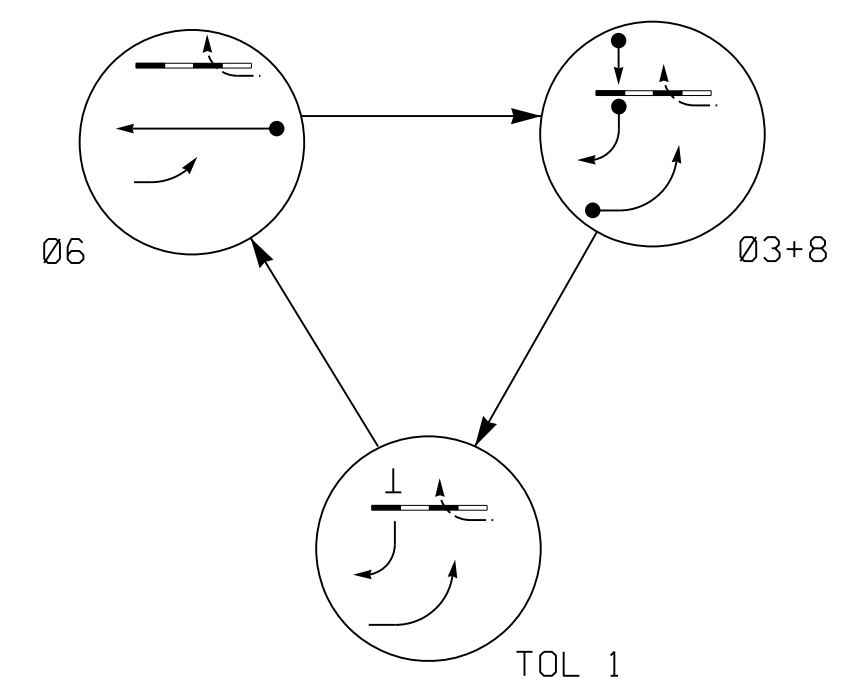
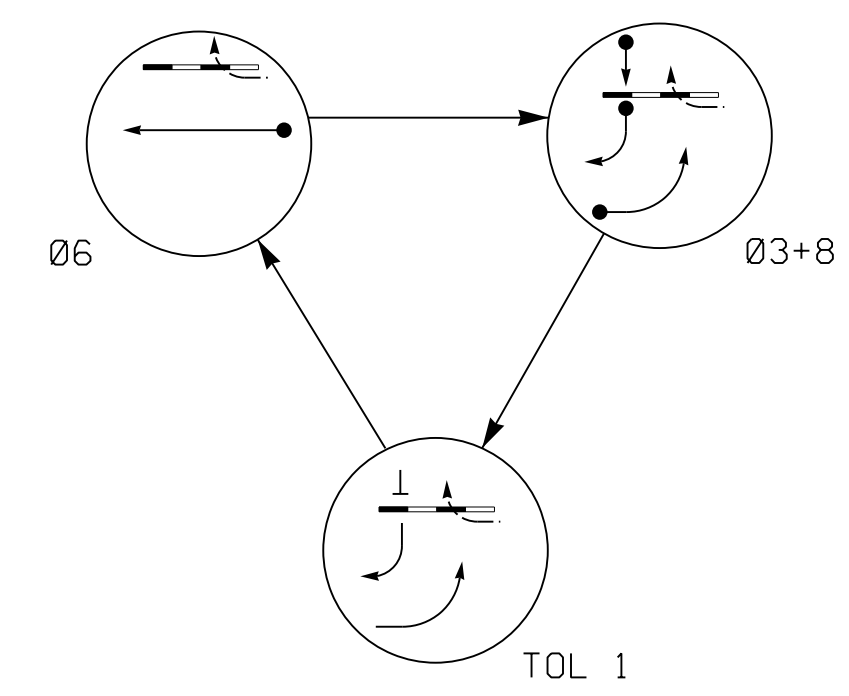


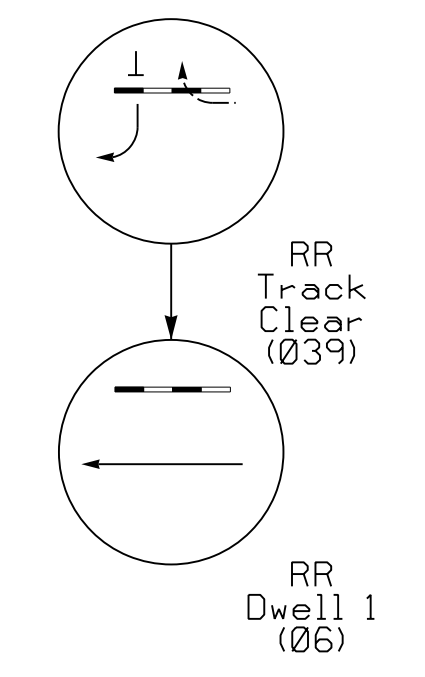
DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



