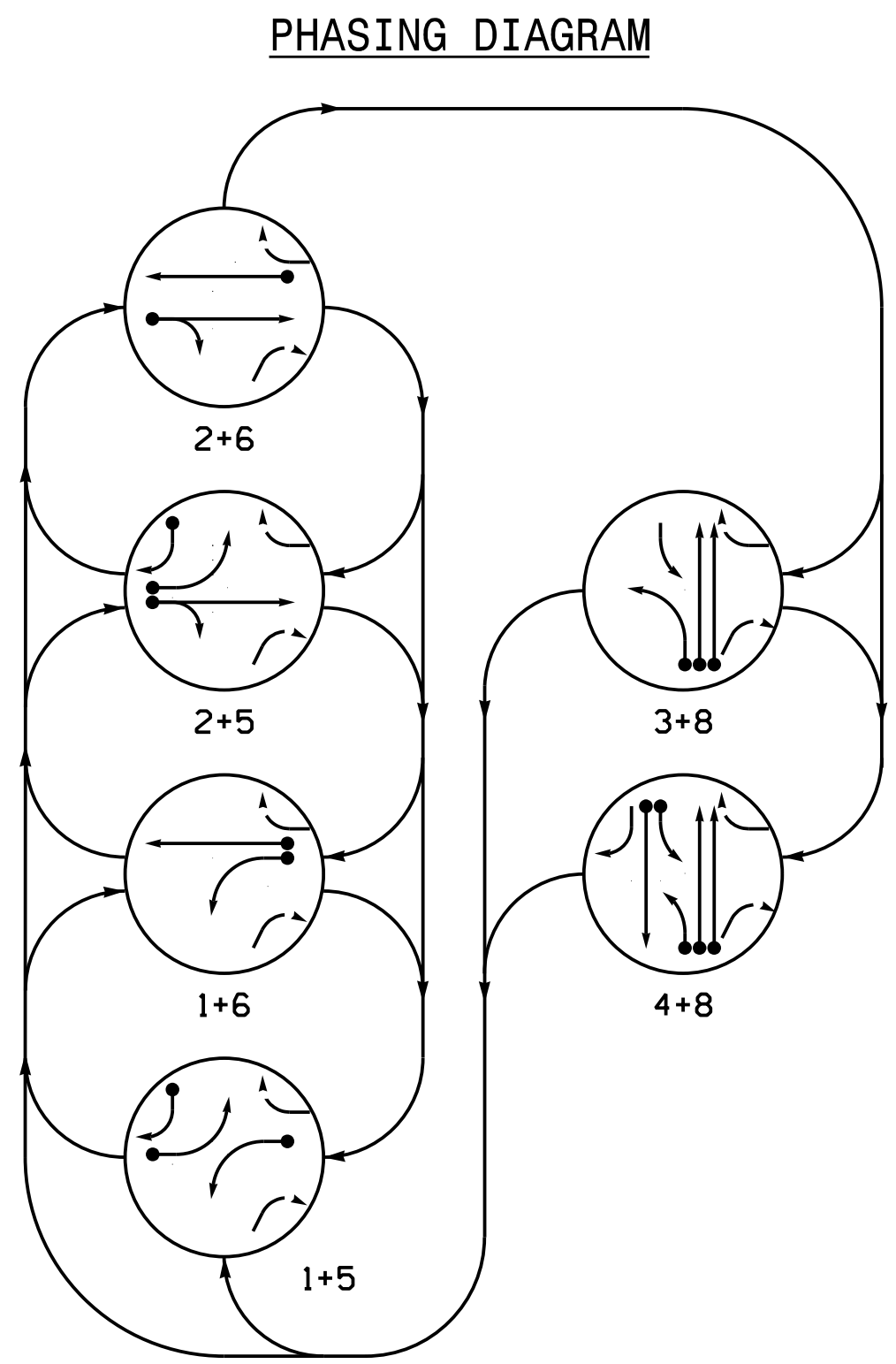
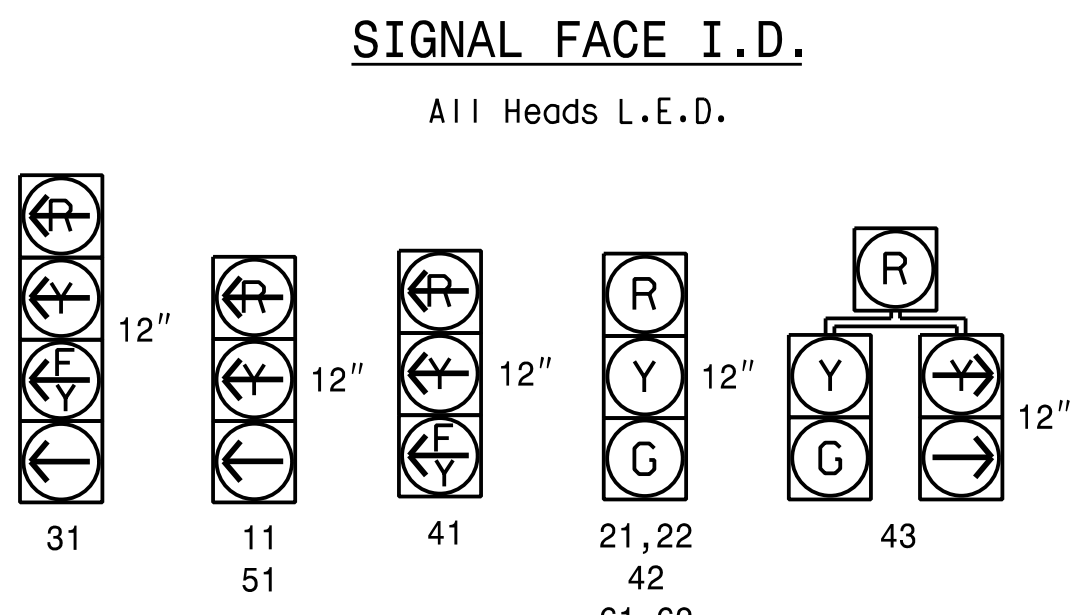


