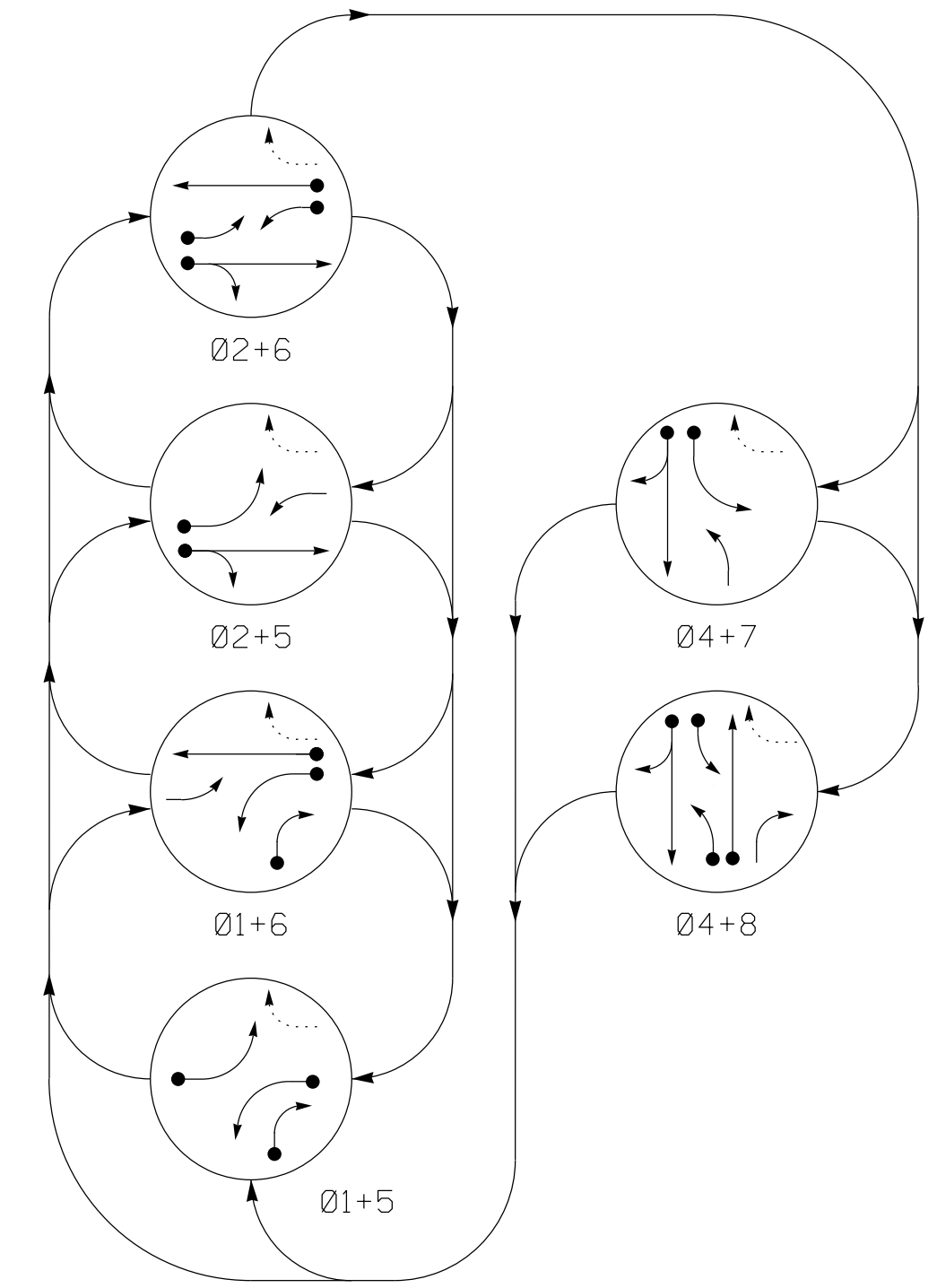


PHASING DIAGRAM



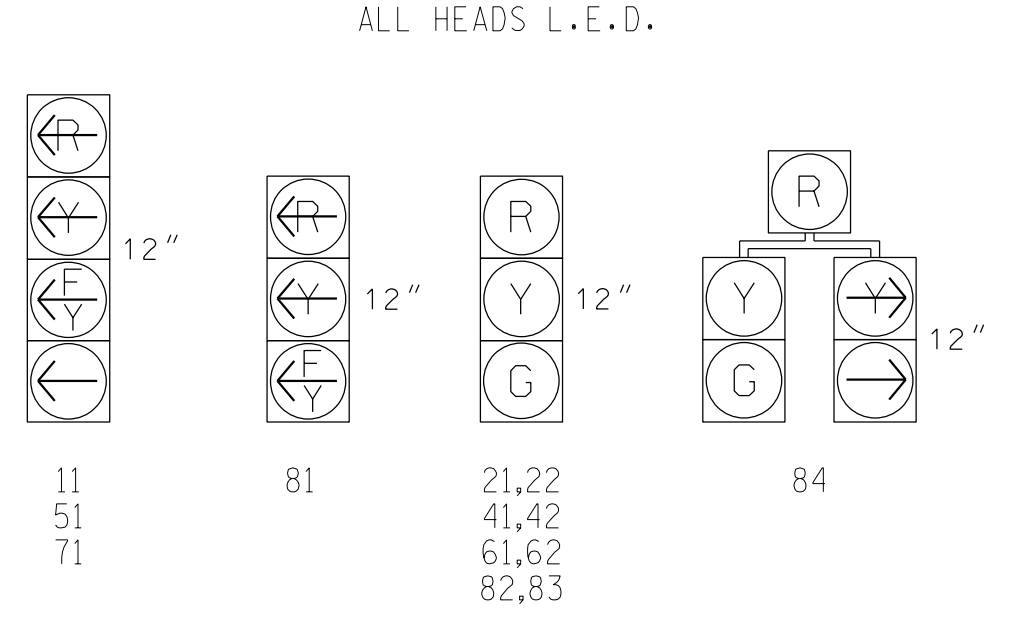
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE							
	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø4+7	Ø4+8	Ø4+7	Ø4+8
11	←	←	←	←	←	←	←	←
21,22	R	R	G	G	R	R	R	R
41,42	R	R	R	R	G	G	R	R
51	←	←	←	←	←	←	←	←
61,62	R	G	R	G	R	R	R	R
71	←	←	←	←	←	←	←	←
81	←	←	←	←	←	←	←	←
82,83	R	R	R	R	R	G	R	R
84	R	R	R	R	R	G	R	R

SIGNAL FACE I.D.