RAIL PREEMPT PHASES (High Priority)

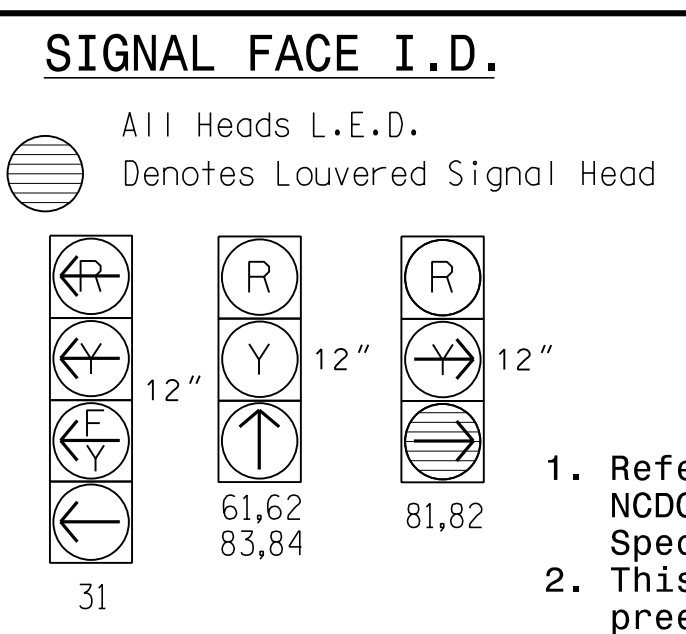


DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE					
	06	03+8	TOL 1	39	40	FLASH
31	←	←	←	←	←	←
61,62	↑	R	R	R	↑	R
81,82	R	→	→	→	R	R
83,84	R	↑	R	R	R	R

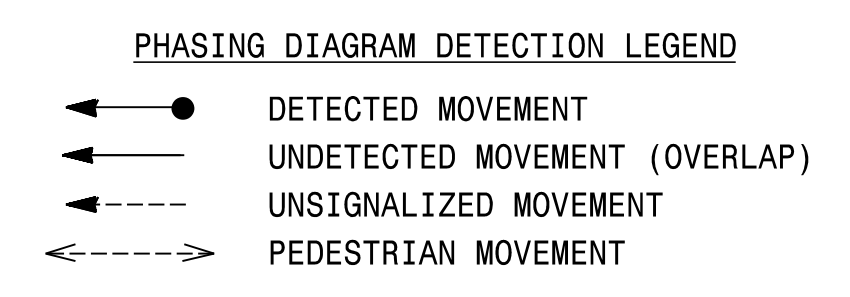
ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE					
	06	03+8	TOL 1	39	40	FLASH
31	←	←	←	←	←	←
61,62	↑	R	R	R	↑	R
81,82	R	→	→	→	R	R
83,84	R	↑	R	R	R	R



2 Phase Fully Actuated (Isolated)
NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications" dated January 2024.
2. This location contains railroad preemption phasing. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Set all detector units to presence mode.
4. Tether signal heads numbered 81 and 82.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
7. Program phase 40 to run concurrently with all phases during normal operation. Phase 39 must be incompatible with phase 40 and included as a track clear phase.
8. The Division Traffic Engineer will determine the hours of use for each phasing plan.



