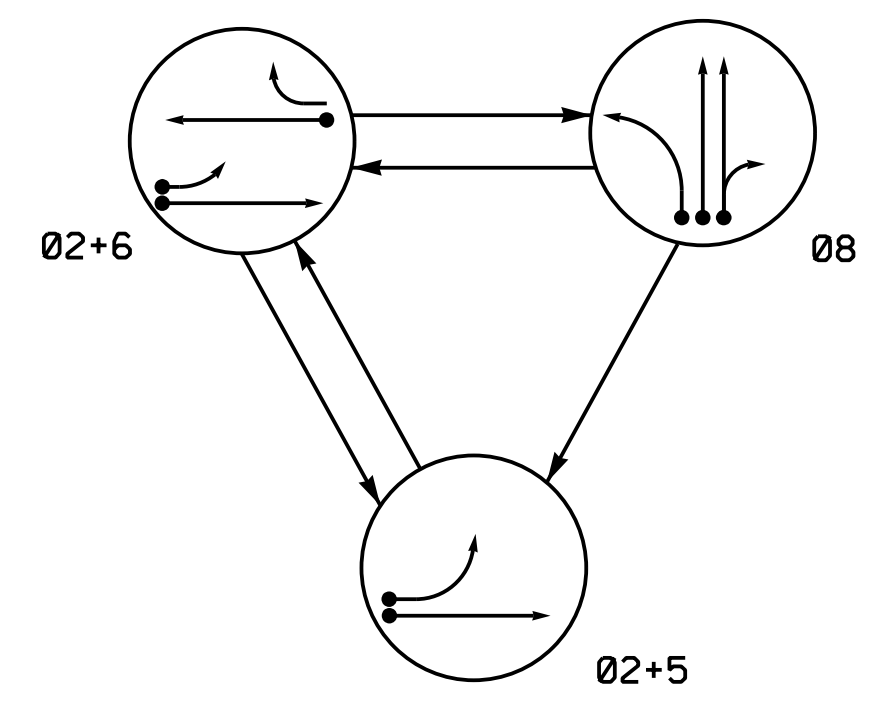
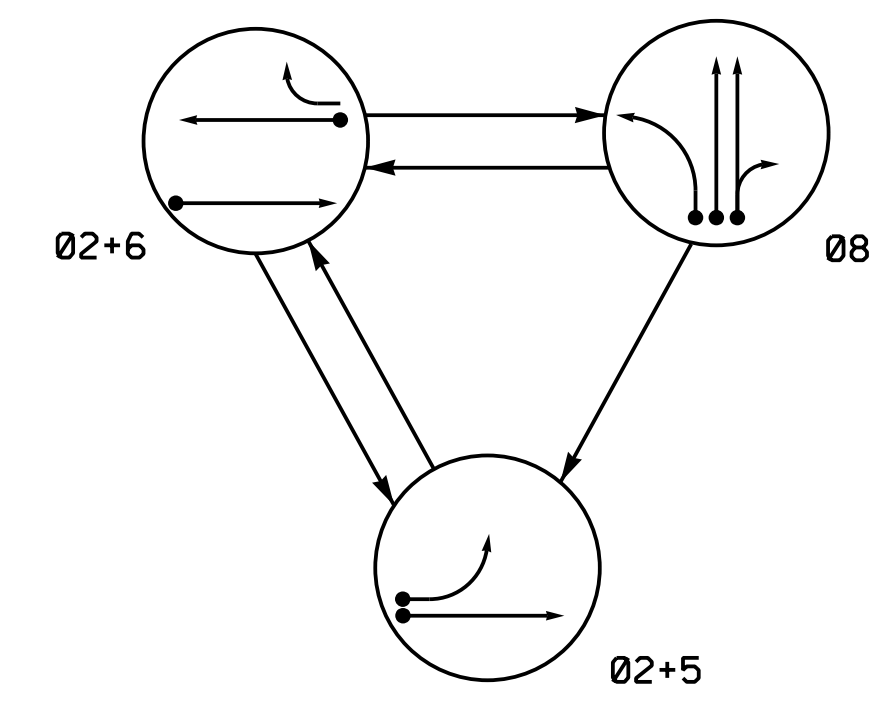