SIGNAL FACE	PHASE						
	1 + 5	1 + 6	2 + 5	2 + 6	3 + 8	4 + 8	FLUSH
11	←	←	→	→	→	→	→
21,22	R	R	G	G	R	R	R
31	→	→	→	→	←	←	←
41	→	→	→	→	←	←	←
42	R	R	R	R	G	G	R
43	R	R	R	R	G	G	R
51	←	←	←	←	←	←	←
61,62	R	G	R	G	R	R	R
81,82	R	R	R	R	G	G	R



MAXTIME DETECTOR INSTALLATION CHART											
DETECTOR						PROGRAMMING					
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	URNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN
1A	*	0	*	-	1	3.0	-	X	-	X	-
2A	*	300	*	-	2	-	-	X	-	X	-
3A	*	0	*	-	3	15.0	-	X	-	X	-
4A	*	0	*	-	4	-	-	X	-	X	-
4B	*	0	*	-	4	-	-	X	-	X	-
5A	*	0	*	-	5	-	-	X	-	X	-
5B	*	0	*	-	5	15.0	-	X	-	X	-
6A	*	300	*	-	6	-	-	X	-	X	-
8A	*	0	*	-	8	-	-	X	-	X	-
8B	*	0	*	-	8	-	-	X	-	X	-

