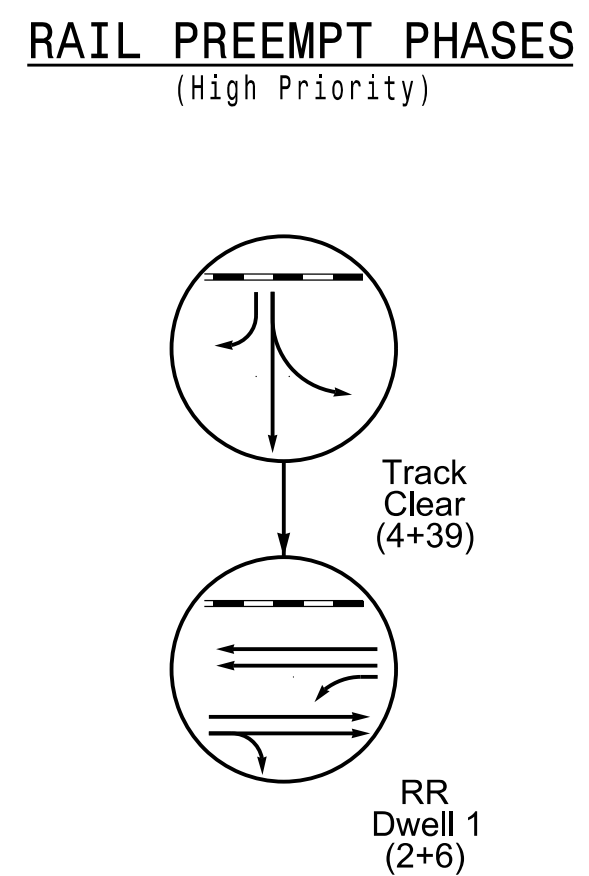
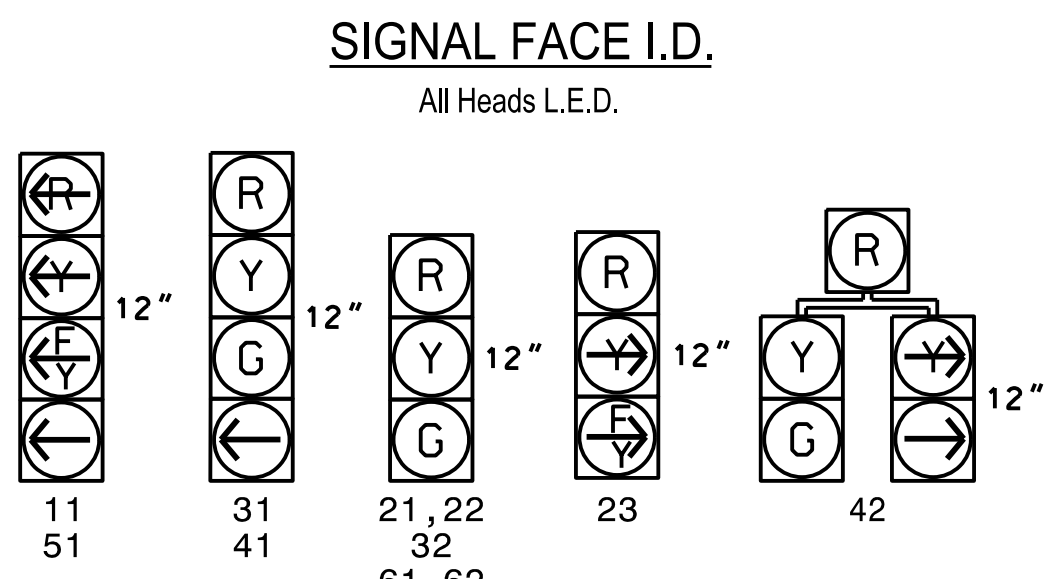