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

| SIGNAL FACE | PHASE | | | |
|-------------|-------|------|----|---------|
| | 02+5 | 02+6 | 08 | F L S H |
| 21 | G | G | R | Y |
| 22 | ↑ | ↑ | R | Y |
| 51 | ← | ← | ← | ← |
| 61 | R | ↑ | R | Y |
| 62 | R | G | R | Y |
| 63 | R | ← | ← | ← |
| 81 | ← | ← | ← | ← |
| 82,83 | R | R | G | R |

ALTERNATE PHASING TABLE OF OPERATION

| SIGNAL FACE | PHASE | | | |
|-------------|-------|------|----|---------|
| | 02+5 | 02+6 | 08 | F L S H |
| 21 | G | G | R | Y |
| 22 | ↑ | ↑ | R | Y |
| 51 | ← | ← | ← | ← |
| 61 | R | ↑ | R | Y |
| 62 | R | G | R | Y |
| 63 | R | ← | ← | ← |
| 81 | ← | ← | ← | ← |
| 82,83 | R | R | G | R |

MAXTIME DETECTOR INSTALLATION CHART

| ZONE | SIZE (FT) | DISTANCE FROM STOPBAR (FT) | TURNS | NEW LOOP | PROGRAMMING | | | | | | |
|------|-----------|----------------------------|-------|----------|-------------|------------|-------------|--------|---------------|------|--------------------|
| | | | | | CALL PHASE | DELAY TIME | EXTEND TIME | EXTEND | ADDED INITIAL | CALL | RELAY DURING GREEN |
| 2A* | 6X6 | 70 | * | * | 2 | - | - | X | X | - | * |
| 5A* | 6X40 | 0 | * | * | 5 | **15 | - | X | X | - | * |
| 6A* | 6X6 | 70 | * | * | 2 | - | - | X | X | - | * |
| 8A* | 6X40 | 0 | * | * | 8 | - | - | X | X | - | * |
| 8B* | 6X40 | 0 | * | * | 8 | - | - | X | X | - | * |
| 8C* | 6X40 | 0 | * | * | 8 | 10 | - | X | X | - | * |
| 8D* | 6X20 | 0 | * | * | 8 | 15 | - | X | X | - | * |

* Microwave Detection
 ** Disable Delay during Alternate Phasing Operation.
 * Disable phase call during Alternate Phasing operation.

