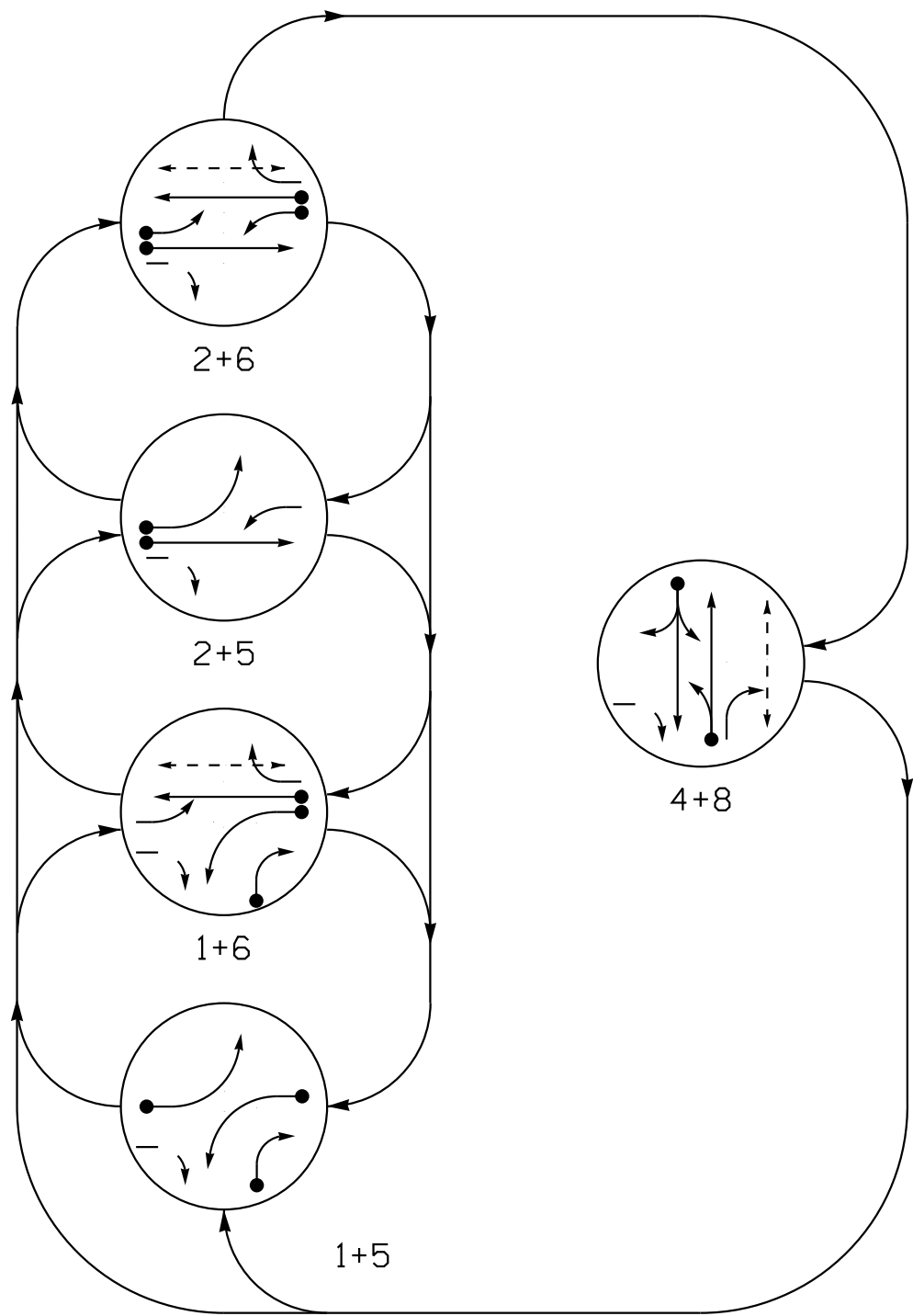
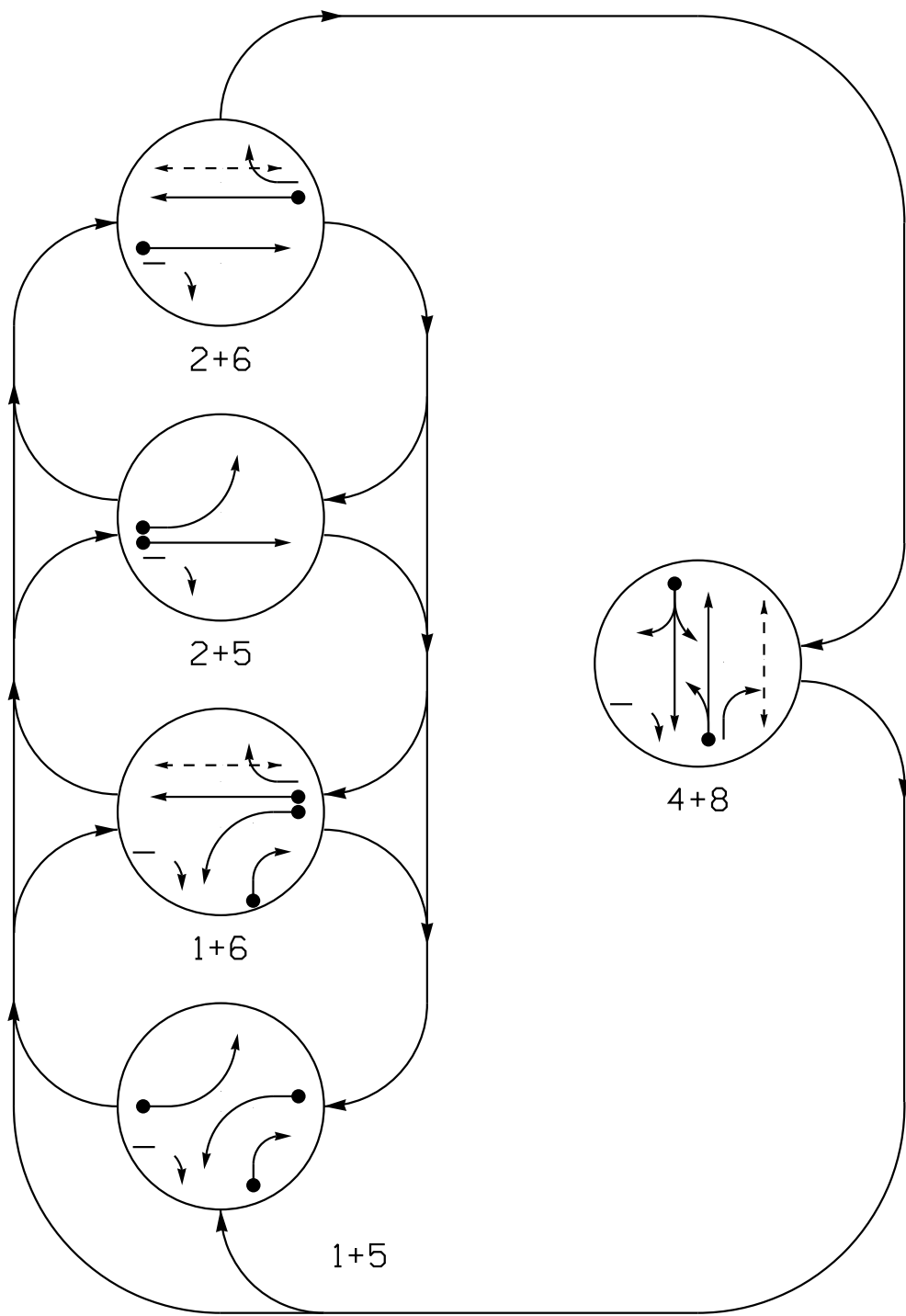


