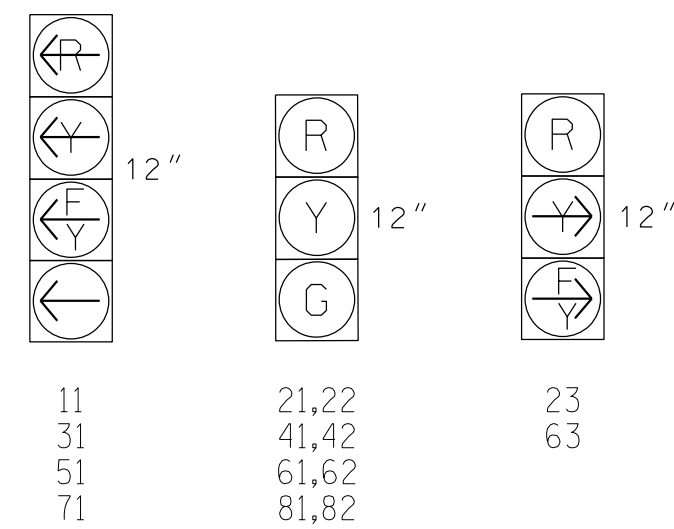


SIGNAL FACE I.D.

All Heads L.E.D.



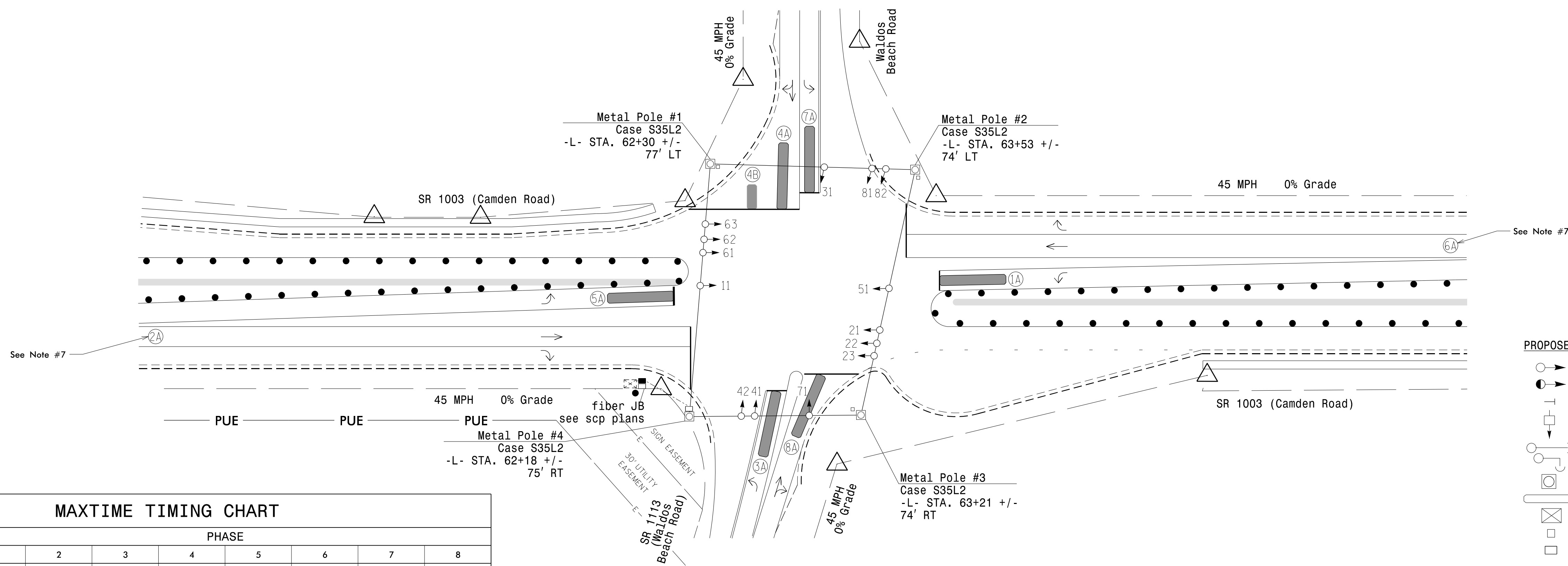
MAXTIME DETECTOR INSTALLATION CHART											
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING						
					CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN
1A	6X40	0	@	@	1	15.0*	-	X	X	-	@
					6#	-	-	X	X	-	@
3A	6X40	0	@	@	3	15.0**	-	X	X	-	@
					8#	-	-	X	X	-	@
4A	6X40	0	@	@	4	10.0	-	X	X	-	@
4B	6X15	0	@	@	4	15.0	-	X	X	-	@
5A	6X40	0	@	@	5	15.0*	-	X	X	-	@
					2#	-	-	X	X	-	@
7A	6X40	0	@	@	7	15.0**	-	X	X	-	@
					4#	-	-	X	X	-	@
8A	6X40	0	@	@	8	10.0	-	X	X	-	@

