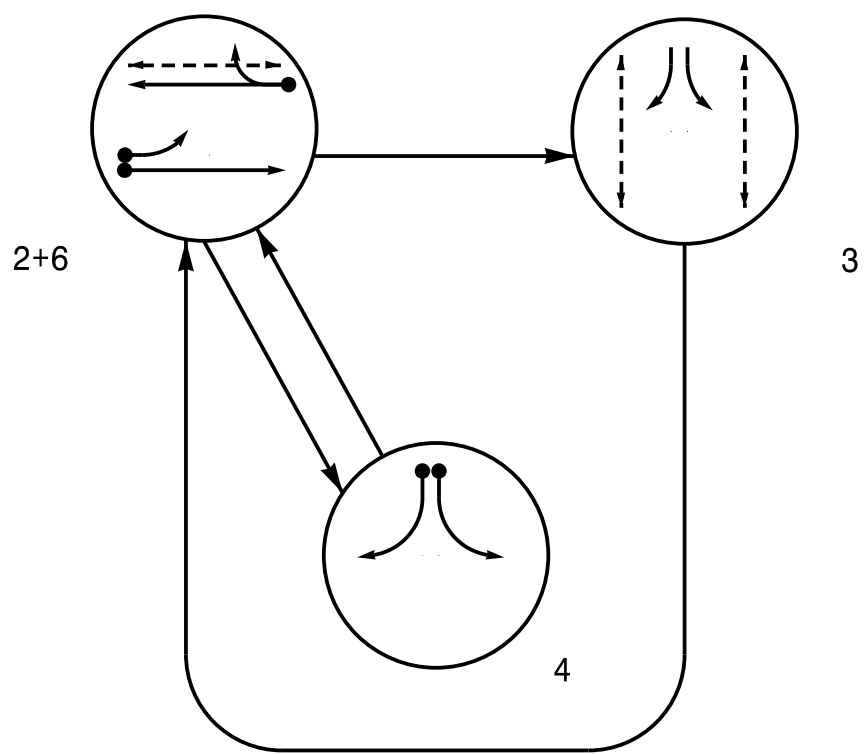


PHASING DIAGRAM

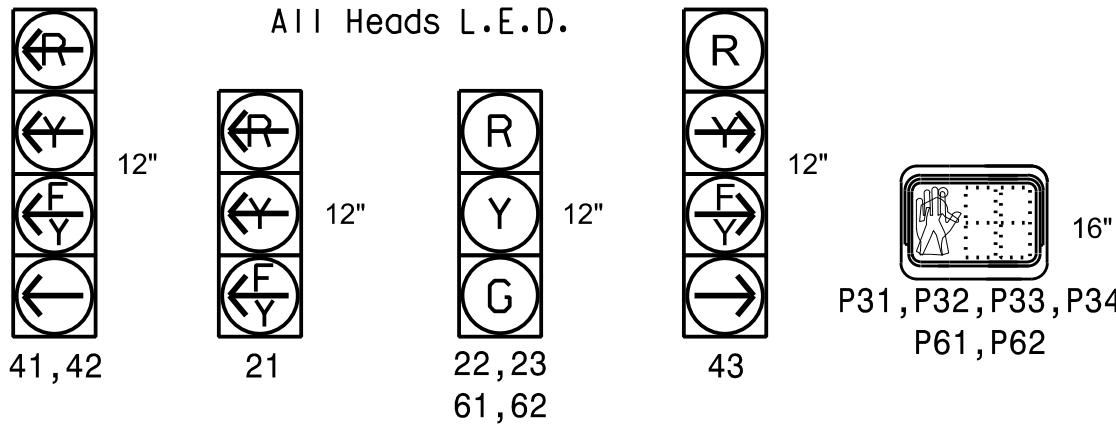


PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION					
SIGNAL FACE	PHASE			FLASH	
	2+6	4	3		
21	F	R	R	R	
22, 23	G	R	R	R	
41, 42	R	F	F	R	
43	R	F	F	R	
61, 62	G	R	R	R	
P31, P32, P33, P44	DW	DW	W	DRK	
P61, P62	W	DW	DW	DRK	

SIGNAL FACE I.D.



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	NEW CARD
2A	6X6	70	*	X	2	-	-	X	-	X	*
2B	6X40	0	*	X	2	-	-	X	-	X	*
4A	6X40	0	*	X	4	3:0	-	X	-	X	*
4B	6X40	0	*	X	4	-	-	X	-	X	*
6A	6X6	70	*	X	6	-	-	X	-	X	*

* Multizone Microwave Detection

3 Phase
Fully Actuated
Isolated

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.
- Omit phase 4 during phase 3 on.
- Set all detector units to presence mode.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- To provide a leading pedestrian interval on phase 3, program FYA head numbered 41, 42, and 43 to delay for 7 seconds after the start of the phase 3 walk interval. See Electrical Details for programming.
- This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.

LEGEND

PROPOSED	EXISTING

MAXTIME TIMING CHART

FEATURE	PHASE			
	2	3	4	6
Walk *	-	14	-	14
Ped Clear	-	13	-	11
Min Green *	10	7	7	10
Passage *	3.0	2.0	2.0	3.0
Max 1 *	45	25	25	45
Yellow Change	3.0	3.0	3.0	3.0
Red Clear	3.1	3.1	3.1	3.1
Red Revert	2.0	2.0	2.0	2.0
Added Initial *	-	-	-	-
Maximum Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Advance Walk	-	**	-	7
Non Lock Detector	-	X	X	-
Vehicle Recall	MIN RECALL	-	-	MIN RECALL
Dual Entry	-	-	-	-

* 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 7.

Signal Upgrade - Final Design

	US 221 Alt-US 74 Bus (Main St) at SR 1546 (Spindale St)	SEAL
Division 13 Rutherford County Spindale	PLAN DATE: February 2026 REVIEWED BY: N.K. Vianich	REVIEWED BY: N.R. Simmons
PREPARED BY: E.E. Tiller	REVISIONS	INIT. DATE
DocuSigned by: 		
SIGNATURE DATE		
SIG. INVENTORY NO. 13-0174		

HNTB

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