PHASING DIAGRAM DETECTION LEGEND

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



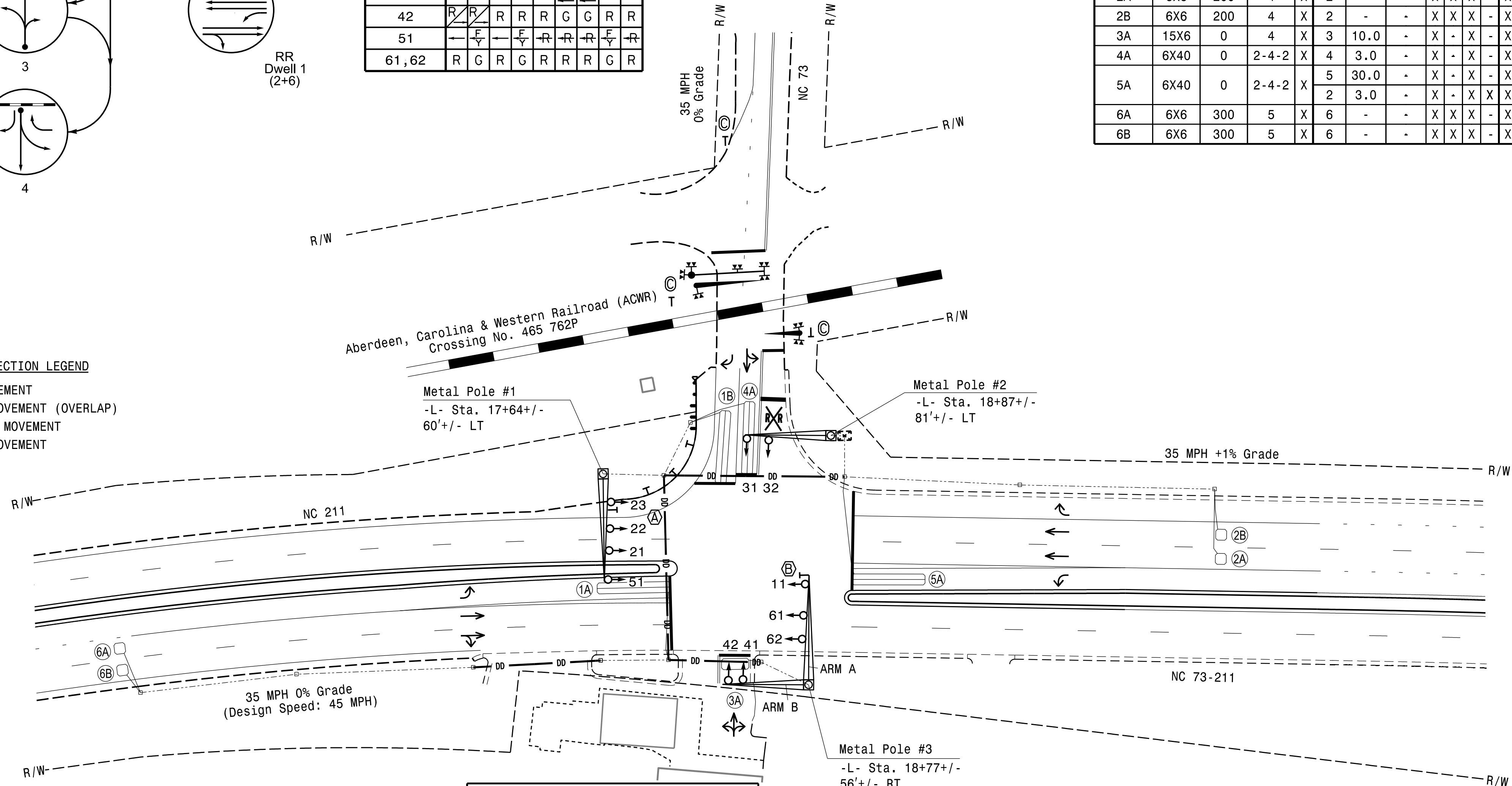
SIGNAL FACE	PHASE									
	1+5	1+6	2+5	2+6	3	4	TRAIL	RR Dwell	FLASH	RR
11										
21,22	R	R	G	G	R	R	R	R	G	R
23	R	R	F	F	R	R	R	R	R	R
31	R	R	R	R	G	R	R	R	R	R
32	R	R	R	R	G	R	R	R	R	R
41	R	R	R	R	G	R	R	R	R	R
42	R	R	R	R	G	R	R	R	R	R
51										
61,62	R	G	R	G	R	R	R	G	R	R



