

8 Phase
Fully Actuated
Isolated

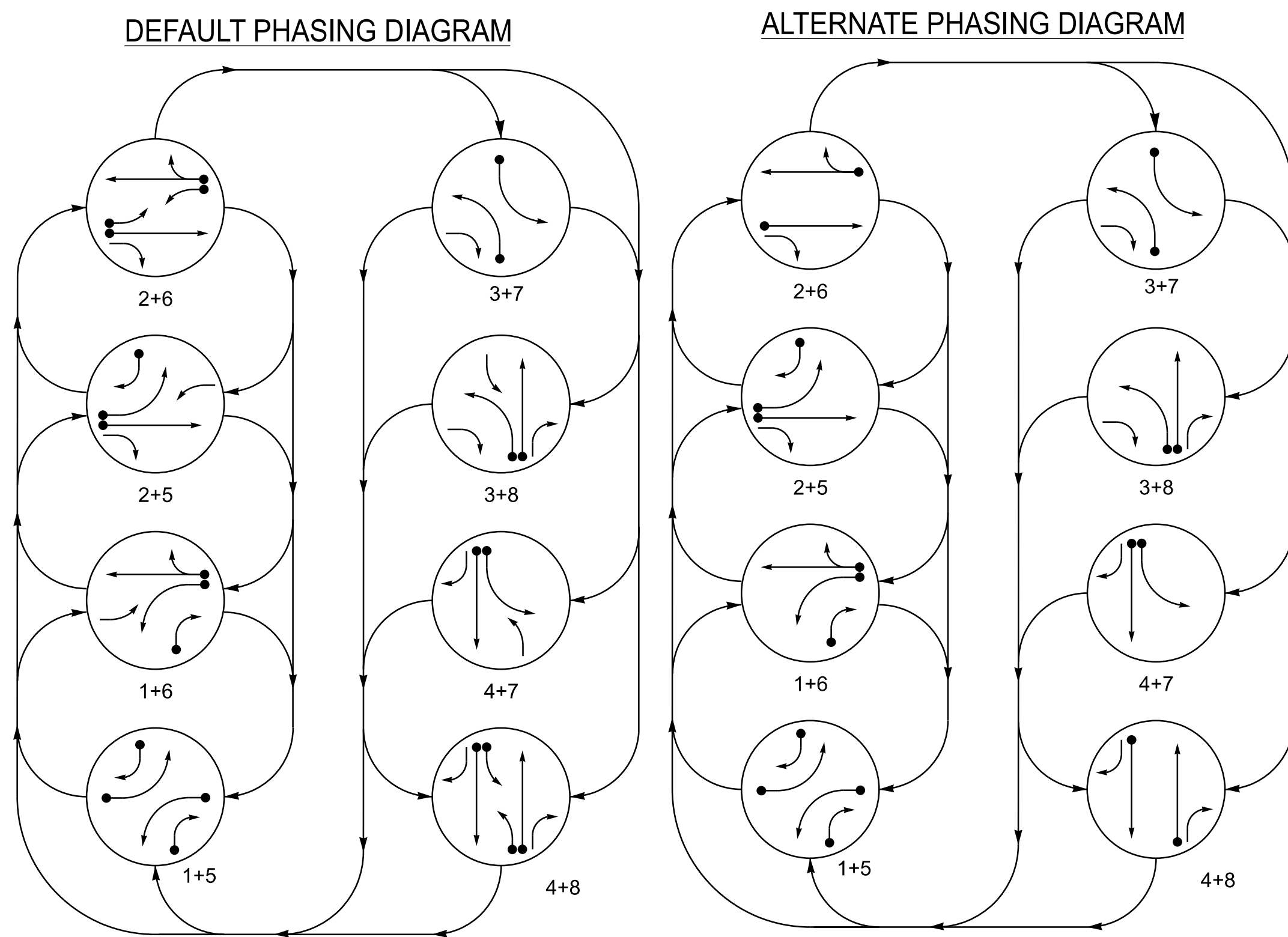
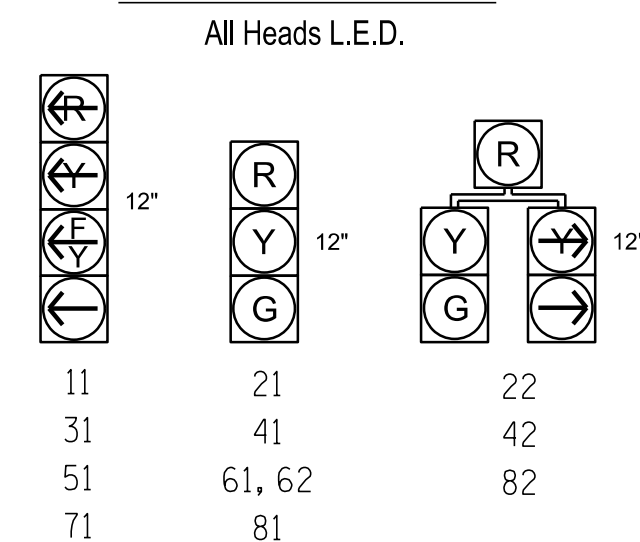
NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Phase 3 and/or phase 7 may be lagged.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- The Division Traffic Engineer will determine the hours of use for each phasing plan.

