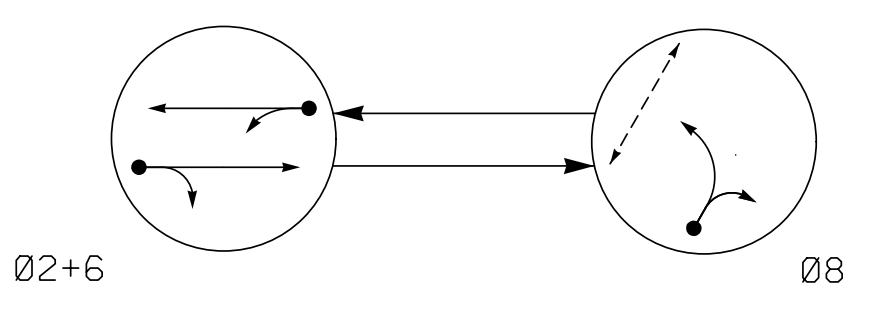


PHASING DIAGRAM



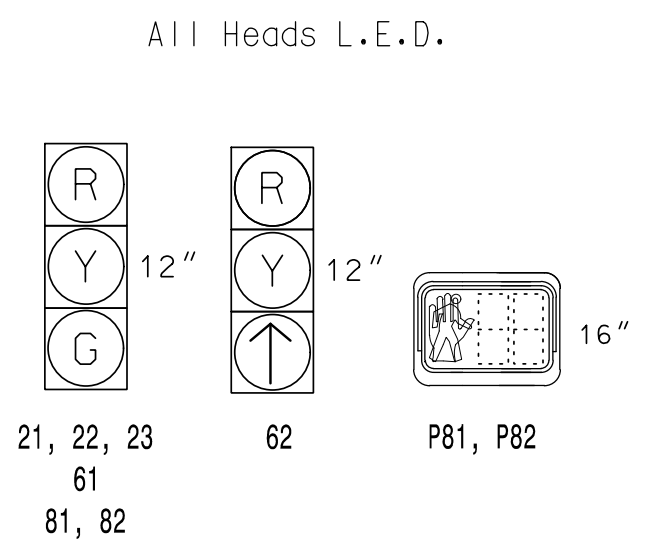
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	Ø 2+6	Ø 8	FLASH
21, 22, 23	G	R	Y
61	G	R	Y
62	↑	R	Y
81, 82	R	G	R
P81, P82	DW	W	DRK

SIGNAL FACE I.D.



MAXTIME DETECTOR INSTALLATION CHART

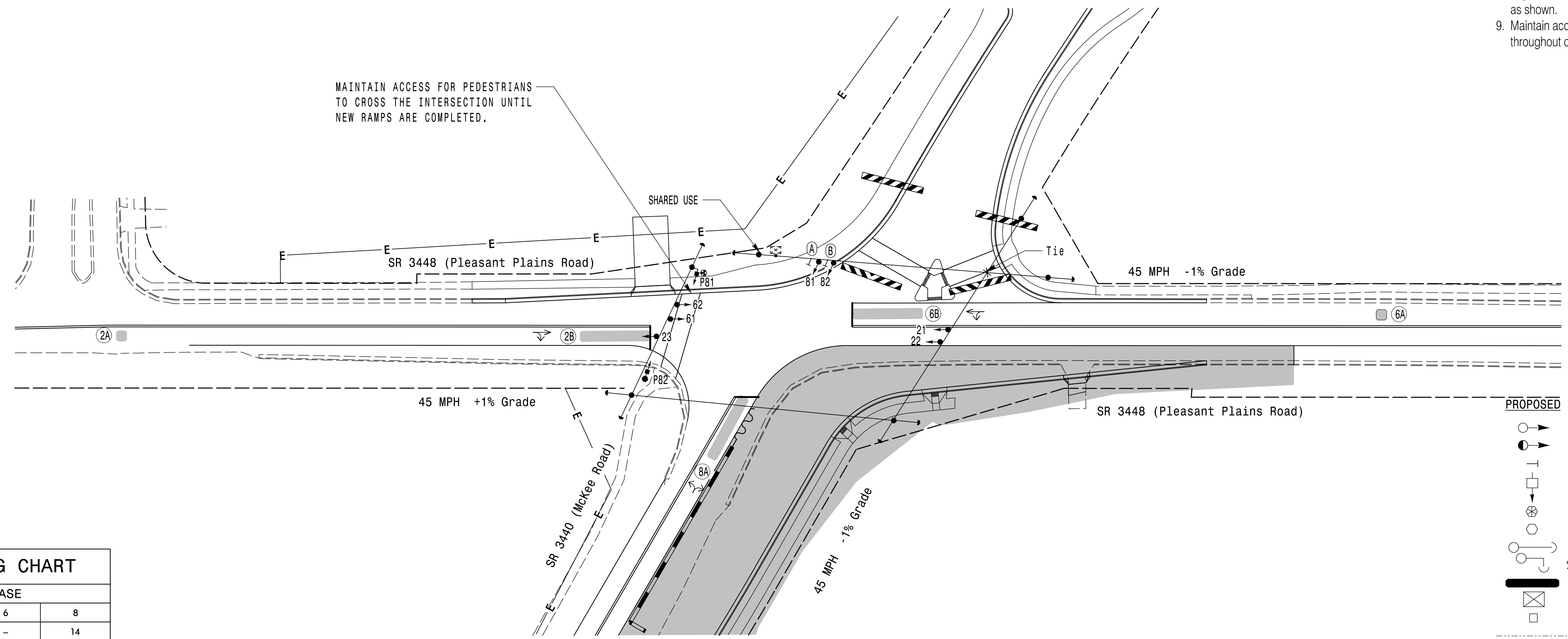
VIDEO	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD
2A	6X6	300	*	-	2	-	-	X	X	X	-	-
2B	6X40	0	*	-	2	5.0	2.0	X	-	X	X	-
6A	6X6	300	*	-	6	-	-	X	X	X	-	-
6B	6X40	0	*	-	6	5.0	2.0	X	-	X	X	-
8A	6X40	0	*	-	8	-	-	X	-	X	-	-

