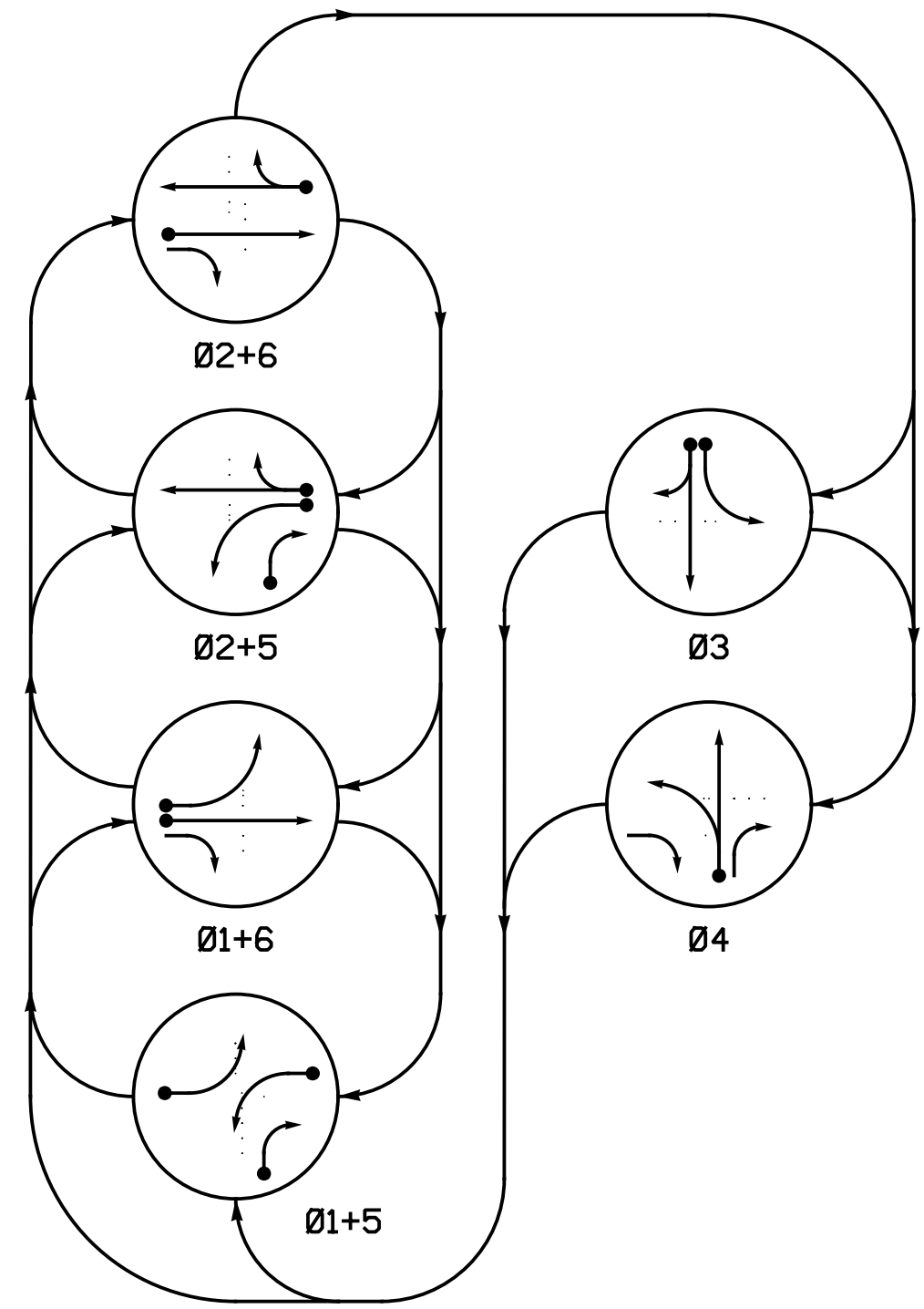


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

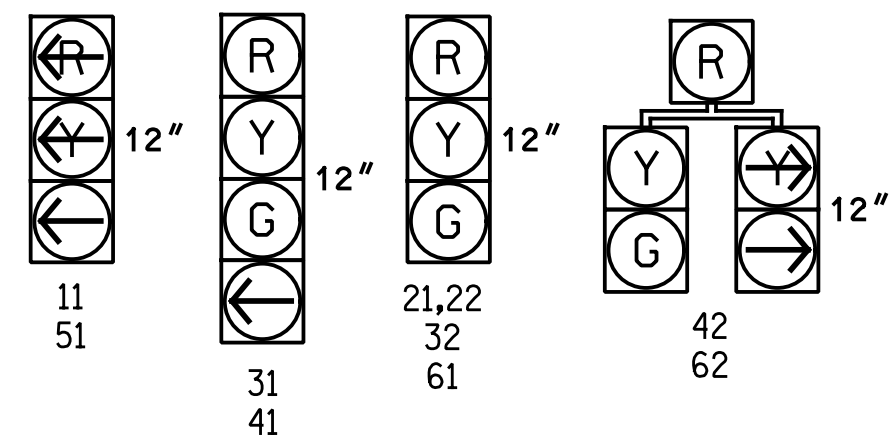
- ←●→ DETECTED MOVEMENT
- ←○→ UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ←- - -> PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE						L	R	Y
	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3	Ø4			
11	-	-	R	R	R	R	-	-	-
21,22	R	R	G	G	R	R	-	-	-
31	R	R	R	R	G	R	-	-	-
32	R	R	R	R	G	R	-	-	-
41	R	R	R	R	R	G	-	-	-
42	R	R	R	R	R	G	-	-	-
51	-	-	R	R	R	R	-	-	-
61	R	G	R	G	R	R	-	-	-