3 Phase Fully Actuated (Isolated)

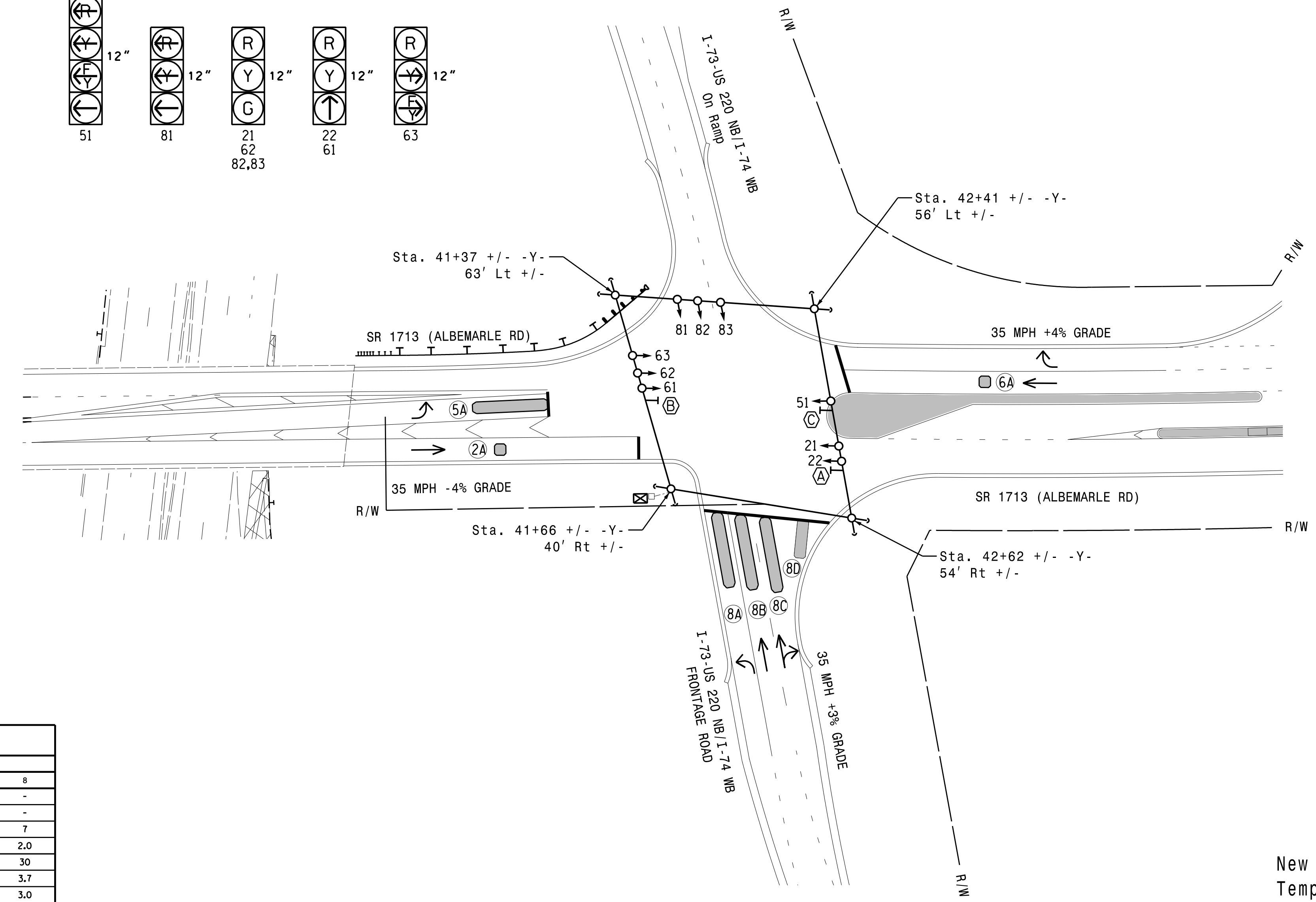
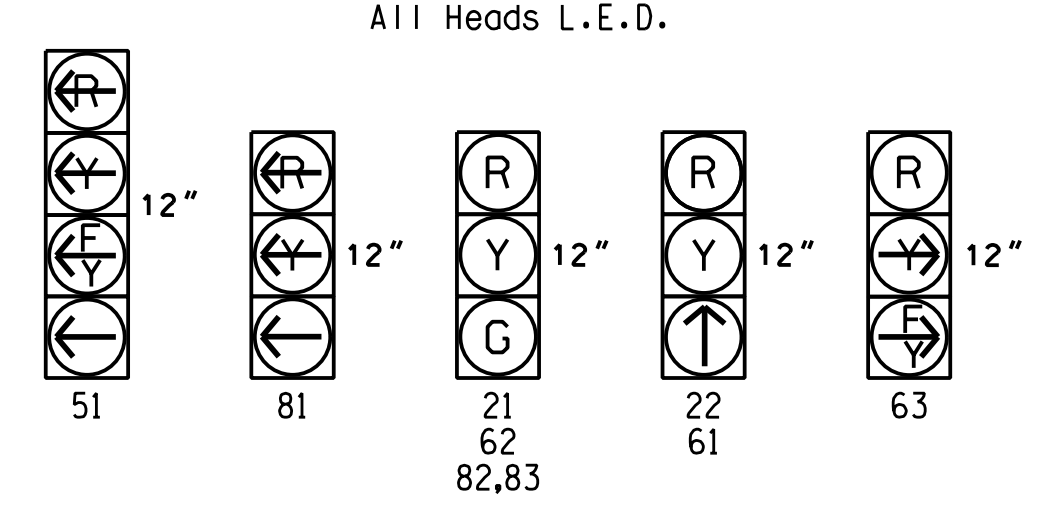
NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 5 may be lagged.
4. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
7. The Division Traffic Engineer will determine the hours of use for each phasing plan.

PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE I.D.



MAXTIME TIMING CHART

| FEATURE | PHASE | | | |
|-------------------------|------------|-----|------------|-----|
| | 2 | 5 | 6 | 8 |
| Walk * | - | - | - | - |
| Ped Clear * | - | - | - | - |
| Min Green | 10 | 7 | 10 | 7 |
| Passage * | 3.0 | 2.0 | 3.0 | 2.0 |
| Max I * | 60 | 20 | 60 | 30 |
| Yellow Change | 4.1 | 3.0 | 4.1 | 3.7 |
| Red Clear | 3.1 | 3.3 | 3.1 | 3.0 |
| Added Initial * | - | - | - | - |
| Maximum Initial * | - | - | - | - |
| Time Before Reduction * | - | - | - | - |
| Time To Reduce * | - | - | - | - |
| Minimum Gap | - | - | - | - |
| Advance Walk | - | - | - | - |
| 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 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

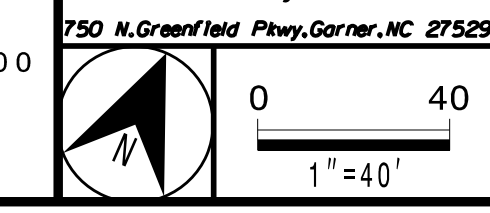
- | PROPOSED | EXISTING |
|--|---|
| ○ → Traffic Signal Head | ● → Traffic Signal Head |
| ○ → Modified Signal Head | N/A |
| ↑ Sign | ↑ Sign |
| □ Pedestrian Signal Head With Push Button & Sign | □ Pedestrian Signal Head |
| ○ → Signal Pole with Guy | ○ → Signal Pole with Guy |
| ○ → Signal Pole with Sidewalk Guy | ○ → Signal Pole with Sidewalk Guy |
| □ Inductive Loop Detector | □ Inductive Loop Detector |
| □ Controller & Cabinet | □ Controller & Cabinet |
| □ Junction Box | □ Junction Box |
| - - - 2-in Underground Conduit | - - - 2-in Underground Conduit |
| N/A Right of Way | — Right of Way |
| → Directional Arrow | → Directional Arrow |
| █ Construction Zone | █ Construction Zone |
| █ Microwave Detection Zone | █ Microwave Detection Zone |
| N/A Guardrail | — Guardrail |
| (A) No Right Turn Sign (R3-1) | (A) No Right Turn Sign (R3-1) |
| (B) No U-Turn/No Left Turn Sign (R3-18) | (B) No U-Turn/No Left Turn Sign (R3-18) |
| (C) Left Turn Sign (R3-1L) | (C) Left Turn Sign (R3-1L) |

New Installation - Temporary Design (Construction Phase IIA)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

| | | | |
|--|---|--|--|
| | SR 1713 (Albemarle Rd) at I-73-US 220 NB/I-74 WB Ramps | | |
| | Division 8 Randolph County Asheville PLAN DATE: August 2021 PREPARED BY: N.K. Vlanich | REVIEWED BY: A.D. Klinksiek REVIEWED BY: N.R. Simmons | |

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REVISIONS

| NO. | INIT. | DATE |
|-----|-------|------|
| | | |