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DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE					
	1 + 5	1 + 6	2 + 5	2 + 6	4 + 8	FLASH
11	←	←	←	←	←	←
21,22,23	R	R	G	G	R	R
41,42	R	R	R	R	G	R
51	←	←	←	←	←	←
61,62,64	R	G	R	G	R	R
63	R	←	R	←	←	←
81,82	R	R	R	R	G	R
83	→	→	R	R	←	R
P61,P62	DW	W	DW	W	DW	DRK
P81,P82	DW	DW	DW	DW	W	DRK

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE					
	1 + 5	1 + 6	2 + 5	2 + 6	4 + 8	FLASH
11	←	←	←	←	←	←
21,22,23	R	R	G	G	R	R
41,42	R	R	R	R	G	R
51	←	←	←	←	←	←
61,62,64	R	G	R	G	R	R
63	R	←	R	←	←	←
81,82	R	R	R	R	G	R
83	→	→	R	R	←	R
P61,P62	DW	W	DW	W	DW	DRK
P81,P82	DW	DW	DW	DW	W	DRK

MAXTIME DETECTOR INSTALLATION CHART

DETECTOR / ZONE					PROGRAMMING						
LOOP / ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURN	NEW LOOP / ZONE	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	NEW CARD
1A	6X40	0	*	X	1	15.0@	-	X	-	X	-
1B	6X40	0	2-4-2	X	6#	3.0	-	X	-	X	-
2A	6X6	300	*	X	2	-	-	X	X	X	-
4A	6X40	0	2-4-2	X	4	5.0	-	X	-	X	-
5A	6X40	0	*	X	5	15.0@	-	X	-	X	-
6A	6X6	300	*	X	2#	3.0	-	X	X	X	-
8A	6X40	0	2-4-2	X	8	3.0	-	X	-	X	-

- @ Disable delay during Alternate Phasing operation.
- # Disable Phase call for loop during Alternate Phasing operation.
- * Video Detection Zone

5 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.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- The Division Traffic Engineer will determine the hours of use for each phasing plan.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
- To provide a leading pedestrian interval on Phase 6, program FYA heads 63 and 51 to delay for 7 seconds after the start of the phase 6 Walk interval. See electrical details.
- All metal poles and pedestals shall be painted black as specified in the Project Special Provisions.
- Program pedestrian detector for Ped 8 to call both Ped 8 and Ped 4.

