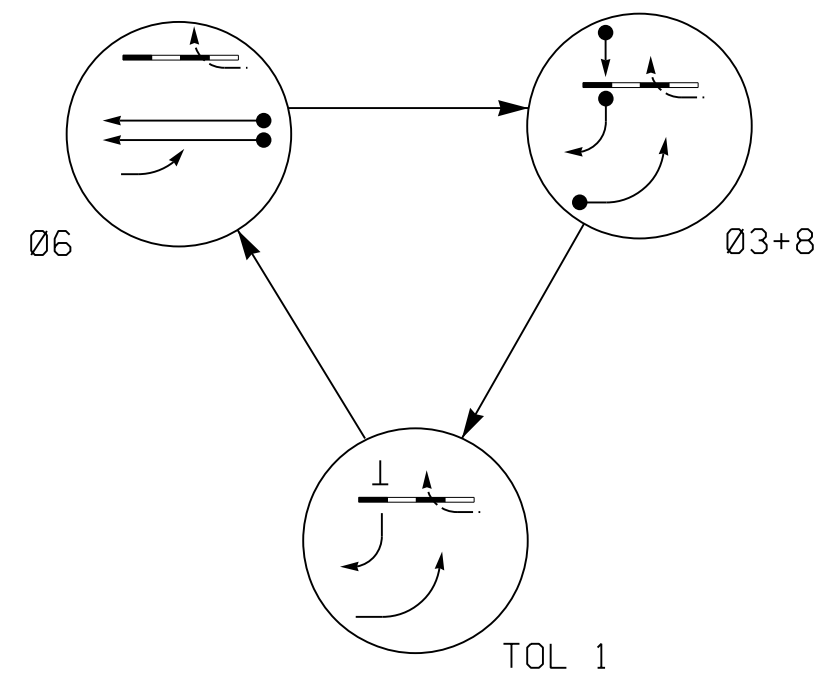
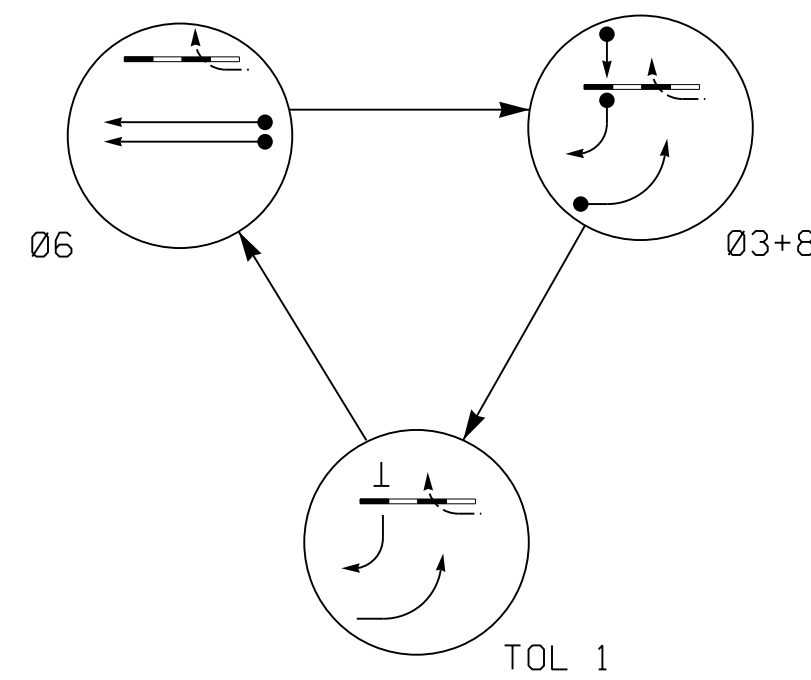


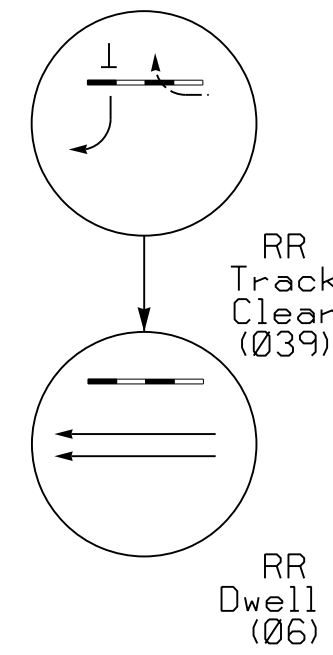
DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



