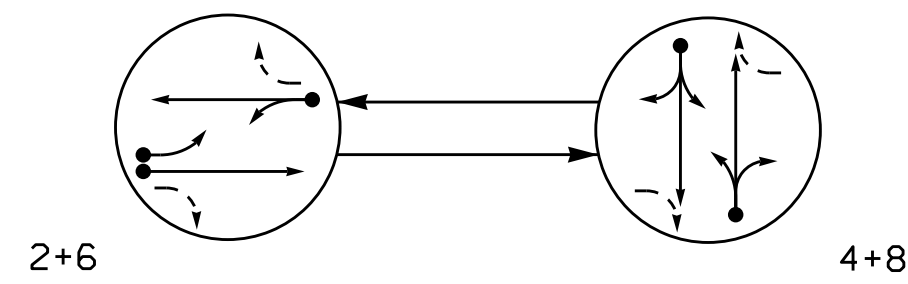






PHASING DIAGRAM

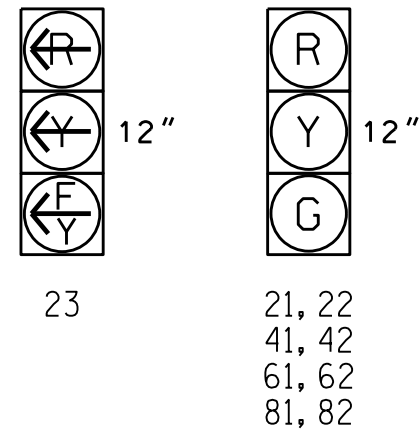


PHASING DIAGRAM DETECTION LEGEND

- | | |
|---|-------------------------------|
|  | DETECTED MOVEMENT |
|  | UNDETECTED MOVEMENT (OVERLAP) |
|  | UNSIGNALIZED MOVEMENT |
|  | PEDESTRIAN MOVEMENT |

SIGNAL FACE I.D.

All Heads L.E.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
2A	6X40	70	3	X	2	-	-	X	-	X	-	X
2B	6X6	0	2-4-2	X	2	-	-	X	-	X	-	X
4A	6X60	0	2-4-2	-	4	5.0	-	X	-	X	-	-
4B	6X6	0	EXIST	-	4	15.0	-	X	-	X	-	-
6A	6X6	70	EXIST	-	6	-	-	X	-	X	-	-
8A	6X60	0	2-4-2	-	8	5.0	-	X	-	X	-	-

2 Phase
Fully Actuated
(Isolated)

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. Set all detector units to presence mode.
4. In the event of loop replacement, refer to the current TSMO Design Manual and submit a Plan of Record to the Signal Design Section.
5. Pavement markings are existing unless otherwise shown.

