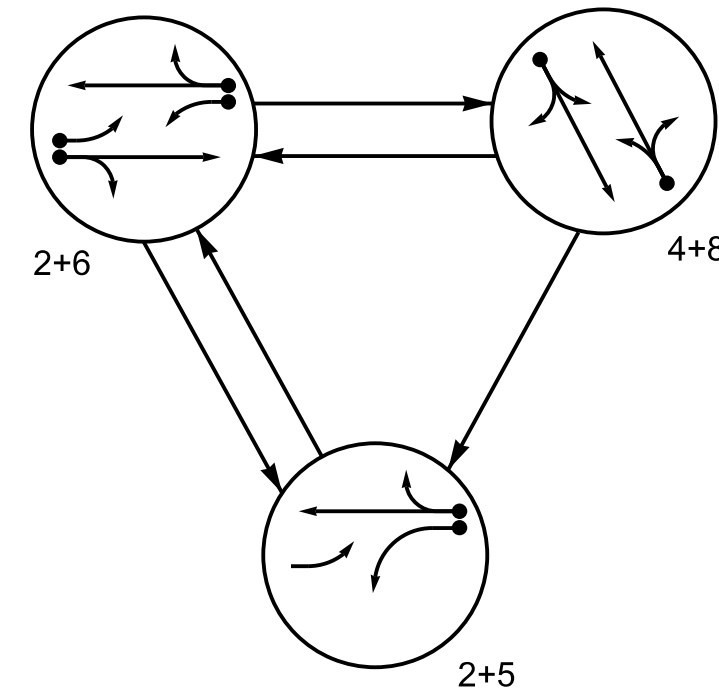
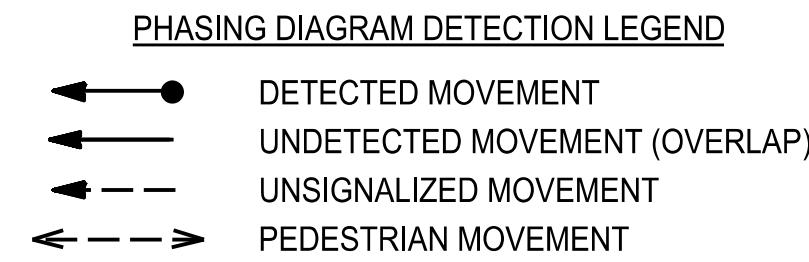
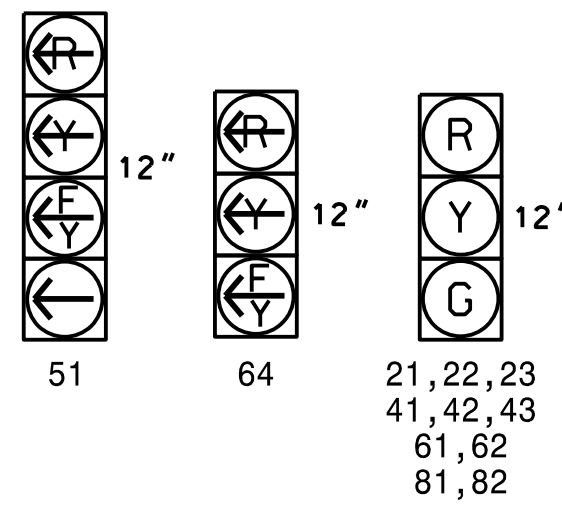