MAXTIME DETECTOR INSTALLATION CHART											
DETECTOR						PROGRAMMING					
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN
1A	6X40	0	2-4-2	X	1	15.0	-	X	-	X	X
1B	6X40	0	2-4-2	X	1	15.0	-	X	-	X	X
2A	6X6	200	4	X	2	-	-	X	X	X	X
2B	6X6	200	4	X	2	-	-	X	X	X	X
3A	15X6	0	4	X	3	10.0	-	X	-	X	X
4A	6X40	0	2-4-2	X	4	3.0	-	X	-	X	X
5A	6X40	0	2-4-2	X	5	30.0	-	X	-	X	X
6A	6X6	300	5	X	6	-	-	X	X	X	X
6B	6X6	300	5	X	6	-	-	X	X	X	X

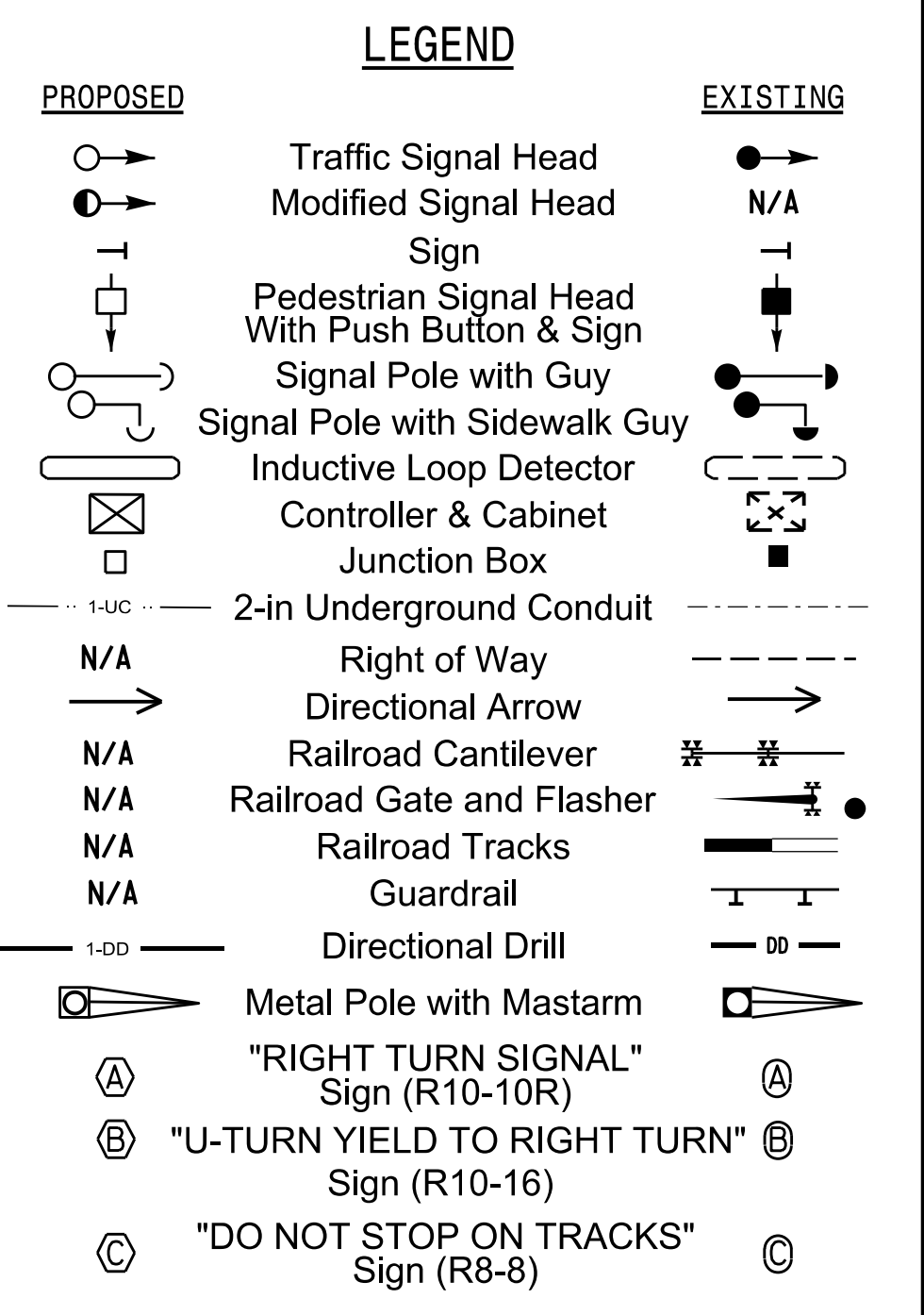
6 Phase Fully Actuated With Railroad Preemption (Isolated)

