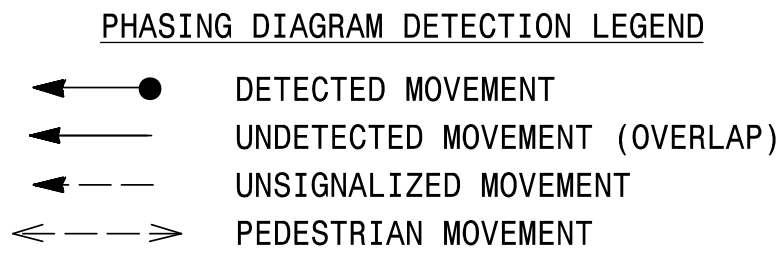
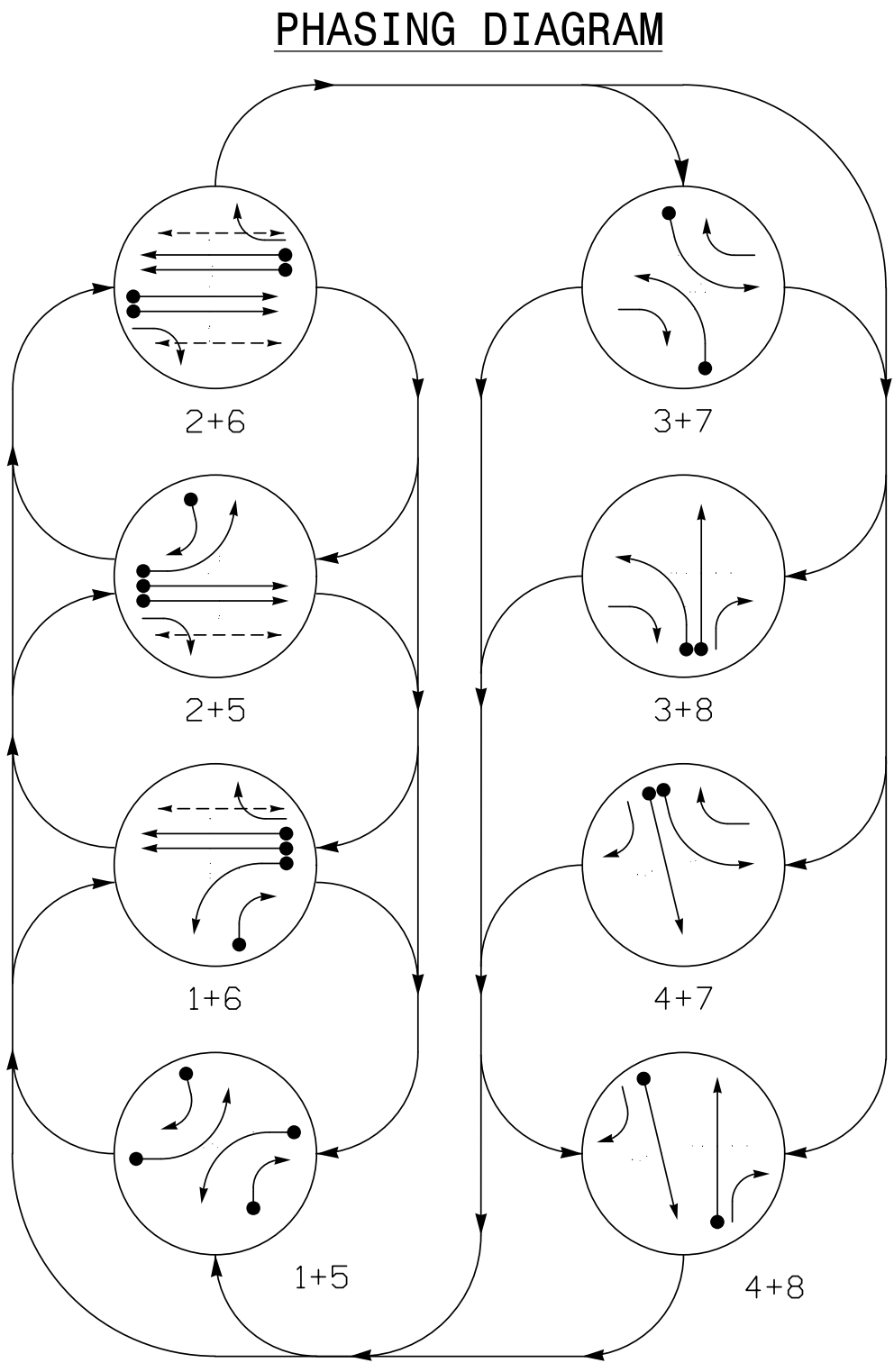