MAXTIME PREEMPTION CHART

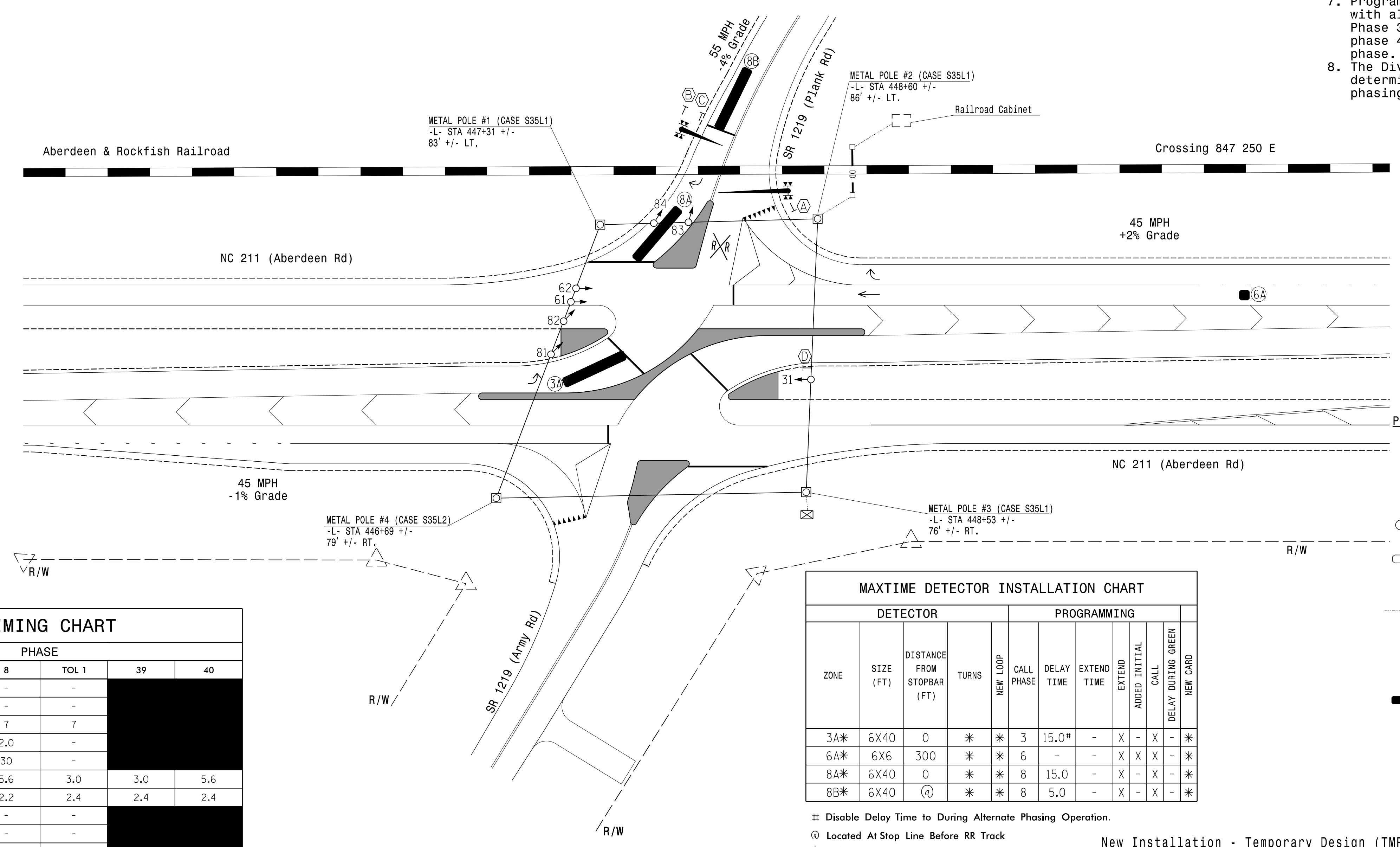
FUNCTION	PRE 1
Type	RAIL ROAD
Exit Phases	3+8
Delay	0
Max Presence	0
Enter Min Green	1
Enter Walk	0
Enter Ped Clear	0
Enter Yellow Change	5.6 *
Enter Red Clear	2.4 *
Track Green	22
Track Yellow Change	3.0
Track Red Clear	2.4
Dwell Green	0
Exit Min Green	25.5 *
Exit Yellow Change	25.5 *
Exit Red Clear	25.5 *
Call Extend Time	1.0
Exit Type	EXIT PHASES
Require All Red Entry	-

* Controller uses the lesser of the time shown and the normal time used for phase.
THIS SIGNAL IS DESIGNED FOR ADVANCED PREEMPTION

MAXTIME TIMING CHART

FEATURE	PHASE					
	3	6	8	TOL 1	39	40
Walk *	-	-	-	-	-	-
Ped Clear *	-	-	-	-	-	-
Min Green	7	12	7	7	-	-
Passage *	2.0	6.0	2.0	-	-	-
Max 1 *	30	90	30	-	-	-
Yellow Change	3.0	4.3	5.6	3.0	3.0	5.6
Red Clear	2.4	1.4	2.2	2.4	2.4	2.4
Added Initial *	-	1.5	-	-	-	-
Maximum Initial *	-	34	-	-	-	-
Time Before Reduction *	-	15	-	-	-	-
Time To Reduce *	-	30	-	-	-	-
Minimum Gap	-	3.0	-	-	-	-
Advance Walk	-	-	-	-	-	-
Non Lock Detector	X	-	X	-	-	-
Vehicle Recall	-	MIN RECALL	-	MIN RECALL	-	MIN RECALL
Dual Entry	X	-	X	X	-	-

