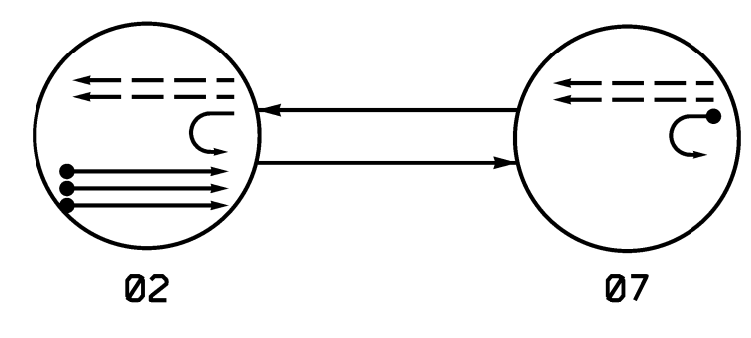
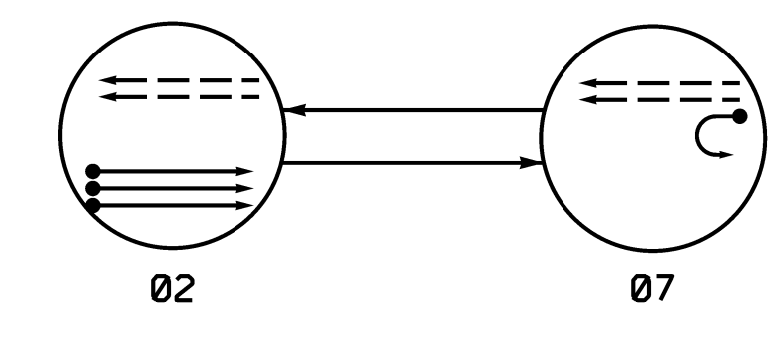


DEFAULT PHASING DIAGRAM



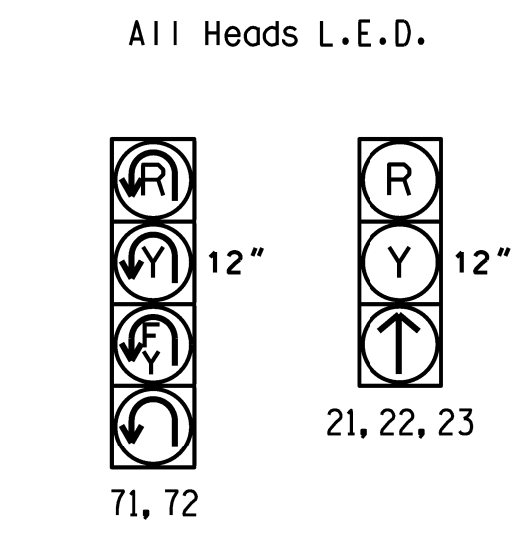
ALTERNATE PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE I.D.



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02	07	FLASH
21, 22, 23		R	Y
71, 72	(F)	(R)	(Y)

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02	07	FLASH
21, 22, 23		R	Y
71, 72	(R)	(Y)	(F)