DEFAULT PHASING DIAGRAM

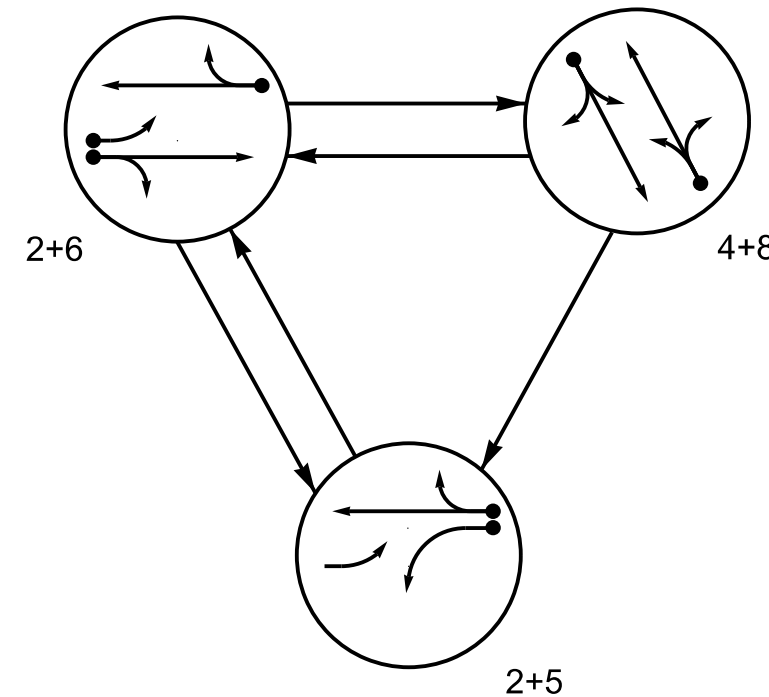


SIGNAL FACE	PHASE			
	2+5	2+6	4+8	FLASH
21,22,23	G	G	R	R
41,42,43	R	R	G	R
51	-	F	R	R
61,62	R	G	R	R
64	F	F	R	R
81,82	R	R	G	R

SIGNAL FACE I.D.
All Heads L.E.D.



ALTERNATE PHASING DIAGRAM



SIGNAL FACE	PHASE			
	2+5	2+6	4+8	FLASH
21,22,23	G	G	R	R
41,42,43	R	R	G	R
51	-	R	R	R
61,62	R	G	R	R
64	F	F	R	R
81,82	R	R	G	R

