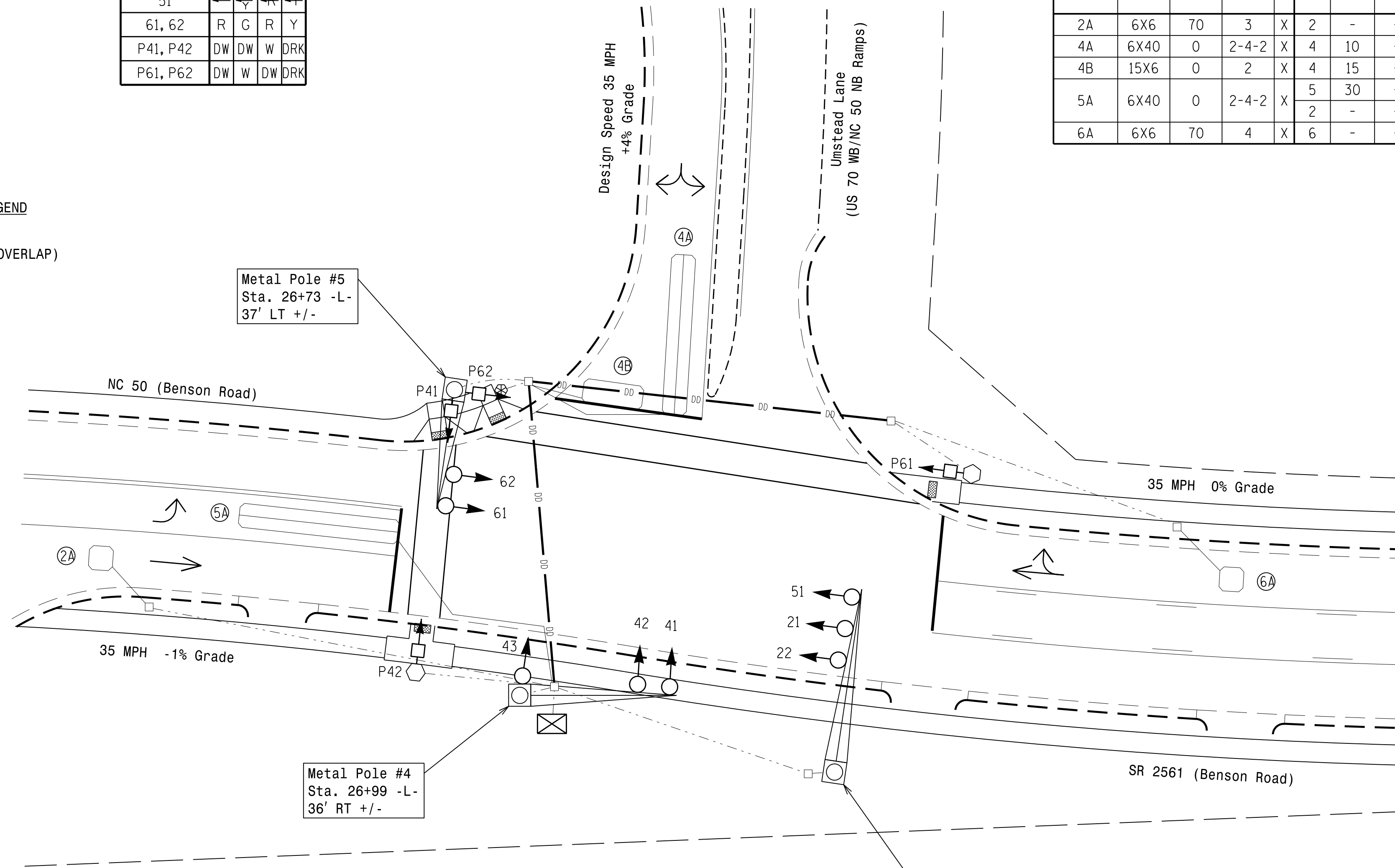
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

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	
2A	6X6	70	3	X	2	-	-	X	-	X	-	X
4A	6X40	0	2-4-2	X	4	10	-	X	-	X	-	X
4B	15X6	0	2	X	4	15	-	X	-	X	-	X
5A	6X40	0	2-4-2	X	5	30	-	X	-	X	-	X
					2	-	-	X	-	X	-	X
6A	6X6	70	4	X	6	-	-	X	-	X	-	X

3 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.
- Phase 5 may be lagged.
- 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.