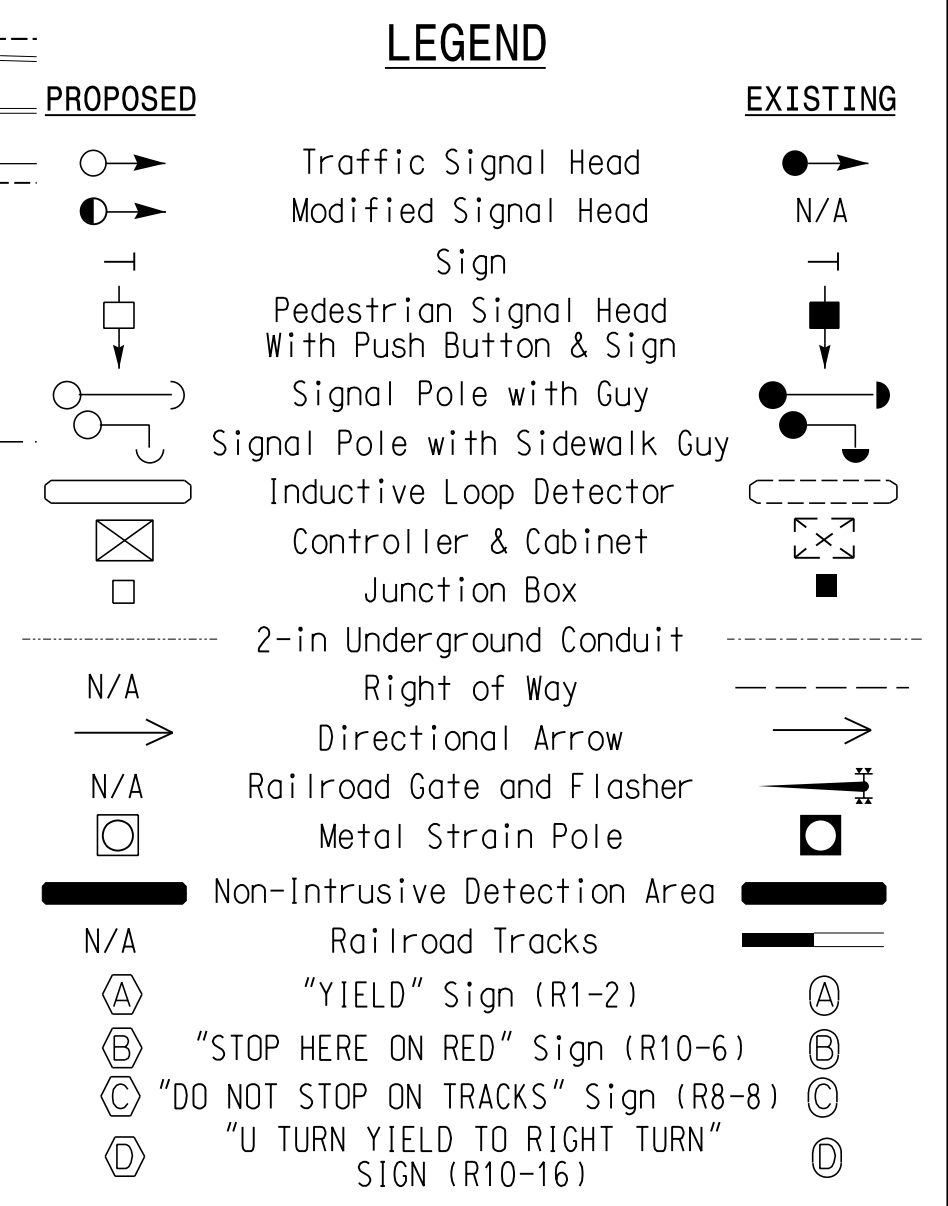
* These values may be field adjusted. Do not adjust Min Green and Extension times for phase 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.



MAXTIME DETECTOR INSTALLATION CHART

ZONE	DETECTOR	PROGRAMMING										
		SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL CALL	DELAY DURING GREEN	NEW CARD
3A*	6X40	0	*	*	3	15.0*	-	X	-	X	-	*
6A*	6X6	300	*	*	6	-	-	X	X	X	-	*
8A*	6X40	0	*	*	8	15.0	-	X	-	X	-	*
8B*	6X40	0	*	*	8	5.0	-	X	-	X	-	*

Disable Delay Time to During Alternate Phasing Operation.
@ Located At Stop Line Before RR Track
* Video Detection Zone



New Installation - Temporary Design (TMP Phase III Step 2)

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Engineers | Construction Managers | Planners | Scientists
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Prepared for the Offices of:
TRANSPORTATION MOBILITY AND SAFETY DIVISION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
SIGNAL DESIGN SECTION
750 N. Greenfield Pkwy, Garner, NC 27529

**NC 211 WB (Aberdeen Rd)
At
SR 1219 (Plank Rd)**
Division 8 Hoke County Ashley Heights
PLAN DATE: August 2024 REVIEWED BY: WP Erickson-Jones
PREPARED BY: VS Kondapally REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 056142
W. PORTER JONES
8/28/2024
SIC INVENTORY NO. 08-0268T

8/27/2024 R:\Projects\0505\Signal\0505_Sig\0505_Sig\0505_Sig\0505_Sig.dgn