* Video Detection

2 Phase Fully Actuated Isolated

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, 22, 61, 62, 81 and 82.
- Set all detector units to presence mode.
- Omit "WALK" and flashing "DONT WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Dont Walk" time only.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values shall supersede these values.
- Adjust Video Detection System to achieve detection zones as shown.
- Maintain access to pedestrian pushbuttons and ramps throughout construction.



MAXTIME TIMING CHART

FEATURE	PHASE		
	2	6	8
Walk *	-	-	14
Ped Clear	-	-	13
Min Green *	12	12	7
Passage *	6.0	6.0	2.0
Max I *	90	90	30
Yellow Change	4.4	4.6	3.0
Red Clear	1.3	1.4	2.1
Added Initial *	-	-	-
Maximum Initial *	-	-	-
Time Before Reduction *	15	15	-
Time To Reduce *	30	30	-
Minimum Gap	3.0	3.0	-
Advance Walk	-	-	7
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. Do not adjust walk time for phase 8 lower than what is shown.

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
⊙ Type I Pushbutton Post	⊙ N/A
○ Type II Signal Pedestal	○ N/A
○ Signal Pole with Guy	○ N/A
○ Signal Pole with Sidewalk Guy	○ N/A
▬ Non-Intrusive Detector Zones	▬ N/A
⊠ Controller & Cabinet	⊠ N/A
□ Junction Box	□ N/A
--- 2-in Underground Conduit	--- N/A
N/A Right of Way	N/A
— E Easement	— E
→ Directional Arrow	→
▬ Construction Zone	▬
N/A Curb Ramp	N/A
Ⓐ "TURNING VEHICLES YIELD TO PEDS" Sign (R10-15)	Ⓐ
Ⓑ Dual Turn Arrow Sign	Ⓑ

Signal Upgrade - Temporary Design 2 (TMP Phase 3)

<p>PLANS PREPARED IN THE OFFICE OF: Kimley-Horn 750 N. Greenfield Pkwy, Garner, NC 27529 NC License #F-0102 421 Fayetteville Street, Suite 600 Raleigh, NC 27601 (919) 677-2000</p>	<p>SR 3448 (Pleasant Plains Road) at SR 3440 (McKee Road)</p> <p>Division 10 Mecklenburg County Matthews</p> <p>PLAN DATE: August 2023 REVIEWED BY: SL Phillips</p> <p>PREPARED BY: SP Pennington REVIEWED BY:</p>		<p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p> <p>4/29/2024</p>					
	<p>SCALE: 1" = 40'</p>	<table border="1"> <tr> <th>REVISIONS</th> <th>INIT.</th> <th>DATE</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>		REVISIONS	INIT.	DATE		
REVISIONS	INIT.	DATE						

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