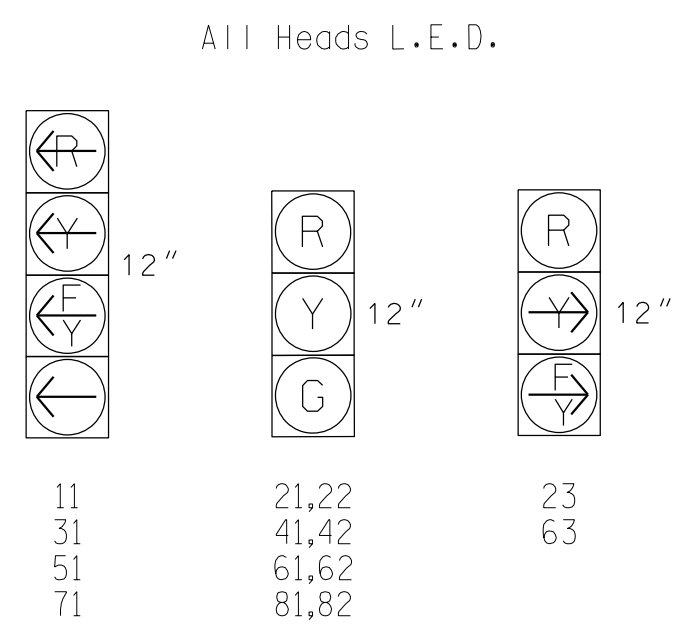


SIGNAL FACE I.D.



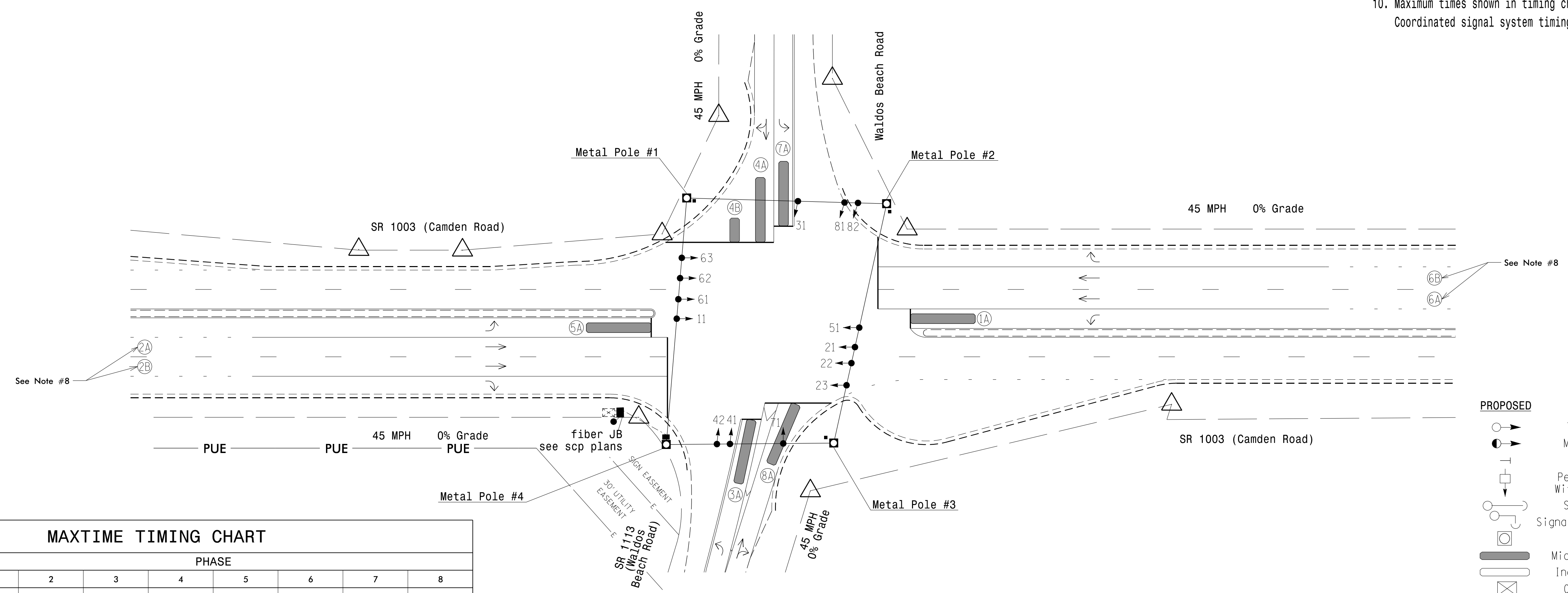
MAXTIME DETECTOR INSTALLATION CHART												
DETECTOR					PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD
1A	6X40	0	@	@	1	15.0*	-	X	-	X	-	@
					6#	-	-	X	-	X	-	@
3A	6X40	0	@	@	3	15.0**	-	X	-	X	-	@
					8#	3.0	-	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#	3.0	-	X	-	X	-	@
8A	6X40	0	@	@	8	10.0	-	X	-	X	-	@

* 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.

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. Reposition existing signal heads numbered 21, 22, 61 and 62.
6. Set all detector units to presence mode.
7. The Division Traffic Engineer will determine the hours of use for each phasing plan.
8. This intersection uses multi-zone microwave detection. Maintain detectors according to the manufacturer's instructions to achieve desired detection.
9. See pavement marking plan for stop line locations.
10. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



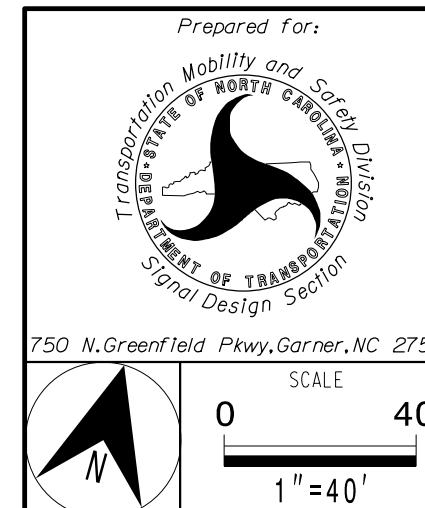
FEATURE	MAXTIME TIMING CHART							
	PHASE							
	1	2	3	4	5	6	7	8
Walk *	-	-	-	-	-	-	-	-
Ped Clear	-	-	-	-	-	-	-	-
Min Green *	7	12	7	7	7	12	7	7
Passage *	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Max 1 *	15	90	15	20	15	90	15	20
Yellow Change	3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5
Red Clear	3.7	2.6	2.6	2.1	3.3	2.6	3.6	2.1
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/2B)	Sensor 2 (6A/6B)
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
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	N/A
	Pedestrian Signal Head With Push Button & Sign	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Metal Strain Pole	
	Microwave Detection Zone	N/A
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	Oversized Junction Box	
	2-in Underground Conduit	
	Right of Way	
	Directional Arrow	

Signal Upgrade - Sheet 1 of 2
Final Design



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

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
SEAL	SEAL
Lisa Moon	10/3/2024
DATE	DATE
SIG. INVENTORY NO. 06-1348	