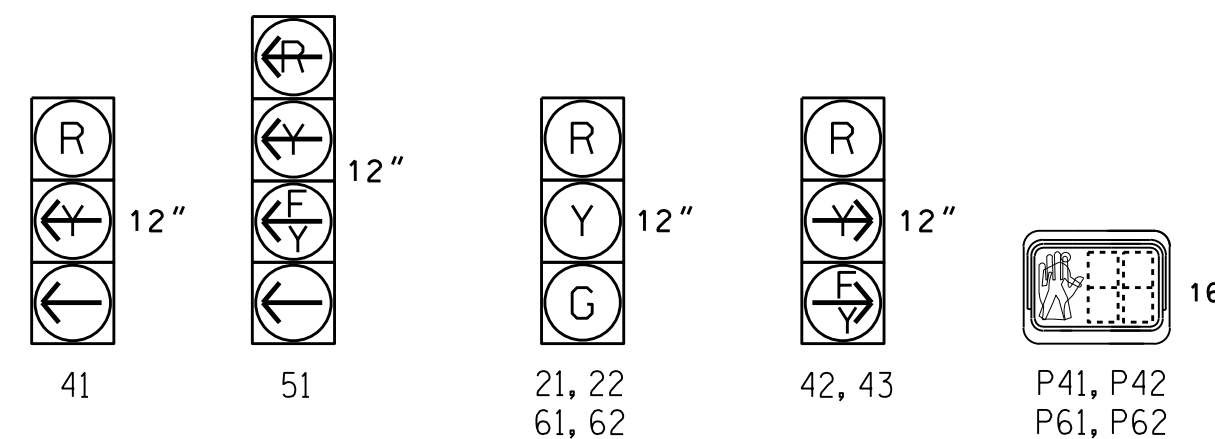
MAXTIME TIMING CHART

FEATURE	PHASE			
	2	4	5	6
Walk *	-	7	-	7
Ped Clear *	-	12	-	27
Min Green	10	7	7	10
Passage *	3.0	2.0	2.0	3.0
Max 1 *	50	30	20	50
Yellow Change	3.9	3.0	3.0	3.9
Red Clear	2.5	2.3	3.1	2.5
Added Initial *	-	-	-	-
Maximum Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Advance Walk	-	3	-	3
Non Lock Detector	-	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.

SIGNAL FACE I.D.

All Heads L.E.D.



LEGEND

- | 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                           | ● Signal Pole with Sidewalk Guy |
| ⊥ Inductive Loop Detector                        | ⊥ N/A                           |
| ⊥ Controller & Cabinet                           | ⊥ Junction Box                  |
| ⊥ 2-in Underground Conduit                       | ⊥ N/A                           |
| → Right of Way                                   | → N/A                           |
| → Directional Arrow                              | → N/A                           |
| → Directional Drill                              | → N/A                           |
| ○ Metal Pole with Mastarm                        | ○ N/A                           |
| ○ Type I Pushbutton Post                         | ○ N/A                           |
| ○ Type II Signal Pedestal                        | ○ N/A                           |
| N/A  | ▲ Curb Ramp                     |

New Installation

	NC 50/SR 2561 (Benson Road) at Umstead Lane (US 70 WB/NC 50 NB Ramps)		SEAL NORTH CAROLINA PROFESSIONAL ENGINEER ROBERT J. ZIMMERMAN 026486 05/17/2023
	Division 5 Wake County Garner	PLAN DATE: May 2023 REVIEWED BY:	
750 N. Greenfield Pkwy, Garner, NC 27529	SCALE: 1" = 20'	REVISIONS:	DATE:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED