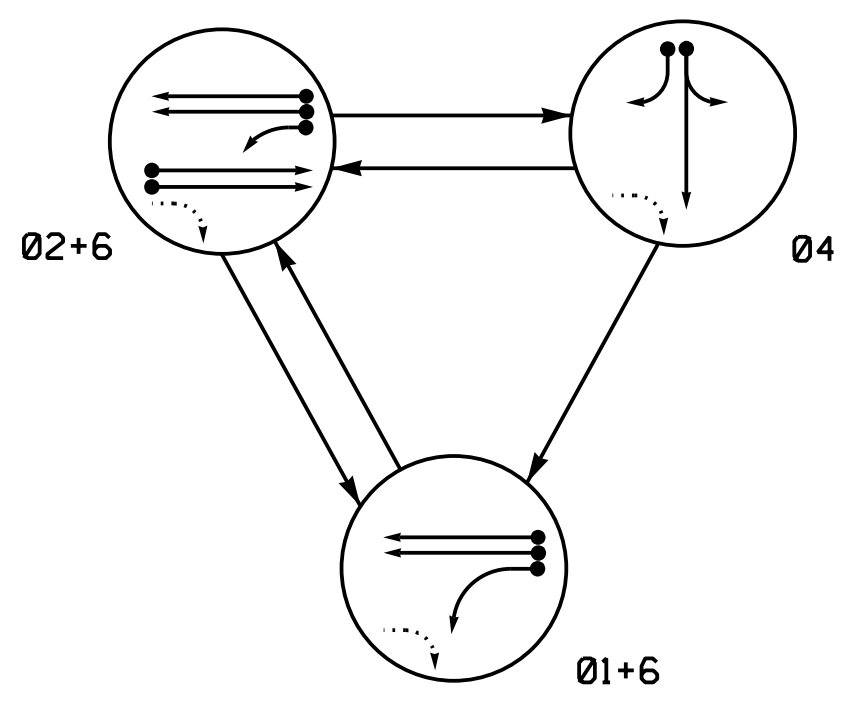
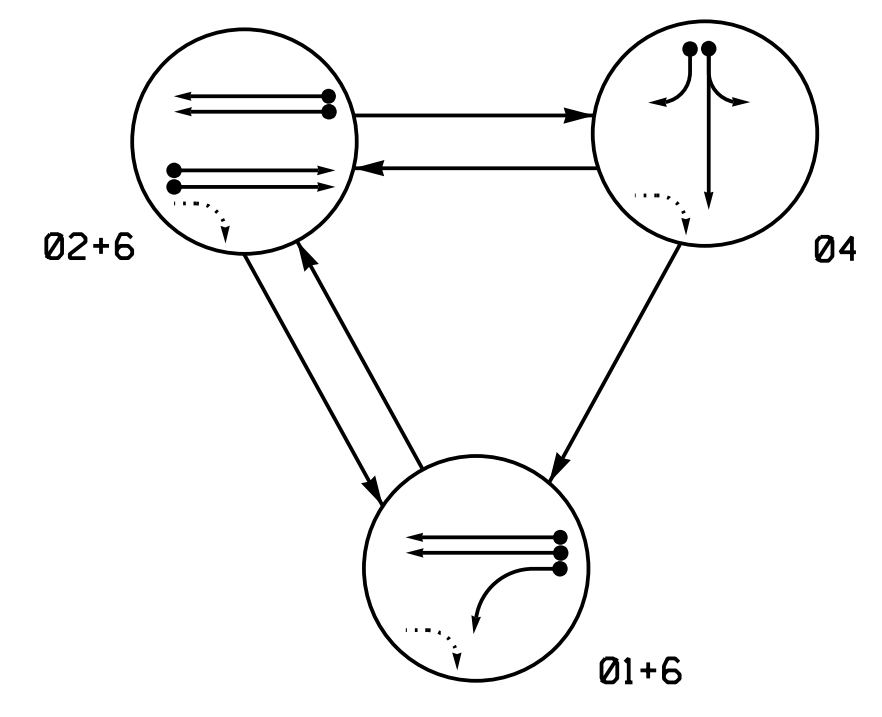


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE			FLASH
	01+6	02+6	04	
11	-	F	R	Y
21,22	R	↑	R	Y
41,42	R	R	G	R
61,62	↑	↑	R	Y