62	R	G	R	G	R	R	-	-	-

SIGNAL FACE I.D.

All Heads L.E.D.



MAXTIME DETECTOR INSTALLATION CHART

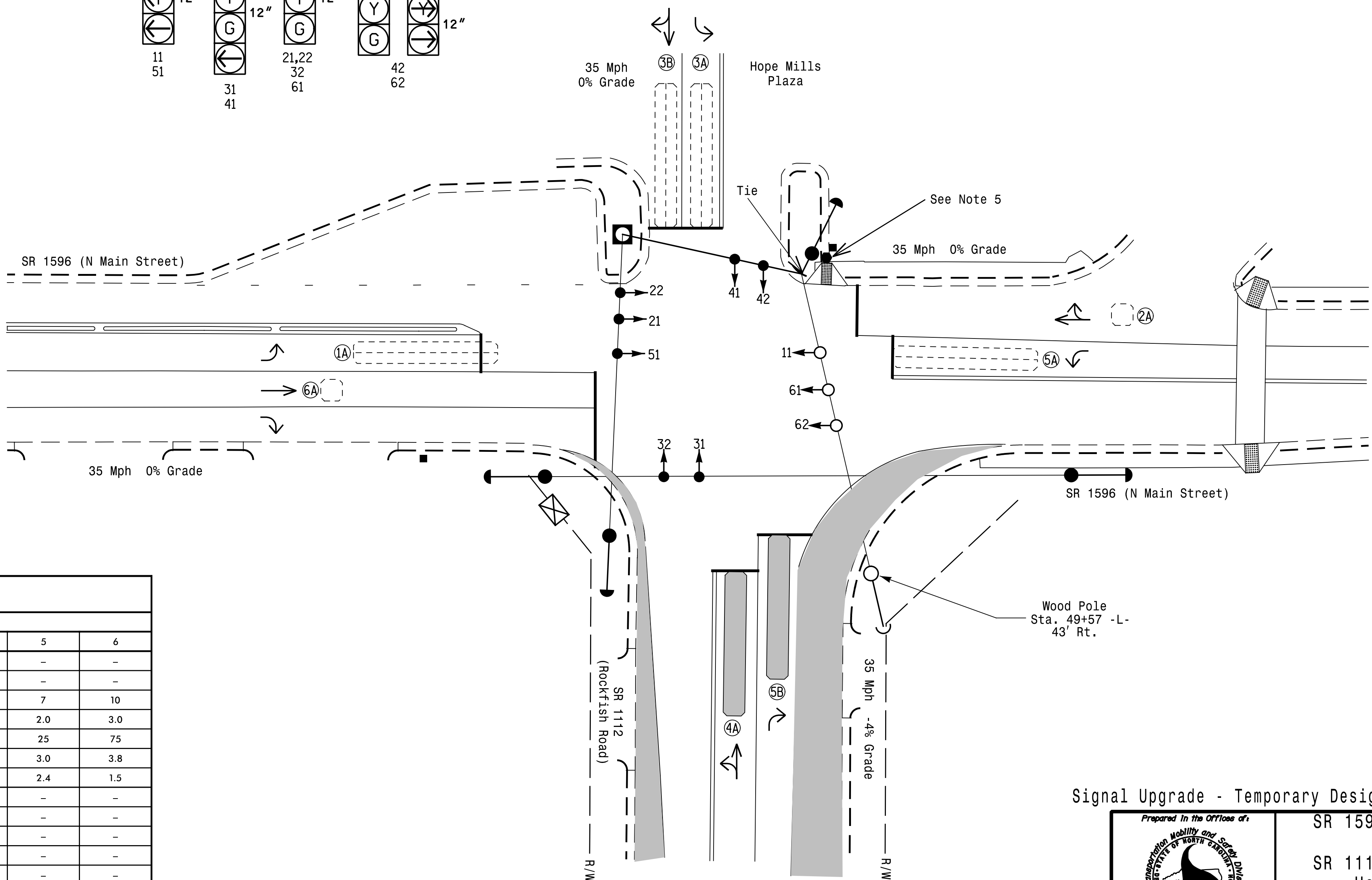
LOOP/ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING						
					CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	INITIAL	CALL	NEW CARD
1A	6X40	+5	2-4-2	-	1	-	-	X	X	-	X
2A	6X6	70	4	-	2	-	-	X	X	-	X
3A	6X40	0	2-4-2	-	3	3	-	X	X	-	X
3B	6X40	0	2-4-2	-	3	10	-	X	X	-	X
4A*	6X40	0	*	-	4	3	-	X	X	-	-
5A	6X40	0	2-4-2	-	5	3	-	X	X	-	X
5B*	6X40	0	*	-	5	15	-	X	X	-	-
6A	6X6	70	4	-	6	-	-	X	X	-	X

* Video Detection Zone

6 Phase Fully Actuated System #D06-03_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. The order of phase 3 and phase 4 may be reversed.
5. Remove signal head P41 and pedestal.
6. Set all detector units to presence mode.
7. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
8. This intersection uses video detection. Install detectors according to manufacturer's instructions to achieve the desired detection.
9. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



MAXTIME TIMING CHART

FEATURE	PHASE					
	1	2	3	4	5	6
Walk *	-	-	-	-	-	-
Ped Clear *	-	-	-	-	-	-
Min Green *	7	10	7	7	7	10
Passage *	2.0	3.0	2.0	2.0	2.0	3.0
Max 1 *	30	75	20	25	25	75
Yellow Change	3.0	3.8	3.8	4.1	3.0	3.8
Red Clear	2.6	1.5	1.7	1.6	2.4	1.5
Added Initial *	-	-	-	-	-	-
Maximum Initial *	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-
Advance Walk	-	-	-	-	-	-
Non Lock Detector	X	-	X	X	X	-
Vehicle Recall	-	MIN RECALL	-	-	-	MIN RECALL
Dual 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.

LEGEND

- | PROPOSED | EXISTING |
|---|----------------------------|
| ○→ Traffic Signal Head | ●→ N/A |
| ●→ Modified Signal Head | - N/A |
| □→ Pedestrian Signal Head With Push Button & Sign | □→ Signal Pole with Guy |
| □→ Signal Pole with Sidewalk Guy | □→ Inductive Loop Detector |
| □→ Junction Box | □→ Controller & Cabinet |
| □→ 2-in Underground Conduit | □→ Right of Way |
| → Directional Arrow | → Construction Zone |
| ○ Type II Signal Pedestal | ● N/A |
| □ Video Detection Zone | □ Metal Strain Pole |

Signal Upgrade - Temporary Design 1 (TMP Phase II)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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SR 1596 (N Main Street)
at
SR 1112 (Rockfish Road) /
Hope Mills Plaza

Division 6 Cumberland County Hope Mills

PLAN DATE: March 2024 REVIEWED BY: G.G. Murr, Jr.

PREPARED BY: B.E. Wynn REVIEWED BY:

SEAL
NORTH CAROLINA
PROFESSIONAL ENGINEER
G. G. MURR, JR.
14456861C00458

Scale: 1" = 20'

Revisions table with columns: REVISIONS, INIT., DATE

3/15/2024
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