MAXTIME DETECTOR INSTALLATION CHART										
DETECTOR					PROGRAMMING					
LOOP	SIZE (FT)	DISTANCE FROM STOP LINE (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL DELAY DURING GREEN
1A	6X40	0	2-4-2	X	1	15.0 *	-	X	-	X
1B	6X40	0	2-4-2	X	6 #	3.0	-	X	-	X
2A	6X6	420	6	X	2	-	-	X	X	X
3A	6X40	0	2-4-2	X	3	15.0 **	-	X	-	X
4A	6X40	0	2-4-2	X	8 #	3.0	-	X	-	X
5A	6X40	0	2-4-2	X	4	-	-	X	-	X
5B	6X40	0	2-4-2	X	5	15.0 *	-	X	-	X
6A	6X6	420	6	X	2 #	3.0	-	X	X	X
7A	6X40	0	2-4-2	X	7	15.0 **	-	X	-	X
8A	6X40	0	2-4-2	X	8	3.0	-	X	-	X

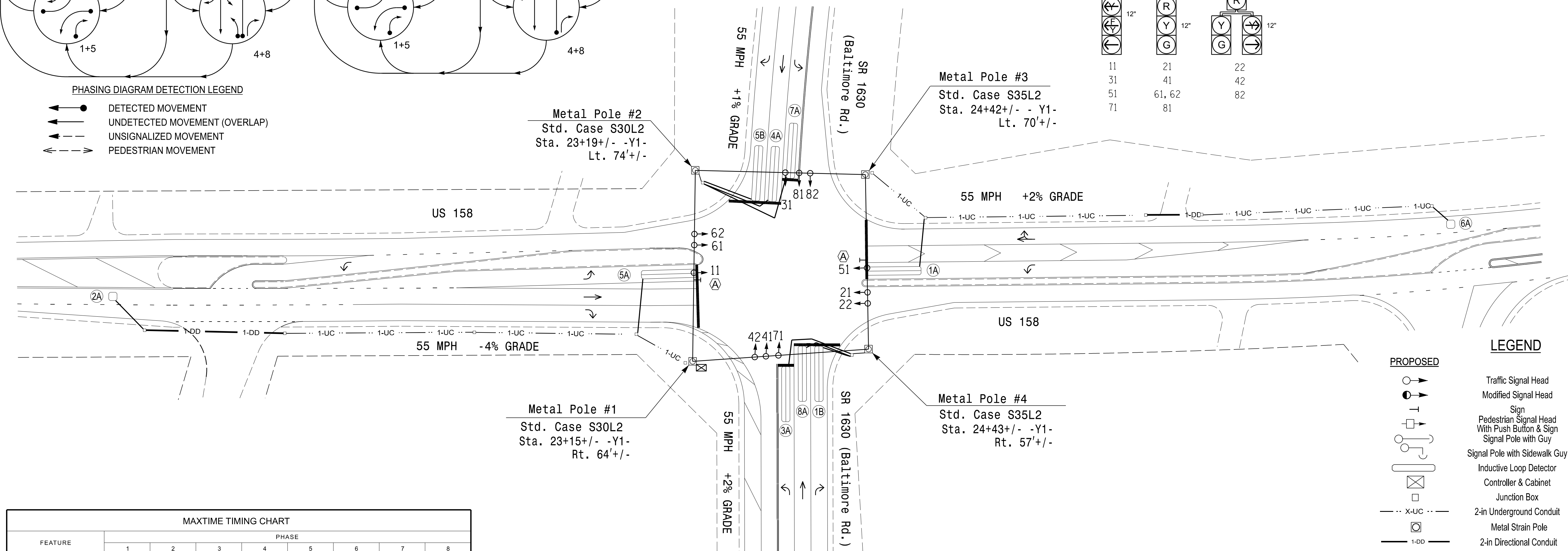
* Disable Delay During Alternate Phasing Operation.
** Reduce Delay to 3 Seconds During Alternate Phasing Operation.
Disable Phase Call For Loops During Alternate Phasing Operation.

SIGNAL FACE I.D.



PHASING DIAGRAM DETECTION LEGEND

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



MAXTIME TIMING CHART								
FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Walk *	-	-	-	-	-	-	-	-
Ped Clear *	-	-	-	-	-	-	-	-
Min Green *	7	14	7	7	7	14	7	7
Passage *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max 1 *	20	75	20	30	20	75	20	30
Yellow Change	3.0	5.6	3.0	5.1	3.0	5.6	3.0	5.1
Red Clear	2.8	1.3	3.3	1.3	2.9	1.3	3.1	1.3
Added Initial *	-	2.5	-	-	-	2.5	-	-
Maximum Initial *	-	46	-	-	-	46	-	-
Time Before Reduction *	-	15	-	-	-	15	-	-
Time To Reduce *	-	30	-	-	-	30	-	-
Minimum Gap	-	3.0	-	-	-	3.0	-	-
Advance Walk	-	-	-	-	-	-	-	-
Non Lock Detector	X	-	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 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
- Traffic Signal Head
 - Modified Signal Head
 - Sign
 - Pedestrian Signal Head With Push Button & Sign
 - Signal Pole with Guy
 - Signal Pole with Sidewalk Guy
 - Inductive Loop Detector
 - Controller & Cabinet
 - Junction Box
 - 2-in Underground Conduit
 - Metal Strain Pole
 - 2-in Directional Conduit
 - Right of Way
 - Directional Arrow
 - "U-TURN YIELD TO RIGHT TURN" Sign (R10-16)
- EXISTING
- N/A
 - UC
 - 1-DD

New Installation

Prepared for the Offices of:

Transportation Mobility and Safety Division
SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION
Signal Design Section

750 N. Greenfield Pkwy, Garner, NC 27529

US 158
at
SR 1630 (Baltimore Rd.)

Division 9 Davie County Bermuda Run

PLAN DATE: July 2025 REVIEWED BY: L. Gottlieb

PREPARED BY: J. Ma REVIEWED BY: M. L. Styles

REVISIONS INIT. DATE

0 40
1"=40'

Seal: JIANXIN MA, ENGINEER, SEAL 033108, 7/10/2025

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SIG. INVENTORY NO. 09-0367