* Multizone Microwave Detection

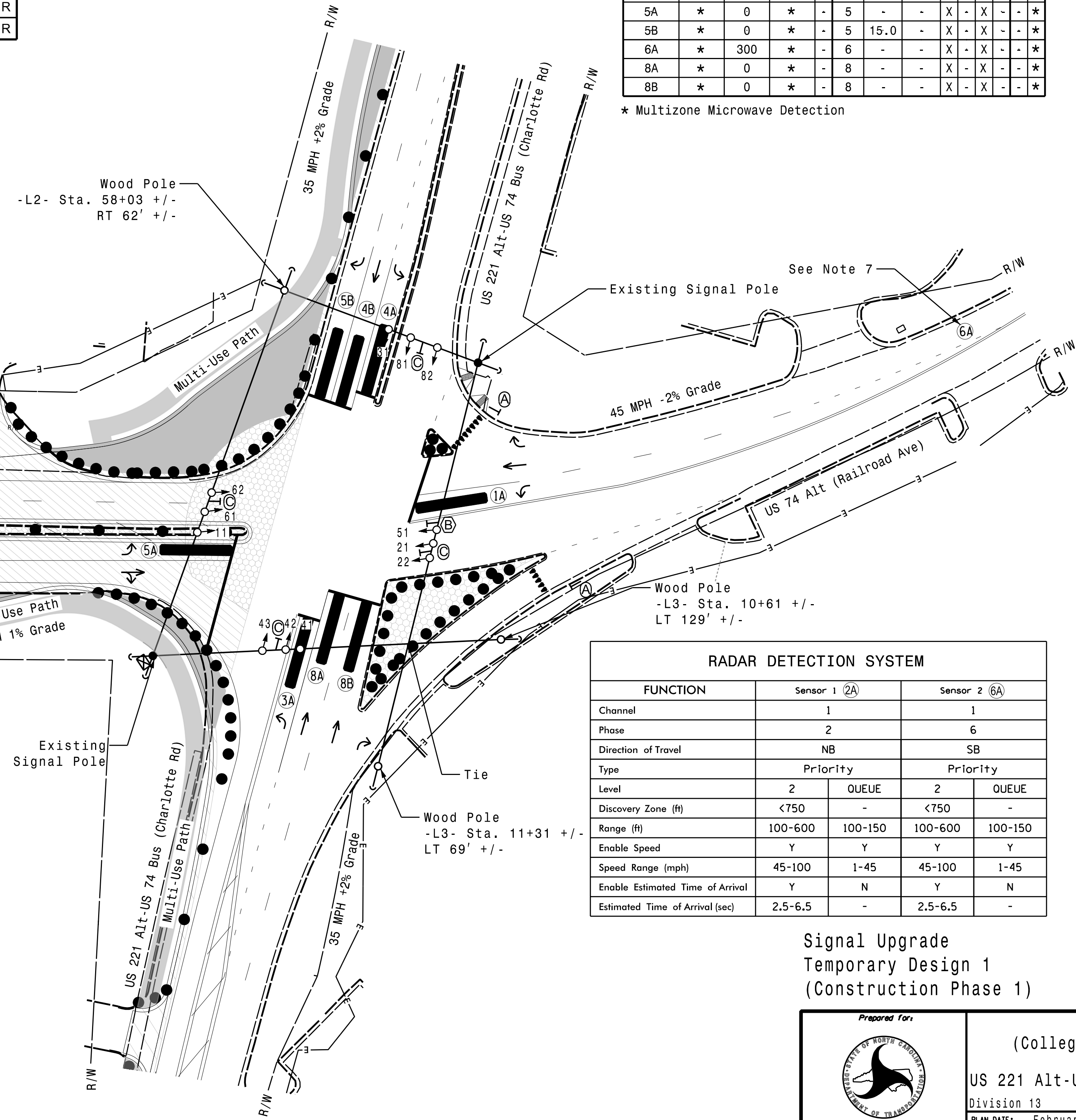
6 Phase
Fully Actuated
Signal System #: D13-24_Rutherfordton