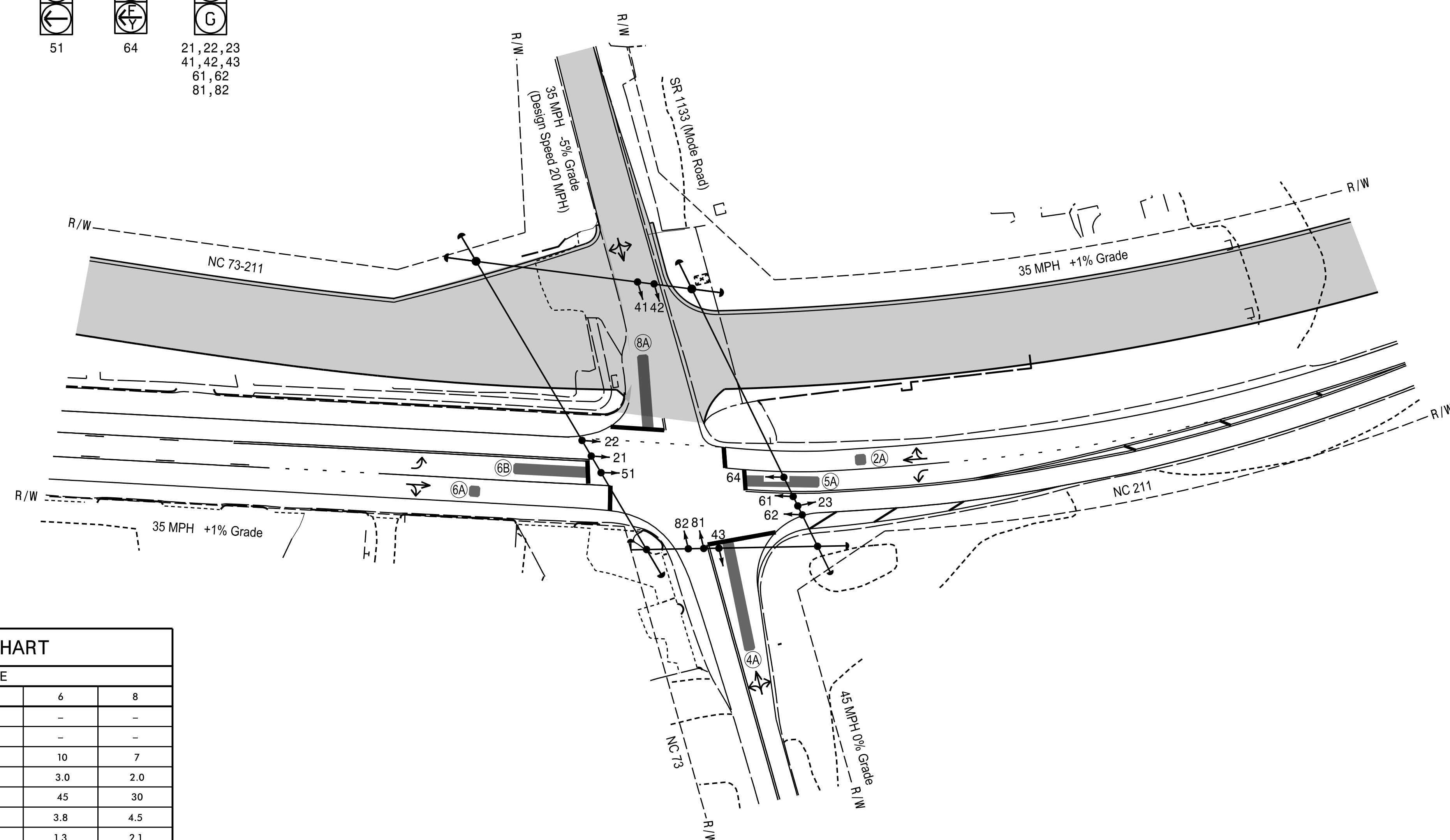
MAXTIME DETECTOR INSTALLATION CHART											
DETECTOR				PROGRAMMING							
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN
2A*	6X6	70	*	*	2	-	-	X	-	X	-
4A*	6X60	0	*	*	4	10.0	-	X	-	X	-
5A*	6X40	0	*	*	5	15.0#	-	X	-	X	-
6A*	6X6	70	*	*	6	-	-	X	-	X	-
6B*	6X40	0	*	*	6	-	-	X	-	X	-
8A*	6X40	0	*	*	8	10.0	-	X	-	X	-

Disable Delay During Alternate Phasing Operation.
Disable Phase Call for Loop During Alternate Phasing Operation.
* Video Detection Zone