MAXTIME DETECTOR INSTALLATION CHART

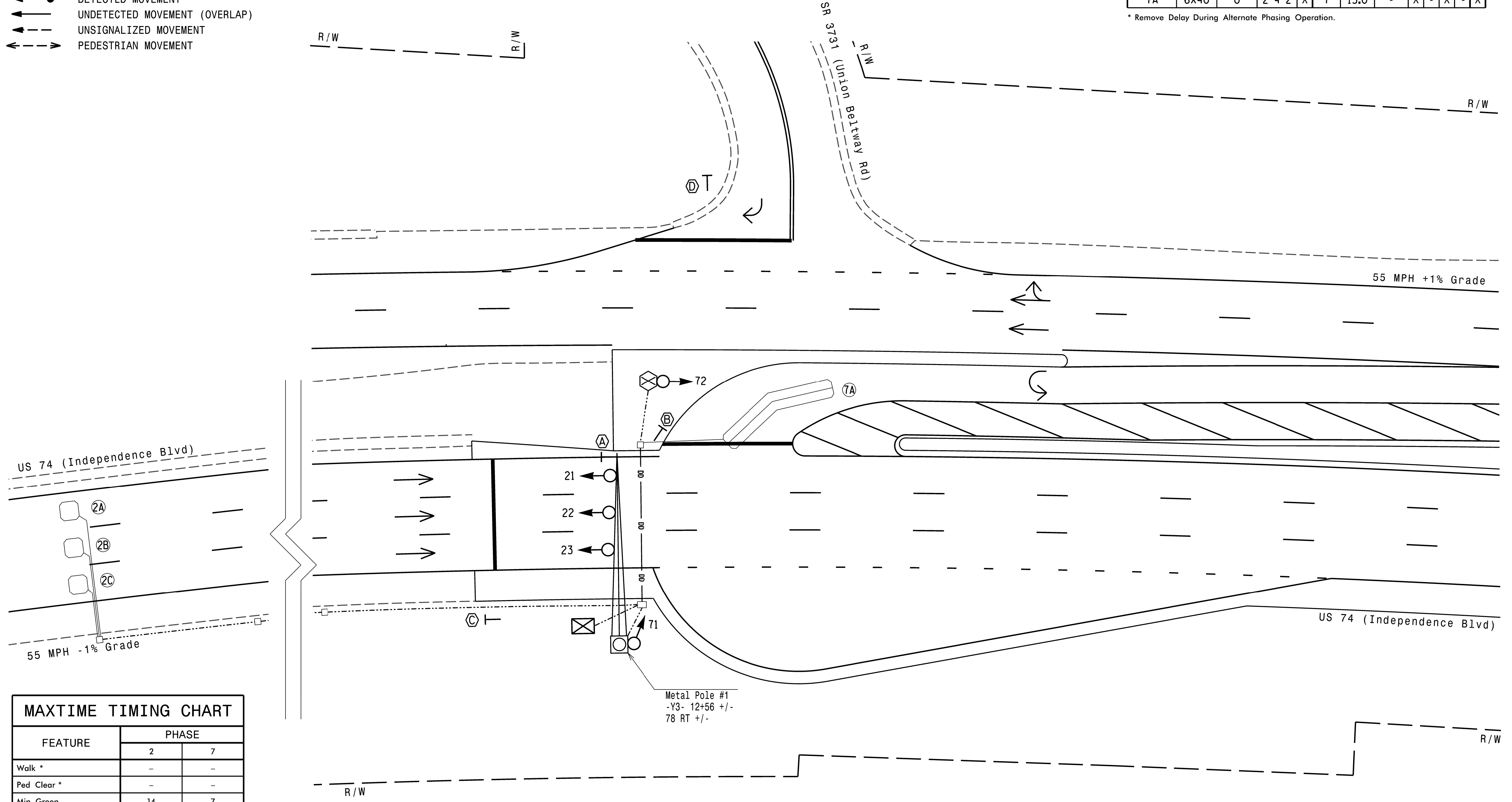
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD
2A	6X6	420	5	X	2	-	-	X	X	X	-	X
2B	6X6	420	5	X	2	-	-	X	X	X	-	X
2C	6X6	420	5	X	2	-	-	X	X	X	-	X
7A	6X40	0	2-4-2	X	7	15.0*	-	X	-	X	-	X

* Remove Delay During Alternate Phasing Operation.

2 Phase Fully Actuated w/ Alternate Phasing Operation US 74 Indian Trail CLS Signal System #11033

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 7 may be lagged.
4. Set all detector units to presence mode.
5. The Division Traffic Engineer will determine the hours of use for each phasing plan.
6. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



LEGEND

- | PROPOSED | EXISTING |
|--|-------------------------------------|
| ○ → Traffic Signal Head | ● → N/A |
| ○ → Modified Signal Head | ○ → N/A |
| ○ → Pedestrian Signal Head With Push Button & Sign | ○ → N/A |
| ○ → Signal Pole with Guy | ○ → N/A |
| ○ → Signal Pole with Sidewalk Guy | ○ → N/A |
| ⊗ Inductive Loop Detector | ⊗ Inductive Loop Detector |
| ⊗ Controller & Cabinet | ⊗ Controller & Cabinet |
| □ Junction Box | □ Junction Box |
| □ Oversized Junction Box | □ Oversized Junction Box |
| --- 2-in Underground Conduit | --- 2-in Underground Conduit |
| N/A Right of Way | --- Right of Way |
| → Directional Arrow | → Directional Arrow |
| ⊗ Type III Signal Pedestal | ⊗ Type III Signal Pedestal |
| ○ Metal Pole with Mastarm | ○ Metal Pole with Mastarm |
| DD Directional Drill | N/A |
| (A) No Left Turn Sign (R3-2) | (A) No Left Turn Sign (R3-2) |
| (B) No Right Turn Sign (R3-1) | (B) No Right Turn Sign (R3-1) |
| (C) "STOP HERE ON RED" Sign (R10-6) | (C) "STOP HERE ON RED" Sign (R10-6) |
| (D) Stop Sign (R1-1) | (D) Stop Sign (R1-1) |

MAXTIME TIMING CHART

FEATURE	PHASE	
	2	7
Walk *	-	-
Ped Clear *	-	-
Min Green	14	7
Passage *	6.0	2.0
Max I *	90	30
Yellow Change	5.3	3.0
Red Clear	1.3	2.8
Added Initial *	1.5	-
Maximum Initial *	46	-
Time Before Reduction *	15	-
Time To Reduce *	40	-
Minimum Gap	3.4	-
Advance Walk	-	-
Non Lock Detector	-	X
Vehicle Recall	MIN. RECALL	-
Dual Entry	-	-

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

New Installation

Prepared For the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27526

US 74 (Independence Boulevard) at WB US 74 U-Turn

Division 10 Union County Indian Trail

PLAN DATE: June 2023 REVIEWED BY: S.G. Haynie

PREPARED BY: P. Koloski REVIEWED BY:

SEAL

SEAL 029531

STEVEN G. HAYNIE

DATE: 6/21/2023

SCALE: 0 20 1"=20'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SIG. INVENTORY NO. 10-2426

6/21/2023 8:40:05 AM C:\Users\pcoff\OneDrive\Documents\Signal Design\2022XXXX.dgn 11:35:18 AM

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