NOTES

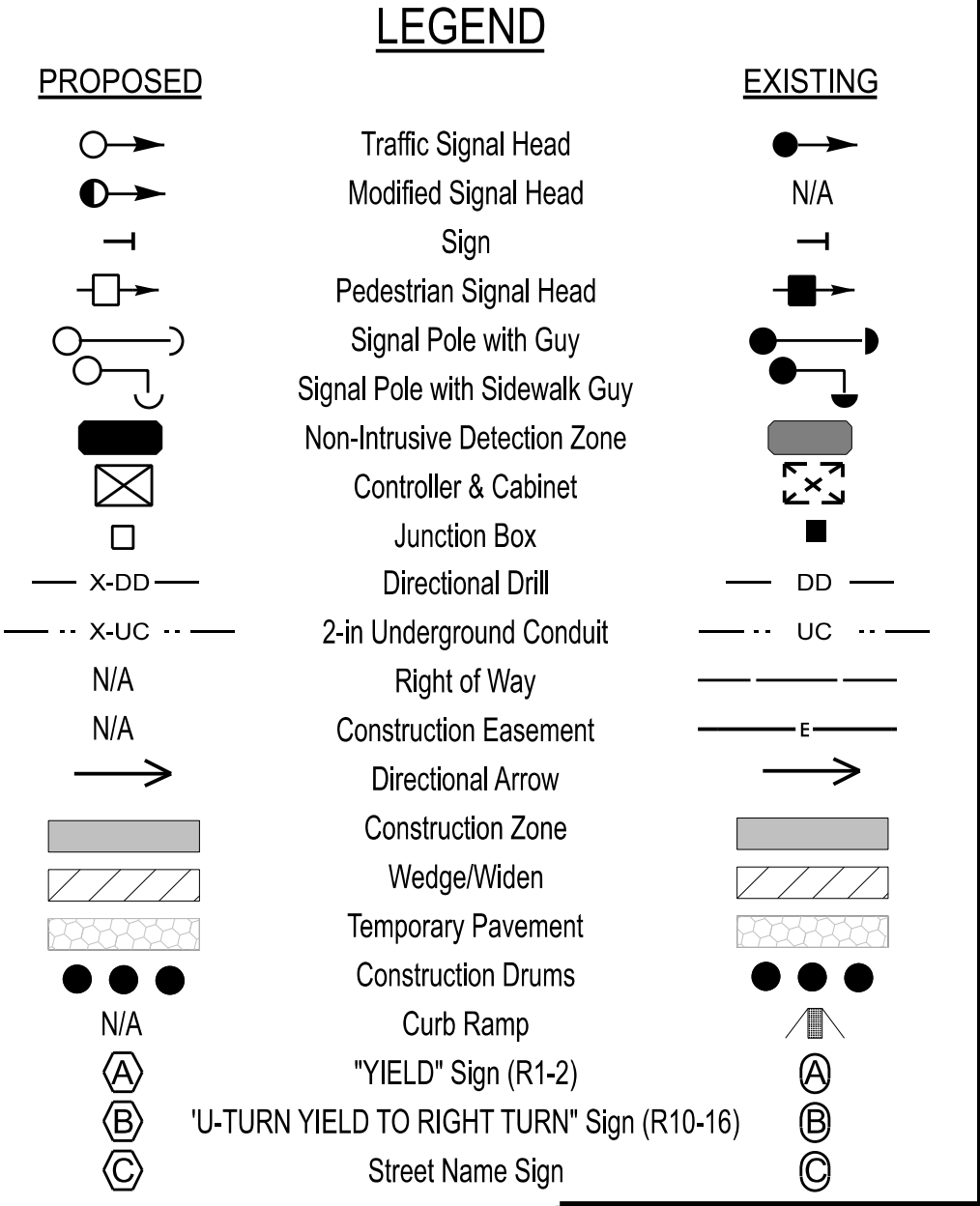
- Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications January 2024.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 or phase 5 may be lagged.
- Phase 3 may be lagged.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- This intersection uses multi-zone microwave 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.
- See HL-0065 TMP Phase I for pavement markings.
- Relocate existing street name signs.

FEATURE	PHASE							
	1	2	3	4	5	6	8	
Walk *	-	-	-	-	-	-	-	-
Ped Clear	-	-	-	-	-	-	-	-
Min Green *	7	12	7	7	7	12	7	-
Passage *	2.0	2.0	2.0	2.0	2.0	2.0	2.0	-
Max 1 *	25	90	25	20	25	90	20	-
Yellow Change	3.0	4.7	3.0	3.7	3.0	4.7	3.7	-
Red Clear	3.2	1.5	2.1	2.4	3.2	1.5	2.4	-
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	-
Added Initial *	-	-	-	-	-	-	-	-
Maximum Initial *	-	-	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-	-	-
Advance Walk	-	-	-	-	-	-	-	-
Non Lock Detector	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.



RADAR DETECTION SYSTEM				
FUNCTION	Sensor 1 (2A)		Sensor 2 (6A)	
Channel	1		1	
Phase	2		6	
Direction of Travel	NB		SB	
Type	Priority		Priority	
Level	2	QUEUE	2	QUEUE
Discovery Zone (ft)	<750		<750	
Range (ft)	100-600	100-150	100-600	100-150
Enable Speed	Y	Y	Y	Y
Speed Range (mph)	45-100	1-45	45-100	1-45
Enable Estimated Time of Arrival	Y	N	Y	N
Estimated Time of Arrival (sec)	2.5-6.5	-	2.5-6.5	-



Signal Upgrade
Temporary Design 1
(Construction Phase 1)



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	US 74 Alt (College Ave/Railroad Ave) at US 221 Alt-US 74 Bus (Charlotte Rd)	
	Division 13 Rutherford County Rutherfordton PLAN DATE: February 2026 REVIEWED BY: N.K. Vianich PREPARED BY: E.E. Tiller REVIEWED BY: N.R. Simmons	
REVISIONS		INITIALS
DATE		DATE
SIGNATURE		SIGNATURE
SIC. INVENTORY NO. 13-018471		