3 Phase Fully Actuated (Isolated)

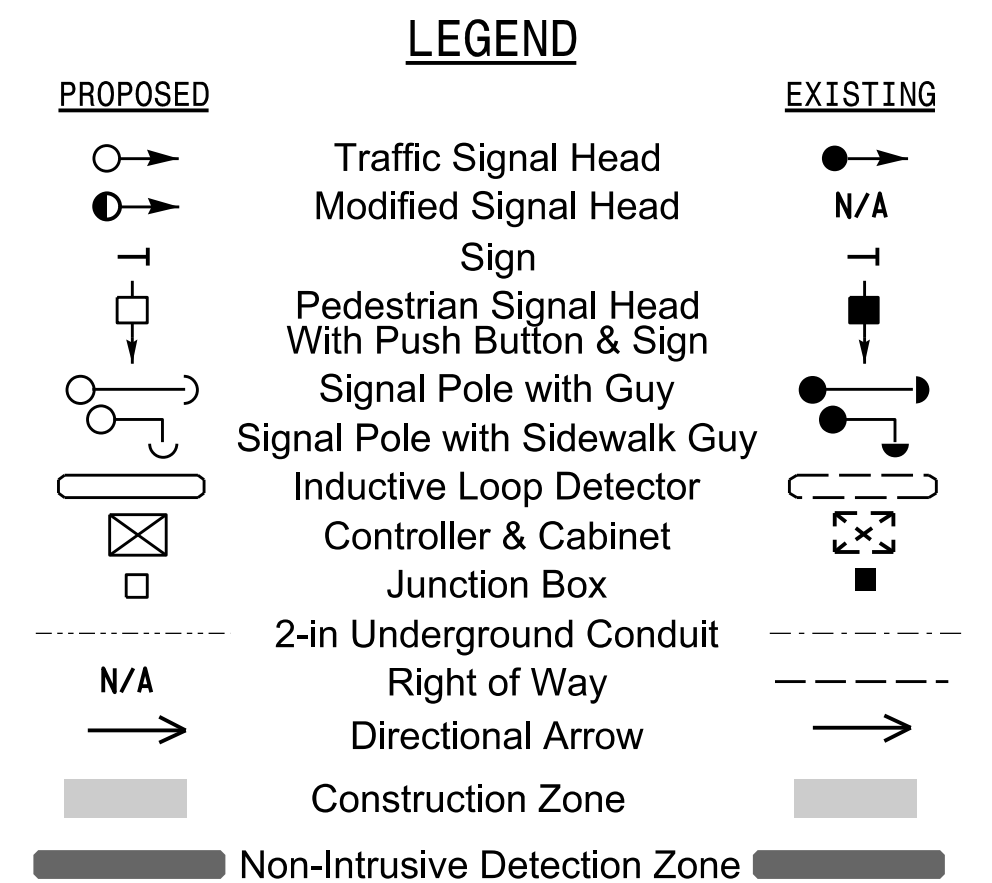
NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- 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.
- The Division Traffic Engineer will determine the hours of use for each phasing plan.
- This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.



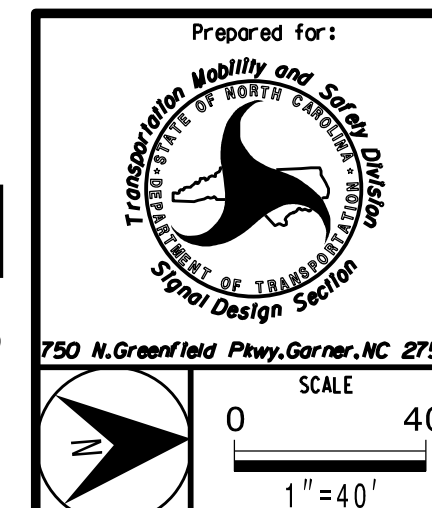
FEATURE	PHASE				
	2	4	5	6	8
Walk *	-	-	-	-	-
Ped Clear *	-	-	-	-	-
Min Green *	10	7	7	10	7
Passage *	3.0	2.0	2.0	3.0	2.0
Max I *	45	30	20	45	30
Yellow Change	3.8	4.5	3.0	3.8	4.5
Red Clear	1.3	2.1	1.2	1.3	2.1
Added Initial *	-	-	-	-	-
Maximum Initial *	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-
Time To Reduce *	-	-	-	-	-
Minimum Gap	-	-	-	-	-
Advance Walk	-	-	-	-	-
Non Lock Detector	-	X	X	-	X
Vehicle Recall	MIN RECALL	-	-	MIN RECALL	-
Dual Entry	-	X	-	-	X

* 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.



Signal Upgrade
Temporary Design 2 (TMP Phase I)

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Prepared for: TRANSPORTATION, MODALITY AND SAFETY DIVISION DEPARTMENT OF TRANSPORTATION Signal Design Section		NC 73-211/NC 211 at NC 73/SR 1133 (Mode Rd)	
Division 8 Moore County West End		PLAN DATE: June 2024 REVIEWED BY: R. Mullinax	
PREPARED BY: LD Stouchko		REVIEWED BY:	
REVISIONS	INIT.	DATE	

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
Lori D. Stouchko
SIGNATURE DATE
SIG. INVENTORY NO. 08-009812