RAIL PREEMPT PHASES (High Priority)



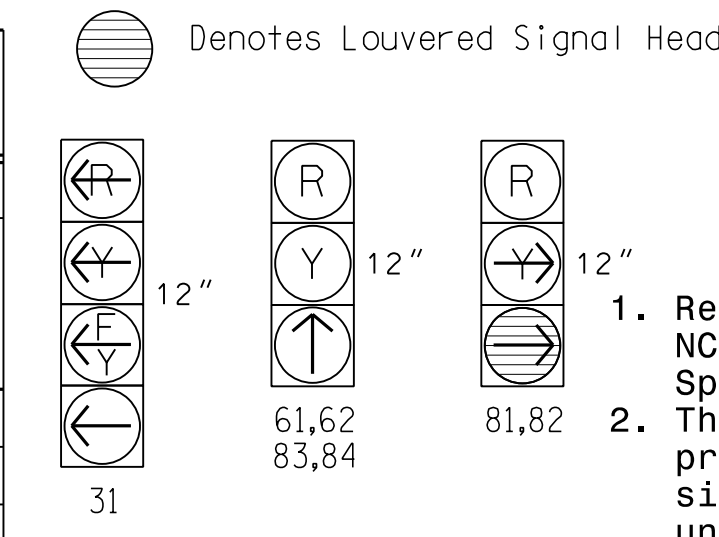
DEFAULT PHASING TABLE OF OPERATION

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

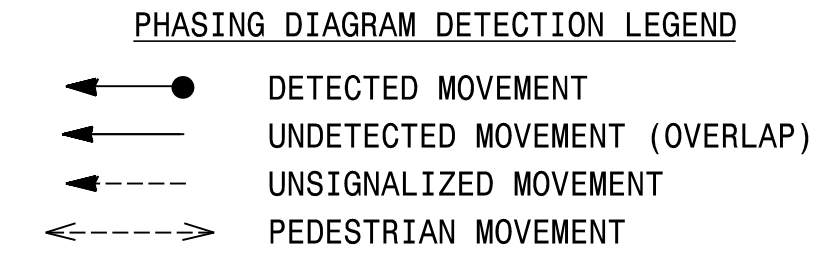
SIGNAL FACE I.D.
All Heads L.E.D.



2 Phase Fully Actuated (Isolated)

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications" dated January 2024.
- This location contains railroad preemption phasing. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Reposition existing signal heads numbered 61,62,82,83,84.
- Set all detector units to presence mode.
- 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.
- The Division Traffic Engineer will determine the hours of use for each phasing plan.