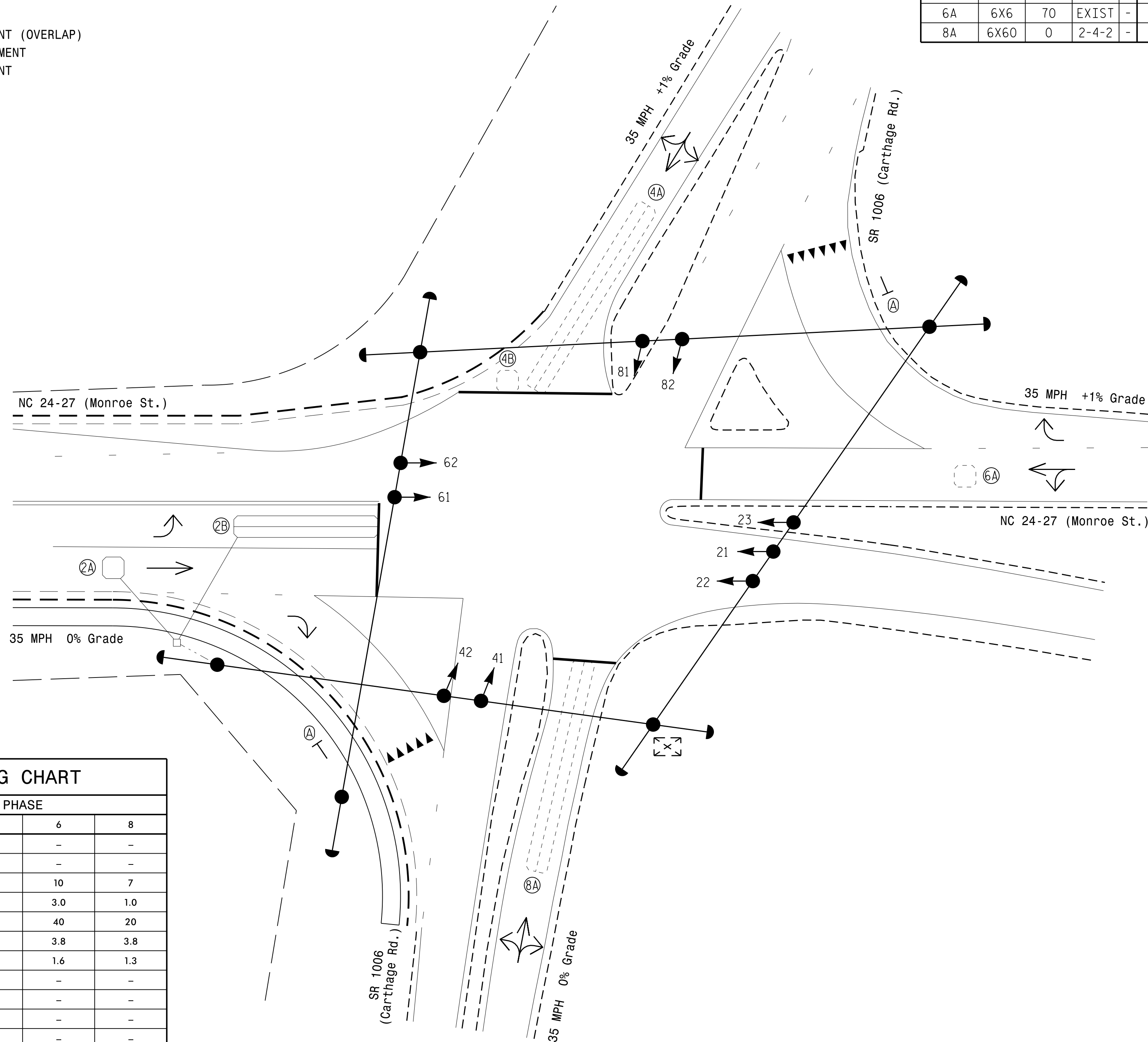
LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head	
	Signal Pole with Push Button & Sign	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
-----	2-in Underground Conduit	-----
N/A	Right of Way	-----
	Directional Arrow	
	"YIELD" Sign (RI-2)	

MAXTIME TIMING CHART





MAXTIME TIMING CHART				
FEATURE	PHASE			
	2	4	6	8
Walk *	–	–	–	–
Ped Clear	–	–	–	–
Min Green *	10	7	10	7
Passage *	3.0	1.0	3.0	1.0
Max l *	40	20	40	20
Yellow Change	3.8	3.8	3.8	3.8
Red Clear	1.6	1.3	1.6	1.3
Added Initial *	–	–	–	–
Maximum Initial *	–	–	–	–
Time Before Reduction *	–	–	–	–
Time To Reduce *	–	–	–	–
Minimum Gap	–	–	–	–
Advance Walk	–	–	–	–
Non Lock Detector	–	X	–	X
Vehicle Recall	MIN RECALL	–	MIN RECALL	–
Dual Entry	–	X	–	X

* 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.



Signal Upgrade - Final Design

DOCUMENT NOT CONSIDERED
FINAL UNLESS ALL
SIGNATURES COMPLETED

<p>Prepared In The Offices of:</p>  <p>TRANSPORTATION MOBILITY AND SAFETY DIVISION STATE OF NORTH CAROLINA Signal Design Section</p>	<p>NC 24-27 (Monroe Street) at SR 1006 (Carthage Road)</p>	<p>SEAL NORTH CAROLINA PROFESSIONAL SEAL 026486 ENGINEER ROBERT J. ZIEVEMA</p>																						
<p>Division 8 Moore County Carthage</p>																								
<p>PLAN DATE: July 2024</p>		<p>REVIEWED BY:</p>																						
<p>PREPARED BY: J. A. Lohr</p>		<p>REVIEWED BY:</p>																						
<p>750 N. Greenfield Pkwy, Garner, NC 27529</p>																								
	<p>SCALE</p>  <p>0 20</p> <p>1" = 20'</p>	<p>REVISIONS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;">INIT.</th> <th style="width: 40%;">DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>	INIT.	DATE																				
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<p>DocuSigned by:  18084680274A494</p>		<p>11/27/2024</p> <p>DATE</p>																						
<p>SIG. INVENTORY NO.</p>		<p>08-0979</p>																						