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE			FLASH
	01+6	02+6	04	
11	-	R	R	Y
21,22	R	↑	R	Y
41,42	R	R	G	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	ADDED INITIAL	CALL	RELAY DURING GREEN		
1A*	6X40	0	*	*	1	**15	-	-	X	-	X	-	*
2A*	6X6	300	*	*	2	3	-	-	X	X	X	-	*
2B*	6X6	300	*	*	2	-	-	-	X	X	X	-	*
4A*	6X40	0	*	*	4	-	-	-	X	-	X	-	*
4B*	6X40	0	*	*	4	15	-	-	X	-	X	-	*
6A*	6X6	300	*	*	6	-	-	-	X	X	X	-	*
6B*	6X6	300	*	*	6	-	-	-	X	X	X	-	*

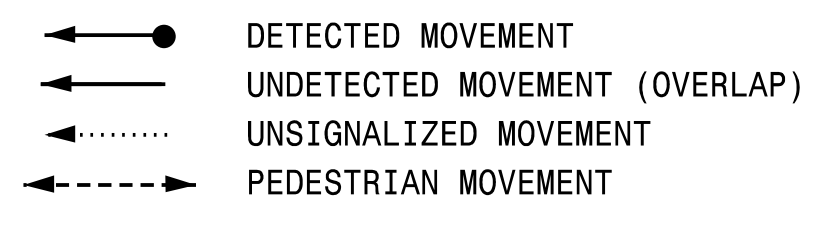
* Microwave Detection
 ** Reduce Delay to 3 seconds for loop during Alternate Phasing operation.
 ▫ Disable phase call during Alternate Phasing operation.

3 Phase Fully Actuated (Isolated)

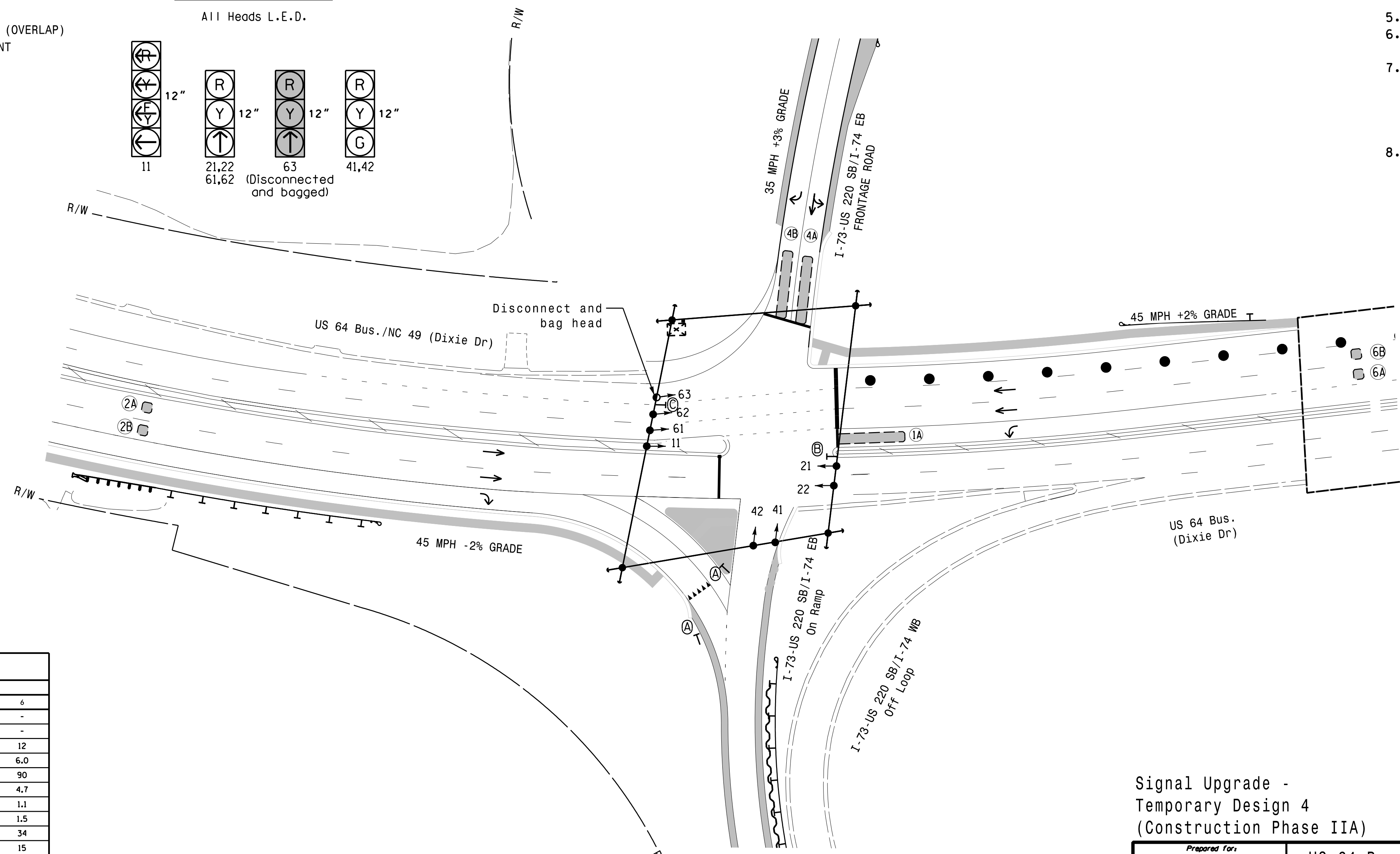
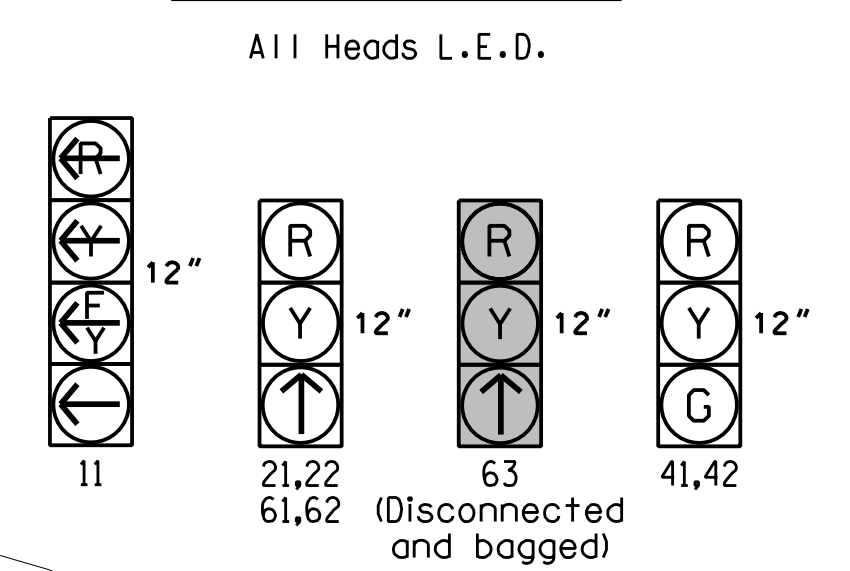
NOTES