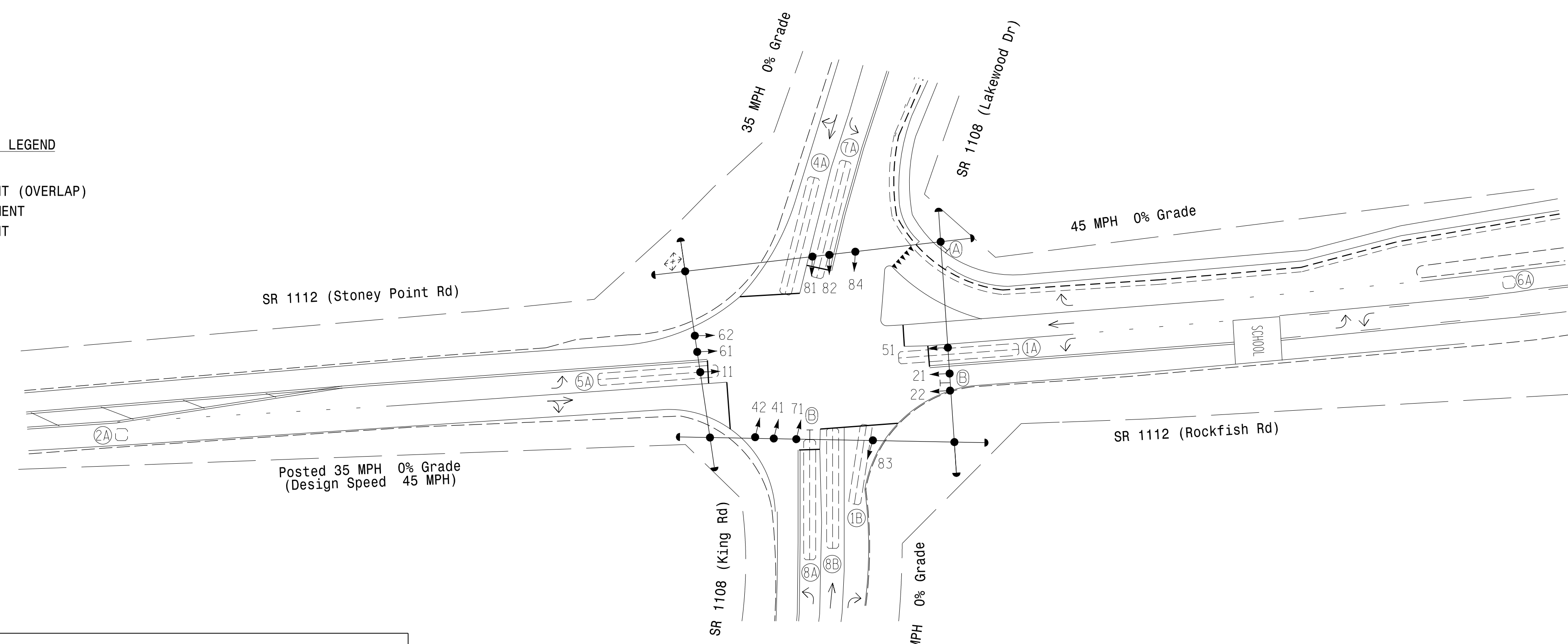
MAXTIME DETECTOR INSTALLATION CHART

LOOP	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
1A	6X60	+15	2-4-2	-	1	15.0	-	X	-	X	-
1B	6X40	0	2-4-2	-	6	3.0	-	X	-	X	-
2A	6X6	300	EXIST	-	2	-	-	X	X	X	-
4A	6X60	0	2-4-2	-	4	10.0	-	X	-	X	-
5A	6X60	+5	2-4-2	-	5	15.0	-	X	-	X	-
6A	6X6	300	EXIST	-	6	-	-	X	X	X	-
7A	6X60	+5	2-4-2	-	7	15.0	-	X	-	X	-
8A	6X60	+5	2-4-2	-	8	3.0	-	X	-	X	-
8B	6X60	0	2-4-2	-	8	-	-	X	-	X	-