LEGEND

- | PROPOSED | EXISTING |
|--|----------|
| Traffic Signal Head | N/A |
| Modified Signal Head | N/A |
| Sign | N/A |
| Pedestrian Signal Head With Push Button & Sign | N/A |
| Type II Signal Pedestal | N/A |
| Signal Pole with Guy | N/A |
| Signal Pole with Sidewalk Guy | N/A |
| Metal Strain Pole | N/A |
| Inductive Loop Detector | N/A |
| Non-intrusive Detection Area | N/A |
| Controller & Cabinet | N/A |
| Junction Box | N/A |
| 2-in Underground Conduit | N/A |
| N/A Right of Way | N/A |
| N/A Directional Arrow | N/A |
| N/A Curb Ramp | N/A |
| Construction Zone | N/A |
| Construction Zone Drums | N/A |
| "U-TURN YIELD TO RIGHT TURN" Sign (R10-16) | N/A |
| "RIGHT TURN SIGNAL" Sign (R10-10R) | N/A |
| "YIELD" Sign (R1-2) | N/A |

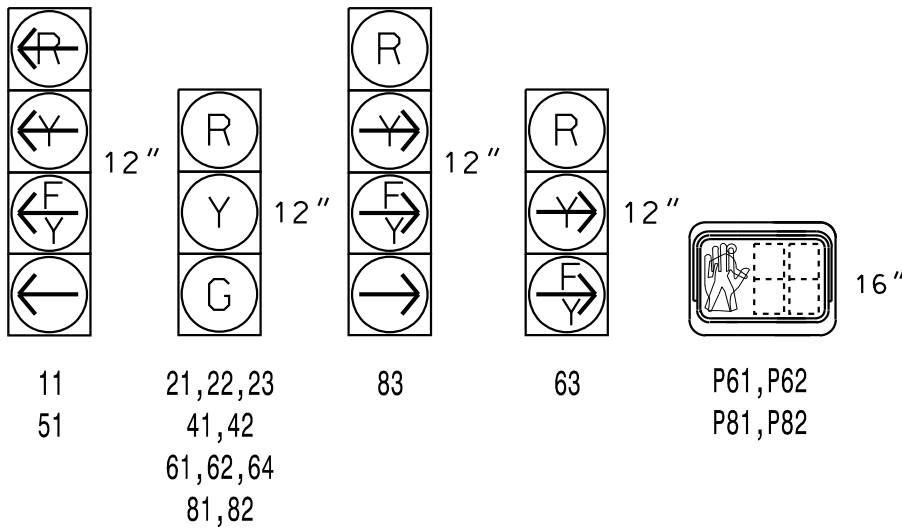
MAXTIME TIMING CHART

FEATURE	PHASE						
	1	2	4	5	6	8	
Walk *	-	-	14	-	14	14	
Ped Clear	-	-	32	-	18	32	
Min Green *	7	12	7	7	12	7	
Passage *	2.0	6.0	2.0	2.0	6.0	2.0	
Max I *	25	90	30	25	90	30	
Yellow Change	3.0	4.3	4.6	3.0	4.3	4.6	
Red Clear	3.3	2.2	3.0	3.5	2.2	3.0	
Added Initial *	-	2.5	-	-	2.5	-	
Maximum Initial *	-	34	-	-	34	-	
Time Before Reduction *	-	15	-	-	15	-	
Time To Reduce *	-	45	-	-	45	-	
Minimum Gap	-	3.0	-	-	3.0	-	
Advance Walk	-	-	7	-	**	7	
Non Lock Detector	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.
** See Note 11.

SIGNAL FACE I.D.

All Heads L.E.D.



New Installation - Temporary Design (TMP Phase 3)

Prepared for:

Transportation Mobility and Safety Division

STATE OF NORTH CAROLINA

Signal Design Section

750 N. Greenfield Pkwy, Garner, NC 27529

Big Mill Farm Road / SR 2649 (Hopkins Road) at Bluff School Road

Division 9 Forsyth County Kernersville

PLAN DATE: August 2024 REVIEWED BY: SP Pennington

PREPARED BY: CF Davis REVIEWED BY: KP Baumann

REVISIONS

INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

NORTH CAROLINA

PROFESSIONAL ENGINEER

SEAL 044434

KEVIN P. BAUMANN

DocuSigned by

7/14/2025

SIGNATURE DATE

SIG. INVENTORY NO. 09-04821