PROJECT REFERENCE NO.	SHEET NO.
U-5797	Sig. 31.3

MAXTIME ALTERNATE PHASING ACTIVATION DETAIL

To run alternate phasing, select a Pattern that is programmed to run Overlap Plan 2 and Detector Plan 2.
A Pattern can be selected through the scheduler or manually by changing the Operational Mode.

PHASING	OVERLAP PLAN	VEH DET PLAN
ACTIVE PLAN REQUIRED TO RUN DEFAULT PHASING	1	1
ACTIVE PLAN REQUIRED TO RUN ALTERNATE PHASING	2	2

ALTERNATE PHASING CHANGE SUMMARY

THE FOLLOWING IS A SUMMARY OF WHAT TAKES PLACE WHEN
OVERLAP PLAN 2 AND VEHICLE DETECTOR PLAN 2 ACTIVATE
TO CALL THE "ALTERNATE PHASING":

OVERLAP PLAN 2: Modifies overlap included phases
for heads 71 and 72 to
run protected turns only.

VEH DET PLAN 2: Reduces delay time for phase 7
call on loop 7A to 0 seconds.

PED YELLOW CONFLICT MONITOR WIRING DETAIL
(make cabinet wiring changes as shown below)

In order to use FYA COMPACT mode with the 16 or 18 Channel Monitor,
the cabinet must be wired such that the (unused) Ped Yellow load switch
outputs are wired to the conflict monitor as follows: From 6 PY
(field term. 120) to chan. 10 green (monitor pin R), from 8 PY (field
term. 111) to chan. 10 yellow (monitor pin U).

Follow the instructions below to make appropriate connections:
STEP 1:   Fold down rear panel of output file.
STEP 2:   Find unused wiring harness fom conflict monitor card edge
connector (which should be tied and bundled together).
STEP 3:   Find the connector that correspond to the folloeing conflict
monitor card edge pins and solder wire the the appropiate
terminal on the rear of the output file shown below:

CMU-R ---------------------------6PY (term. 120)
CMU-U ---------------------------8PY (term. 111)

NOTE: Some cabinet manufacturers use keyed connectors to accomlplish
this wiring configuration. If connectors are used, fold down the
rear panel of the output file and find the set of 3 keyed connectors
and connect them as shown below:

1 - 2PY ------------	1- CMU-13
2 - 4PY ------------	2- CMU-16
3 - 6PY ------------	3- CMU-R
4 - 8PY ------------	4- CMU-U

MAXTIME ALTERNATE PHASING PATTERN PROGRAMMING DETAIL

Front Panel
Main Menu >Controller >Coordination >Patterns

Web Interface
Home >Controller >Coordination >Patterns

Pattern Parameters

Pattern	Veh Det Plan	Overlap Plan
*	2	2

* The Pattern number(s) are to be determined by
the Division and/or City Traffic Engineer.

MAXTIME DETECTOR PROGRAMMING DETAIL FOR ALTERNATE PHASING LOOP 7A

Front Panel
Main Menu >Controller >Detector >Veh Det Plans

Web Interface
Home >Controller >Detector Configuration >Vehicle Detectors

In the table view of web interface right click on "Detector" in
the top left corner of the table. Copy the entire contents of
Detector Plan 1. Paste Detector Plan 1 into Detector Plan 2.
Modify Detector Plan 2 as shown below and save changes.

Plan 2

	Detector	Call Phase	Delay
7A	21	7	0

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 06-1389T
DESIGNED: Feb 2025
SEALED: 2/10/2025
REVISED:

Temporary Signal - TMP Phase III, Step 1
Electrical Detail - Sheet 3 of 3

stv
STV Engineers, Inc.
900 West Trade St., Suite 715
Charlotte, NC 28202
(704) 372-1885
NC License Number F-0991
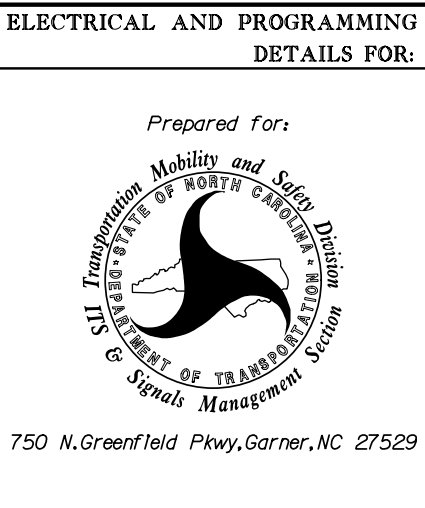
ELECTRICAL AND PROGRAMMING DETAILS FOR:	SR 1997 (Fayetteville Road) at SR 1984 (Linkhaw Road) Temporary U-Turn North
Prepared for:	Division 6 Robeson County Lumberton
	PLAN DATE: Feb 2025	REVIEWED BY: H.M. Surti
	PREPARED BY: R.L. Aristondo	REVIEWED BY: T.M. Moody
750 N.Greenfield Pkwy,Garner,NC 27529	REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA
PROFESSIONAL
SEAL
040329
ENGINEER
TRENT M. MOODY

Trent Moody   2/10/2025

SIG. INVENTORY NO.   06-1389T