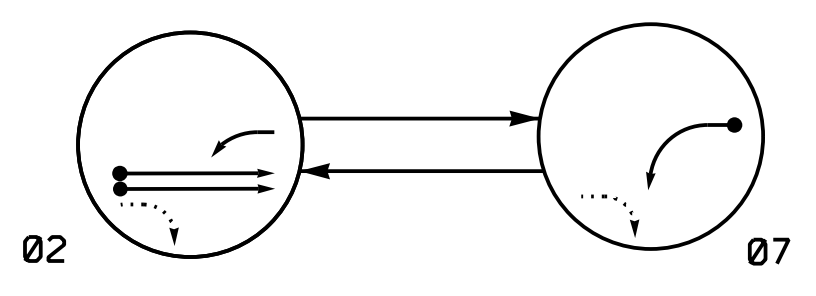
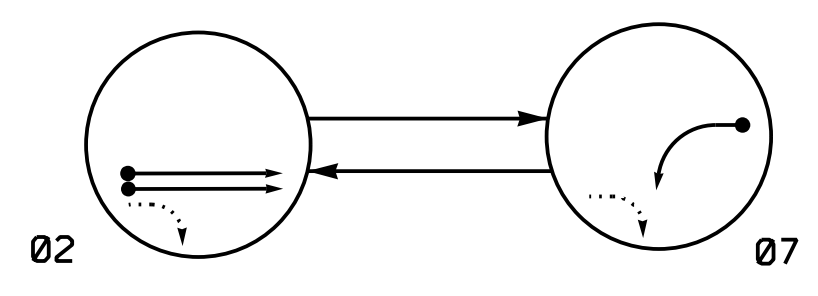


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

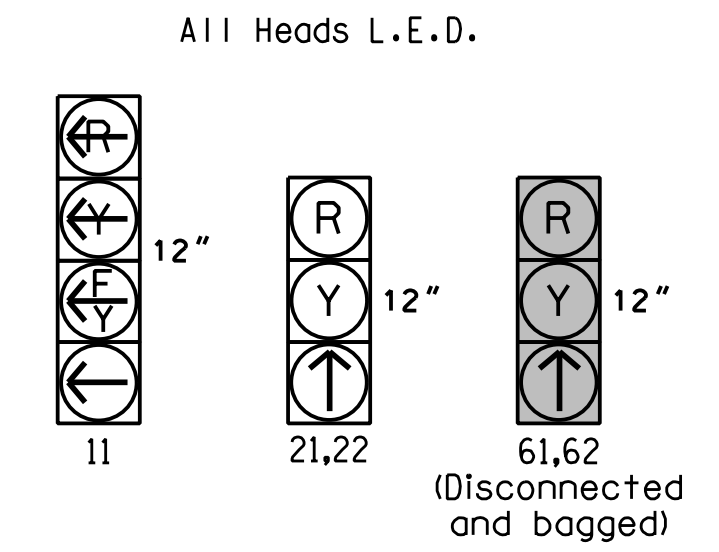
DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02	07	FLASH
11	Y	—	Y
21,22	↑	R	Y

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02	07	FLASH
11	R	—	Y
21,22	↑	R	Y

SIGNAL FACE I.D.



