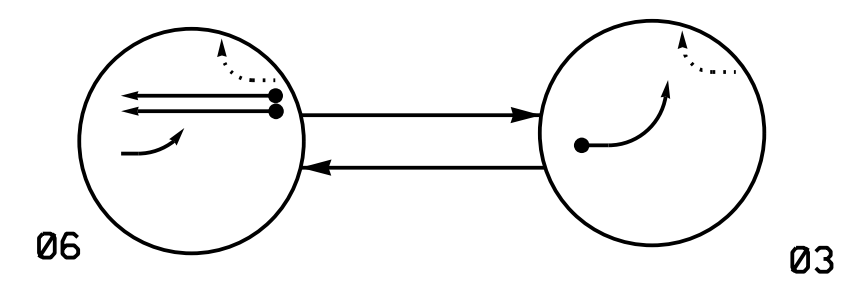
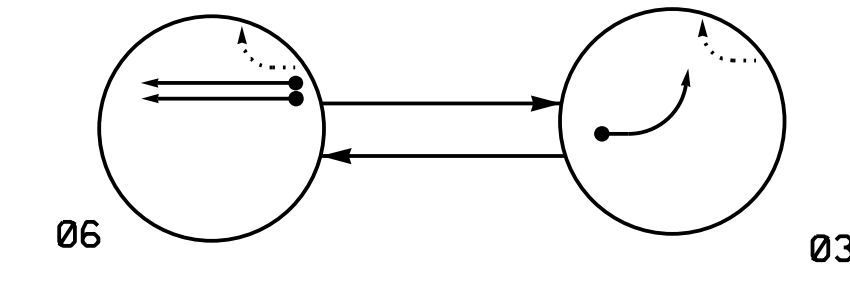