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 1 may be lagged.
4. Disconnect and bag existing signal head numbered 63.
5. Reposition existing sign ©.
6. Set all detector units to presence mode.
7. This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
8. The Division Traffic Engineer will determine the hours of use for each phasing plan.

PHASING DIAGRAM DETECTION LEGEND



SIGNAL FACE I.D.



MAXTIME TIMING CHART

FEATURE	PHASE			
	1	2	4	6
Walk *	-	-	-	-
Ped Clear *	-	-	-	-
Min Green	7	12	7	12
Passage *	2.0	6.0	2.0	6.0
Max I *	20	90	30	90
Yellow Change	3.0	4.7	3.7	4.7
Red Clear	1.9	1.1	2.2	1.1
Added Initial *	-	1.5	-	1.5
Maximum Initial *	-	34	-	34
Time Before Reduction *	-	15	-	15
Time To Reduce *	-	30	-	30
Minimum Gap	-	3.0	-	3.0
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
	N/A
N/A	Right of Way
	N/A
	N/A
N/A	Curb Ramp
N/A	Guardrail

Signal Upgrade -
 Temporary Design 4
 (Construction Phase IIA)

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED

 Prepared for: Transportation Mobility and Safety Unit DEPARTMENT OF TRANSPORTATION STATE OF NORTH CAROLINA Signal Design Section 750 N. Greenfield Pkwy, Garner, NC 27526	US 64 Bus. (Dixie Dr)/NC 49 at I-73-US 220 SB/I-74 EB Ramps	SEAL N. K. Vlanich ENGINEER No. 031464
	Division 8 Randolph County Asheville PLAN DATE: August 2021 REVIEWED BY: A.D. Klinskiesk PREPARED BY: N.K. Vlanich REVIEWED BY: N.R. Simmons	DocuSigned by: N. K. Vlanich 5/21/2024 SIGNATURE DATE SIG. INVENTORY NO. 08-0500T4

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