MAXTIME DETECTOR INSTALLATION CHART

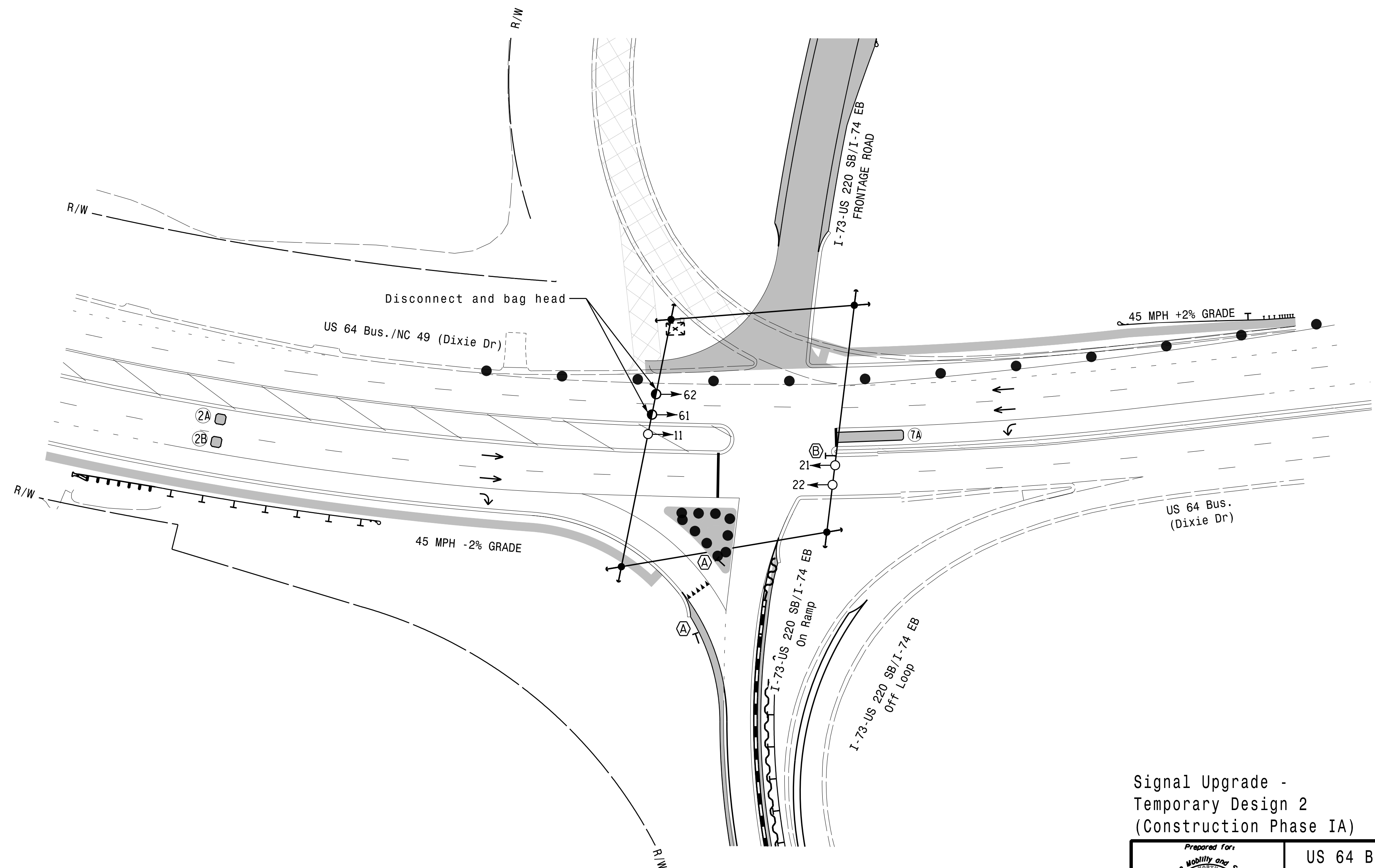
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND INITIAL	CALL	DELAY DURING GREEN	NEW CARD	
2A*	6X6	300	*	*	2	-	-	X	X	X	-	*
2B*	6X6	300	*	*	2	-	-	X	X	X	-	*
7A*	6X40	0	*	*	7	**15	-	X	X	X	-	*

* 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. Disconnect and bag existing signal heads numbered 61 and 62.
4. Set all detector units to presence mode.
5. This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
6. The Division Traffic Engineer will determine the hours of use for each phasing plan.



MAXTIME TIMING CHART

FEATURE	PHASE	
	2	7
Walk *	-	-
Ped Clear *	-	-
Min Green	12	7
Passage *	6.0	2.0
Max 1 *	90	20
Yellow Change	4.7	3.0
Red Clear	1.1	1.8
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 2 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

LEGEND

PROPOSED	EXISTING
○ → Traffic Signal Head	● → N/A
○ → Modified Signal Head	○ → N/A
○ → Sign	○ → 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	○ → N/A
○ → Controller & Cabinet	○ → N/A
○ → Junction Box	○ → N/A
○ → 2-in Underground Conduit	○ → N/A
N/A → Right of Way	N/A → N/A
→ → Directional Arrow	→ → N/A
▨ → Construction Zone	▨ → N/A
▨ → Microwave Detection Zone	▨ → N/A
N/A → Curb Ramp	N/A → N/A
N/A → Guardrail	N/A → N/A
— → Barrier	— → N/A
● ● ● → Construction Zone Drums	● ● ● → N/A
(A) → "YIELD" Sign (R1-2)	(A) → N/A
(B) → No U-Turn/No Left Turn Sign (R3-18)	(B) → N/A

Signal Upgrade -
 Temporary Design 2
 (Construction Phase IA)

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. Vianich	REVIEWED BY: A.D. Klinksiek REVIEWED BY: N.R. Simmons	
	REVISIONS 0 1" = 40'	DATE 5/21/2024	DocuSigned by: N. K. Vianich DATE 5/21/2024 SIG. INVENTORY NO. 08-0500T2

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