6 Phase Fully Actuated (D06-28_Hope Mills)

NOTES

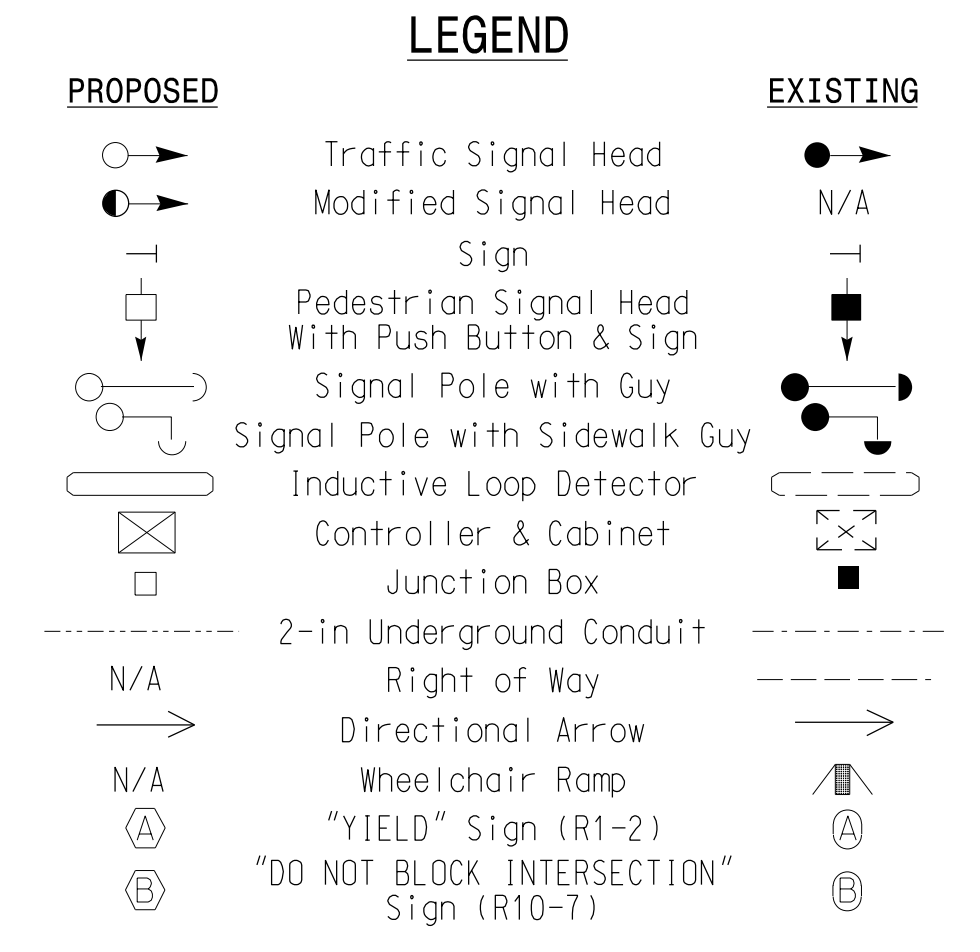
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. Phase 7 may be lagged.
5. Set all detector units to presence mode.
6. In the event of loop replacement, refer to the current ITS and Signals Design Manual and submit a Plan of Record to the Signal Design Section.
7. Pavement markings are existing.
8. The Division Traffic Engineer will determine the hours of use for each phasing plan.
9. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
10. Install 2070LX controller with MAXTIME software in existing signal cabinet.



MAXTIME TIMING CHART

FEATURE	PHASE							
	1	2	4	5	6	7	8	
Walk *	-	-	-	-	-	-	-	
Ped Clear	-	-	-	-	-	-	-	
Min Green *	7	12	7	7	12	7	7	
Passage *	2.0	6.0	2.0	2.0	6.0	2.0	2.0	
Max 1 *	15	90	20	15	90	20	20	
Yellow Change	3.0	4.5	3.8	3.0	4.5	3.0	3.8	
Red Clear	2.4	1.3	1.6	2.1	1.3	2.4	1.6	
Added Initial *	-	2.5	-	-	2.5	-	-	
Maximum Initial *	-	34	-	-	34	-	-	
Time Before Reduction *	-	15	-	-	15	-	-	
Time To Reduce *	-	45	-	-	45	-	-	
Minimum Gap	-	3.0	-	-	3.0	-	-	
Advance Walk	-	-	-	-	-	-	-	
Non Lock Detector	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.



Signal Upgrade

SR 1112 (Stoney Point Rd / Rockfish Rd) at SR 1108 (Lakewood Dr / King Rd)

Division 6 Cumberland County Fayetteville

PLAN DATE: July 2024 REVIEWED BY: LM Moon

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

REVISIONS: _____ INIT. DATE

SCALE: 1"=40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: LISA M. MOON, PROFESSIONAL ENGINEER, NO. 022516, DATE: 10/3/2024

SIG. INVENTORY NO. 06-0707