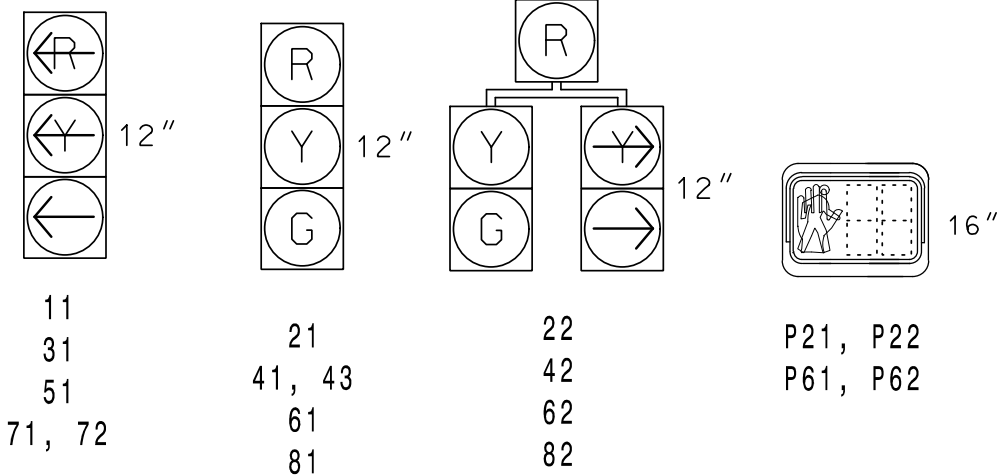
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SIGNAL FACE	PHASE								FLASH
	1 + 5	1 + 6	2 + 5	2 + 6	3 + 7	3 + 8	4 + 7	4 + 8	
11	←	←	←	←	←	←	←	←	
21	R	R	G	G	R	R	R	R	
22	R	R	G	G	R	R	R	R	
31	←	←	←	←	←	←	←	←	
41, 43	R	R	R	R	R	R	G	G	R
42	R	R	R	R	R	R	G	G	R
51	←	←	←	←	←	←	←	←	
61	R	G	R	G	R	R	R	R	
62	R	G	R	G	R	R	R	R	
71, 72	←	←	←	←	←	←	←	←	
81	R	R	R	R	R	G	R	G	R
82	R	R	R	R	R	G	R	G	R
P21, P22	DW	DW	W	W	DW	DW	DW	DW	DRK
P61, P62	DW	W	DW	W	DW	DW	DW	DW	DRK

SIGNAL FACE I.D.

All Heads L.E.D.