**DEFAULT PHASING DIAGRAM**



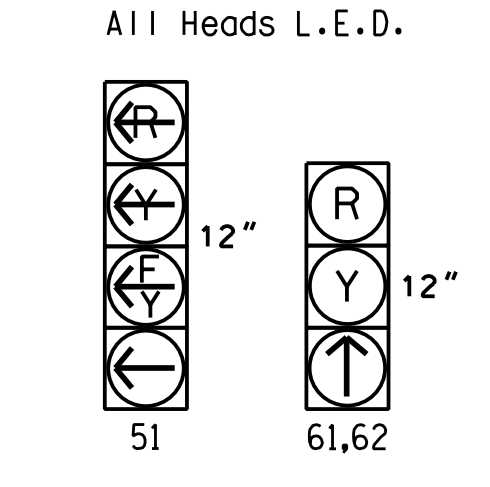
**ALTERNATE PHASING DIAGRAM**



**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		
	06	03	FLASH
51	—	—	—
61,62	↑	R	Y

**ALTERNATE PHASING TABLE OF OPERATION**

SIGNAL FACE	PHASE		
	06	03	FLASH
51	—R	—	—
61,62	↑	R	Y

**MAXTIME DETECTOR INSTALLATION CHART**

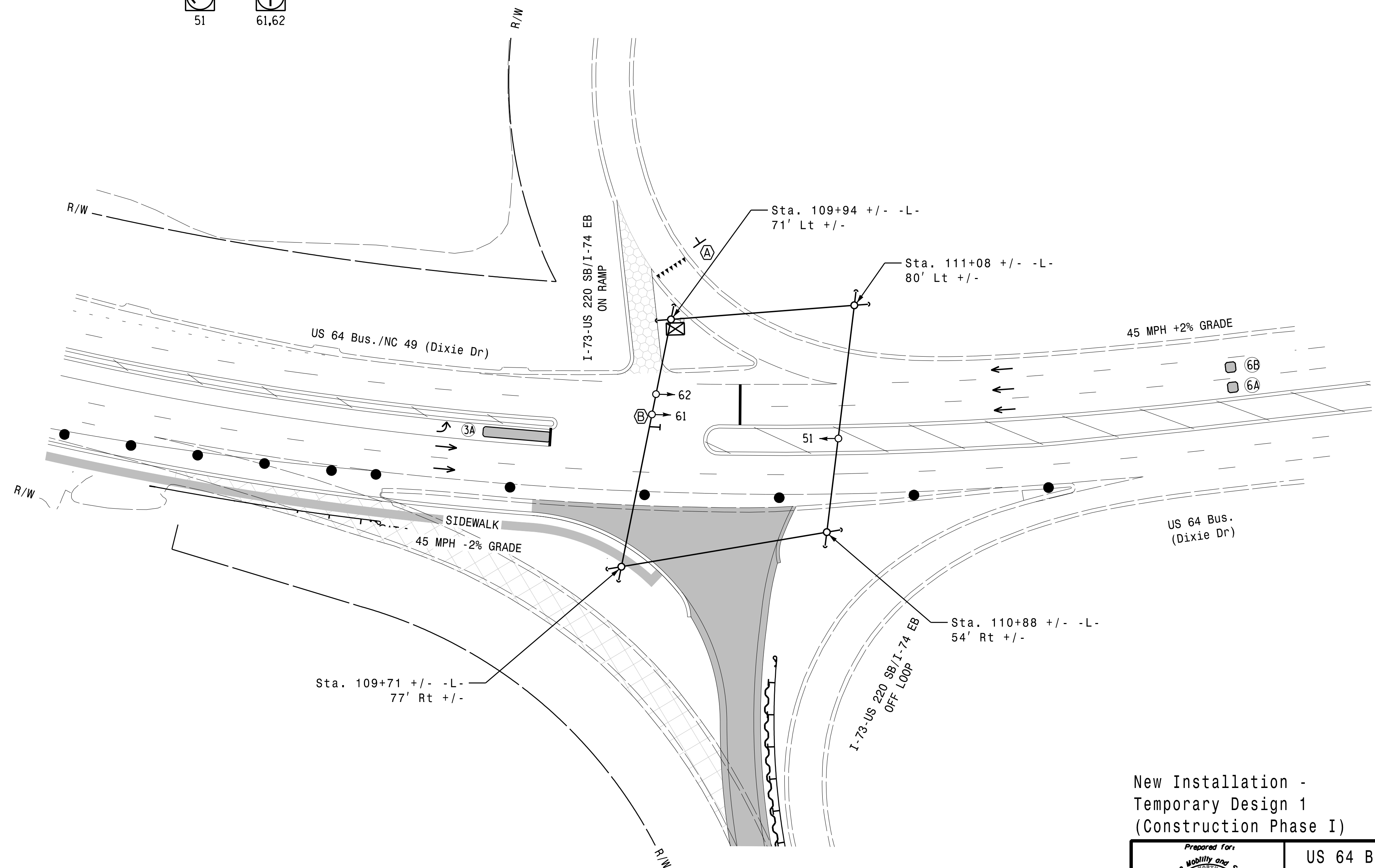
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND INITIAL	CALL	RELAY DURING GREEN	NEW CARD	
3A*	6X40	0	*	*	3	**15	-	X	X	X	X	X
6A*	6X6	300	*	*	6	-	-	X	X	X	X	X
6B*	6X6	300	*	*	6	-	-	X	X	X	X	X

\* Microwave Detection  
\*\* Disable Delay During Alternate Phasing Operation.

2 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. Set all detector units to presence mode.
4. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
5. Incorporate Microwave Detection system for vehicle detection.
6. This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.



**MAXTIME TIMING CHART**

FEATURE	PHASE	
	3	6
Walk *	-	-
Ped Clear *	-	-
Min Green	7	12
Passage *	2.0	6.0
Max I *	30	90
Yellow Change	3.0	4.3
Red Clear	2.4	1.7
Added Initial *	-	1.5
Maximum Initial *	-	34
Time Before Reduction *	-	15
Time To Reduce *	-	30
Minimum Gap	-	3.0
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 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
□ → Sign	□ → Sign
○ → Pedestrian Signal Head With Push Button & Sign	○ → Pedestrian Signal Head With Push Button & Sign
○ → 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
→ Right of Way	→ Right of Way
→ Directional Arrow	→ Directional Arrow
Construction Zone	Construction Zone
— Microwave Detection Zone	— Microwave Detection Zone
— Guardrail	— Guardrail
● Construction Zone Drums	● Construction Zone Drums
Temporary Pavement	Temporary Pavement
(A) "YIELD" Sign (R1-2)	(A) "YIELD" Sign (R1-2)
(B) No U-Turn/No Left Turn Sign (R3-18)	(B) No U-Turn/No Left Turn Sign (R3-18)

New Installation - Temporary Design 1 (Construction Phase I)

**DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED**

	US 64 Bus. (Dixie Dr)/NC 49 at I-73-US 220 SB/I-74 EB Ramps		
	Division 8 Randolph County Asheville	PLAN DATE: August 2021	
PREPARED BY: N.K. Vlanich	REVIEWED BY: N.R. Simmons	REVISIONS	DATE
HNTB	HNTB NORTH CAROLINA, P.C. 343 E. Six Forks Road, Suite 200 Raleigh, North Carolina 27609 NC License No: C-1554 (919) 546-8997	DocuSigned by: N. R. Simmons DATE: 5/21/2024 SIG. INVENTORY NO. 08-0500T1	0 40 1"=40'