8 Phase Fully Actuated (D06-28_Hope Mills)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. Phase 3 and/or phase 7 may be lagged.
5. Set all detector units to presence mode.
6. The Division Traffic Engineer will determine the hours of use for each phasing plan.
7. This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve desired detection.
8. See traffic control plans for stop line locations.
9. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

* Disable Delay During Alternate Phasing Operation.
 ** Reduce Delay to 3 Seconds During Alternate Phasing Operation.
 # Disable Phase Call For Loop During Alternate Phasing Operation.
 @ Multi-zone Microwave Detection.



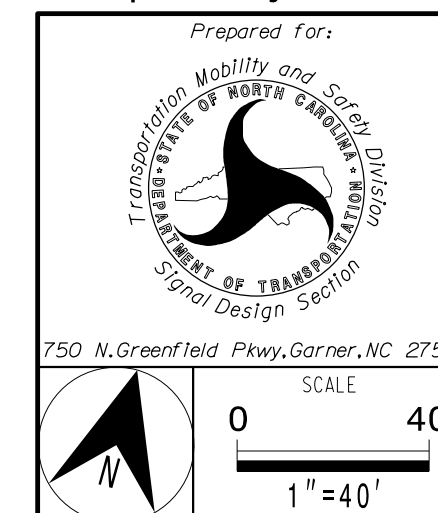
FEATURE	MAXTIME TIMING CHART							
	PHASE							
	1	2	3	4	5	7	8	
Walk *	-	-	-	-	-	-	-	-
Ped Clear	-	-	-	-	-	-	-	-
Min Green *	7	12	7	7	7	12	7	7
Passage *	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Max 1 *	15	90	15	20	15	90	15	20
Yellow Change	3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5
Red Clear	3.5	2.4	3.1	2.0	3.3	2.4	3.5	2.0
Added Initial *	-	-	-	-	-	-	-	-
Maximum Initial *	-	-	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-	-	-
Advance Walk	-	-	-	-	-	-	-	-
Non Lock Detector	X	-	X	X	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 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.

Microwave Detection System		
FUNCTION	Sensor 1 (2A)	Sensor 2 (6A)
Channel	1	1
Phase	2	6
Direction of Travel	EB	WB
Detection Zone (ft)	100-500	100-500
Enable Speed	Y	Y
Speed Range (mph)	35-100	35-100
Enable Estimated Time of Arrival	Y	Y
Estimated Time of Arrival (sec)	2.5-6.5	2.5-6.5

LEGEND	
PROPOSED	EXISTING

Signal Upgrade - Sheet 1 of 2
 Temporary Design 2 - (TMP Phase 2)



SR 1003 (Camden Road) at SR 1113 (Waldos Beach Road) / Waldos Beach Road

Division 6 Cumberland County Hope Mills

PLAN DATE: August 2024 REVIEWED BY: LM Moon

PREPARED BY: MR Stanley/DJW DRMP PROJ. NO.: 2400555

REVISIONS	INIT.	DATE

1" = 40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

STATE OF NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 022516 LISA M. MOON

Lisa Moon 10/3/2024 DATE

SIG. INVENTORY NO. 06-1348T2