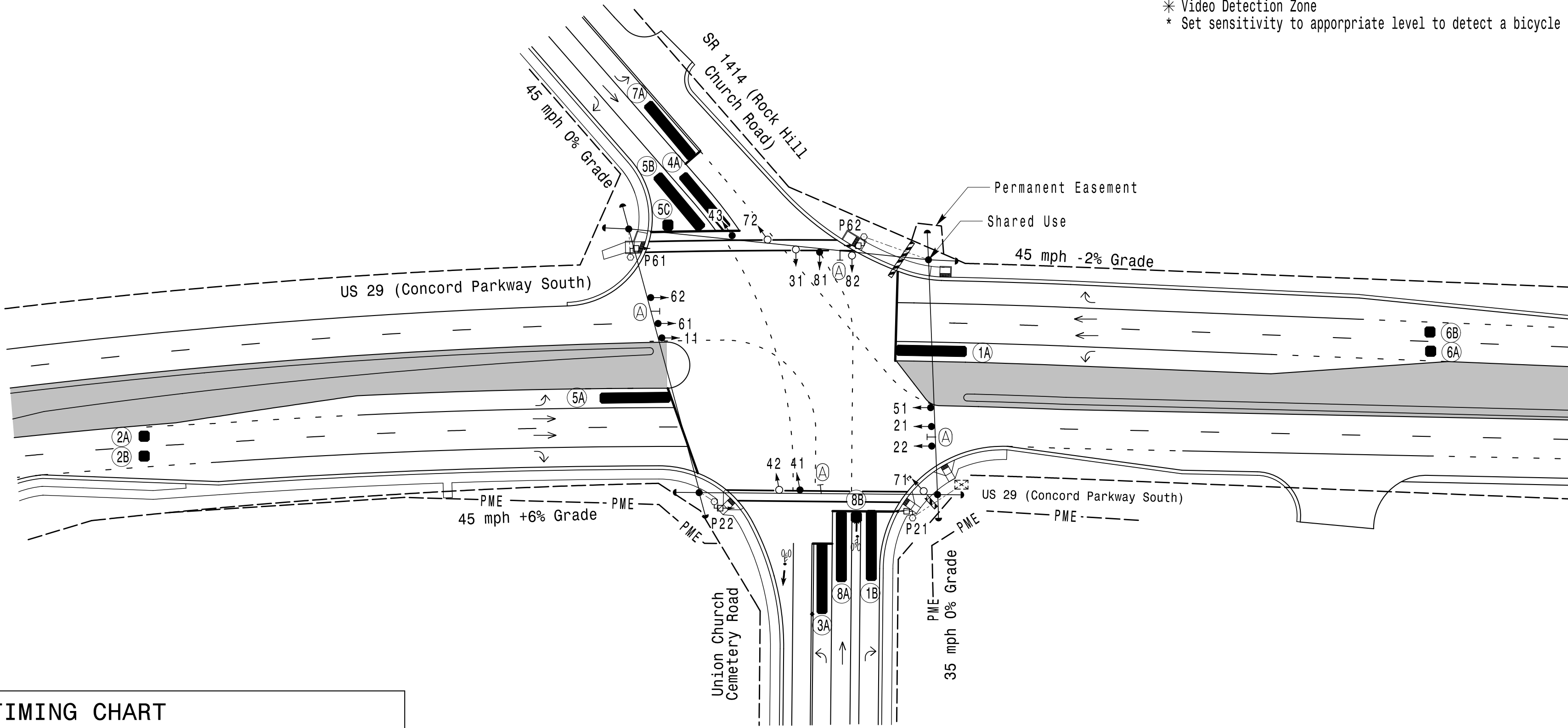
MAXTIME DETECTOR INSTALLATION CHART											
ZONES					PROGRAMMING						
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURN	NEW ZONE	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	INITIAL	CALL	NEW CARD
1A	6X40	0	*	-	1	-	-	X	-	X	-
1B	6X40	0	*	X	8	15.0	-	X	-	X	-
2A	6X6	300	*	-	2	-	-	X	X	X	-
2B	6X6	300	*	-	2	-	-	X	X	X	-
3A	6X40	0	*	X	3	3.0	-	X	-	X	-
4A	6X40	0	*	X	4	-	-	X	-	X	-
5A	6X40	0	*	-	5	-	-	X	-	X	-
5B	6X40	0	*	X	5	15.0	-	X	-	X	-
5C	6X6	0	*	X	5	15.0	-	X	-	X	-
6A	6X6	300	*	-	6	-	-	X	X	X	-
6B	6X6	300	*	-	6	-	-	X	X	X	-
7A	6X40	0	*	X	7	3.0	-	X	-	X	-
8A	6X40	0	*	X	8	-	-	X	-	X	-
8B*	5X6	0	*	X	8	-	-	X	-	X	-

* Video Detection Zone
* Set sensitivity to appropriate level to detect a bicycle