MAXTIME PREEMPTION CHART

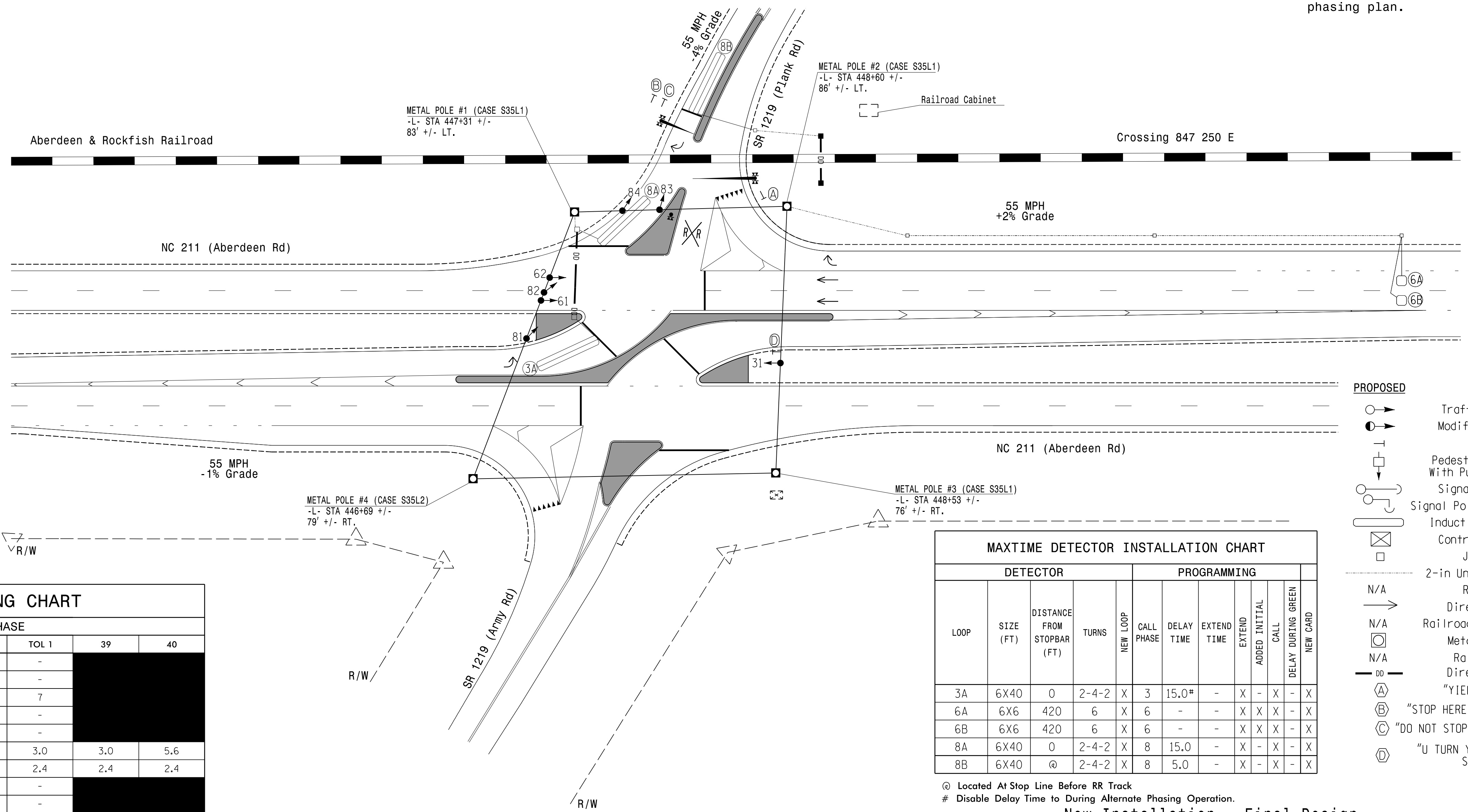
FUNCTION	PRE 1
Type	RAIL ROAD
Exit Phases	3+8
Delay	0
Max Presence	0
Enter Min Green	1
Enter Walk	0
Enter Ped Clear	0
Enter Yellow Change	5.6 *
Enter Red Clear	2.4 *
Track Green	22
Track Yellow Change	3.0
Track Red Clear	2.4
Dwell Green	0
Exit Min Green	255 *
Exit Yellow Change	25.5 *
Exit Red Clear	25.5 *
Dwell 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	14	7	7	-	-
Passage *	2.0	6.0	2.0	-	-	-
Max 1 *	30	90	30	-	-	-
Yellow Change	3.0	5.0	5.6	3.0	3.0	5.6
Red Clear	2.4	1.1	2.2	2.4	2.4	2.4
Added Initial *	-	1.5	-	-	-	-
Maximum Initial *	-	46	-	-	-	-
Time Before Reduction *	-	15	-	-	-	-
Time To Reduce *	-	30	-	-	-	-
Minimum Gap	-	3.4	-	-	-	-
Advance Walk	-	-	-	-	-	-
Non Lock Detector	X	-	X	-	-	-
Vehicle Recall	-	MIN RECALL	-	MIN RECALL	-	MIN RECALL
Dual Entry	X	-	X	X	-	-