- NOTES**
- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
 - This location contains railroad preemption phasing. Do not program signal for late night flashing operation.
 - Phase 1 and/or Phase 5 may be lagged.
 - The order of phase 3 and phase 4 may be reversed.
 - Set all detector units to presence mode.
 - Program phase 40 to run concurrently with all phases during normal operation. Phase 39 must be incompatible with Phase 40 and included as a track clear phase.



FEATURE	MAXTIME TIMING CHART							
	1	2	3	4	5	6	39	40
Walk *	-	-	-	-	-	-		
Ped Clear *	-	-	-	-	-	-		
Min Green *	7	10	7	7	7	12		
Passage *	2.0	5.0	2.0	2.0	2.0	6.0		
Max 1 *	30	75	15	30	15	75		
Yellow Change	3.0	4.5	3.8	3.8	3.0	4.5	3.8	4.5
Red Clear	2.6	2.3	1.0	2.0	3.1	2.3	2.0	3.1
Added Initial *	-	1.5	-	-	-	1.5		
Maximum Initial *	-	24	-	-	-	34		
Time Before Reduction *	-	15	-	-	-	15		
Time To Reduce *	-	34	-	-	-	34		
Minimum Gap	-	3.0	-	-	-	3.0		
Advance Walk	-	-	-	-	-	-		
Non Lock Detector	X	-	X	X	X	-		
Vehicle Recall	-	MIN RECALL	-	-	-	MIN RECALL		MIN RECALL
Dual Entry	-	-	-	-	-	-		

MAXTIME PREEMPTION CHART	
FUNCTION	PRE 1
Type	RAIL ROAD
Exit Phases	4
Delay	0
Max Presence	0
Enter Min Green	1
Enter Walk	0
Enter Ped Clear	0
Enter Yellow Change	4.5*
Enter Red Clear	3.1*
Track Green	27
Track Yellow Change	3.8
Track Red Clear	2.0
Dwell Green	0
Exit Min Green	255*
Exit Yellow Change	25.5*
Exit Red Clear	25.5*
Call Extend Time	1.0
Exit Type	EXIT PHASES
Ped Clear Through Yellow	-
Require All Red Entry	-



* These values may be field adjusted. Do not adjust Min Green and Passage times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

* Directs controller to use default phase timing.

This signal was designed for advanced preemption

MOTT MACDONALD
 MOTT MACDONALD I & E, LLC
 930 Main Campus Drive
 Suite 200
 RALEIGH, NC 27606
 License No. F-0669

Signal Upgrade - Final Design

NC 211/NC 73-211 at NC 73 (South Intersection)

Division 8 Moore County West End

PLAN DATE: June 2024 REVIEWED BY: R. Mullinax

PREPARED BY: LD Stouchko REVIEWED BY:

REVISIONS

SCALE: 1" = 40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: LEVI D. STOUCHKO, PROFESSIONAL ENGINEER, No. 034437

SIGNATURE: LEVI D. STOUCHKO DATE: _____

SIG. INVENTORY NO. 08-1103