8 Phase Fully Actuated (Concord Central System)

NOTES

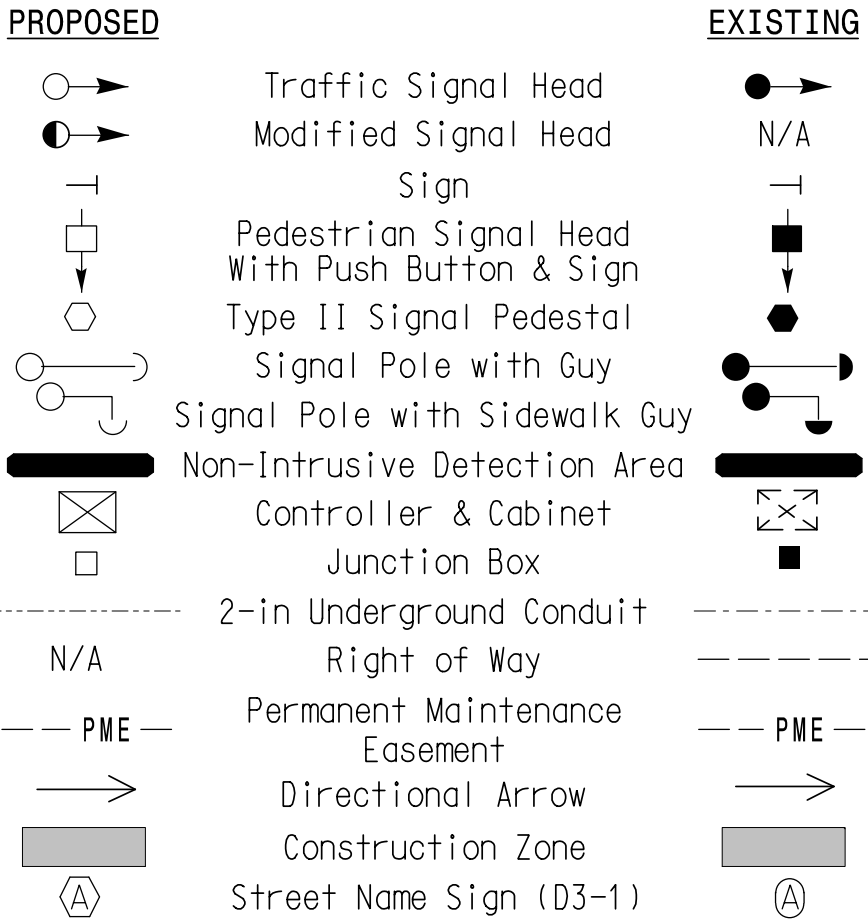
- Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Phase 3 and/or phase 7 may be lagged.
- Set all detector units to presence mode.
- Reposition all existing signal heads.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Renumber existing signal heads 32, 42, and 44 to 81, 41, and 43.
- See Roadway Traffic Control Plans for proposed stop line and crosswalk locations.



MAXTIME TIMING CHART								
FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Walk *	-	14	-	-	-	14	-	-
Ped Clear	-	24	-	-	-	28	-	-
Min Green *	7	12	7	7	7	12	7	7
Passage *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max 1 *	20	120	20	40	20	120	20	40
Yellow Change	3.0	4.7	3.0	4.5	3.0	4.7	3.0	4.5
Red Clear	3.3	1.9	3.9	3.0	3.5	1.9	4.6	3.0
Added Initial *	-	1.5	-	-	-	1.5	-	-
Maximum Initial *	-	34	-	-	-	34	-	-
Time Before Reduction *	-	15	-	-	-	15	-	-
Time To Reduce *	-	30	-	-	-	30	-	-
Minimum Gap	-	3.0	-	-	-	3.0	-	-
Advance Walk	-	7	-	-	-	7	-	-
Non Lock Detector	X	-	X	X	X	-	X	X
Vehicle Recall	-	MIN RECALL	-	-	-	MIN RECALL	-	-
Dual Entry	-	-	-	-	-	-	-	-

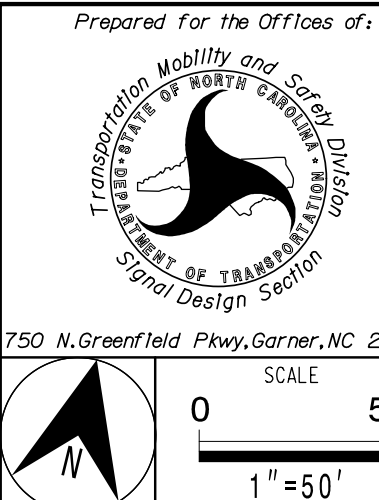
* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

LEGEND



**Signal Upgrade - Temporary Design 3
TMP Phase 3**

PLANS PREPARED IN THE OFFICE OF:
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US 29 (Concord Parkway South)
at
SR 1414 (Rock Hill Church Road)
and Union Church Cemetery Road
Division 10 Cabarrus County Concord
PLAN DATE: February 2025
PREPARED BY: SP Pennington
REVIEWED BY: KP Baumann
REVISIONS
INIT. DATE
8/21/2025

DOCUMENT NOT CONSIDERED
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