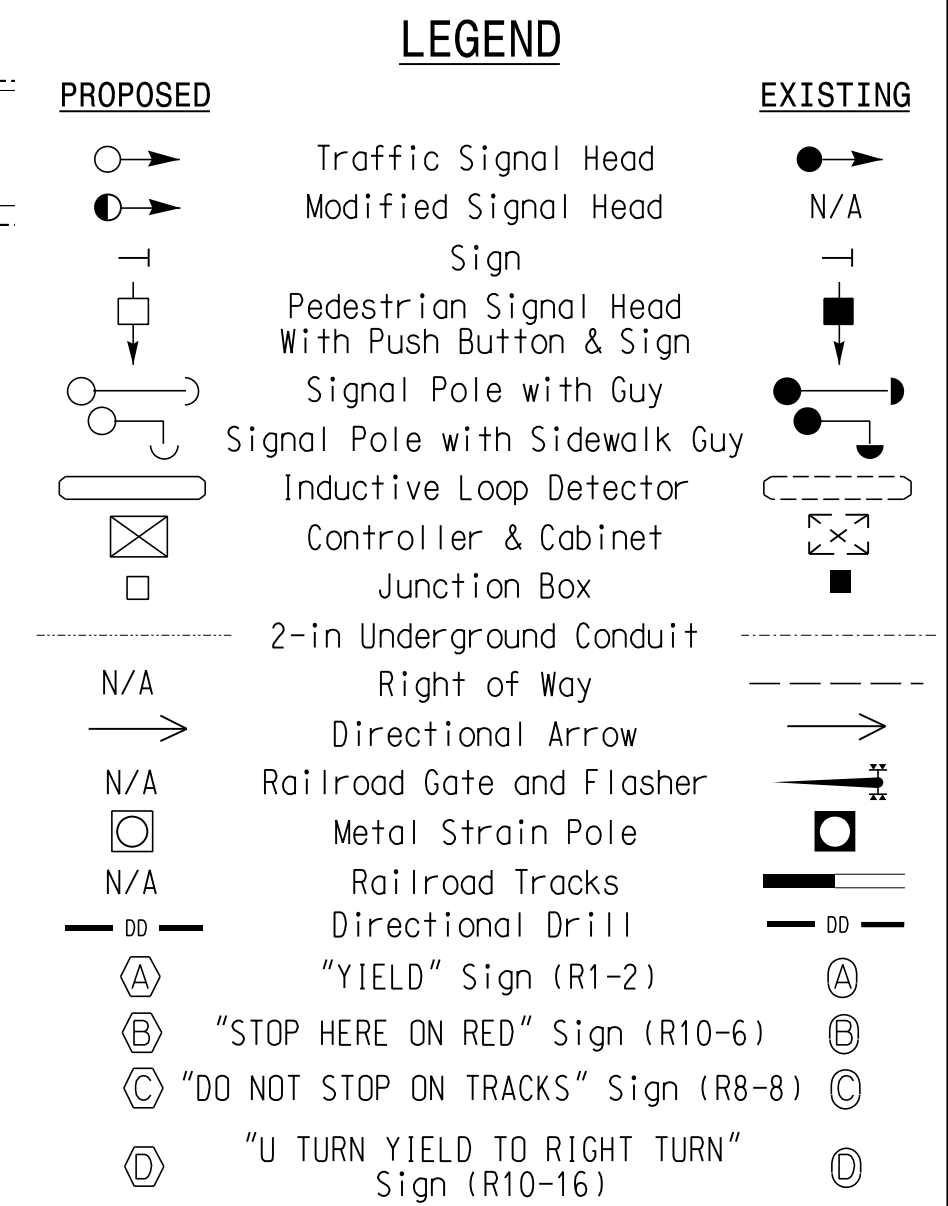
* These values may be field adjusted. Do not adjust Min Green and Extension times for phase 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.



MAXTIME DETECTOR INSTALLATION CHART

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	
3A	6X40	0	2-4-2	X	3	15.0*	-	X	-	X	-	X
6A	6X6	420	6	X	6	-	-	X	X	X	-	X
6B	6X6	420	6	X	6	-	-	X	X	X	-	X
8A	6X40	0	2-4-2	X	8	15.0	-	X	-	X	-	X
8B	6X40	@	2-4-2	X	8	5.0	-	X	-	X	-	X

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



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Prepared for the Offices of:
TRANSPORTATION MOBILITY AND SAFETY DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF NORTH CAROLINA
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:
REVISIONS
INIT. DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED
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Porter Jones
8/28/2024
SIGNATURE DATE
SIG. INVENTORY NO. 08-0268

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