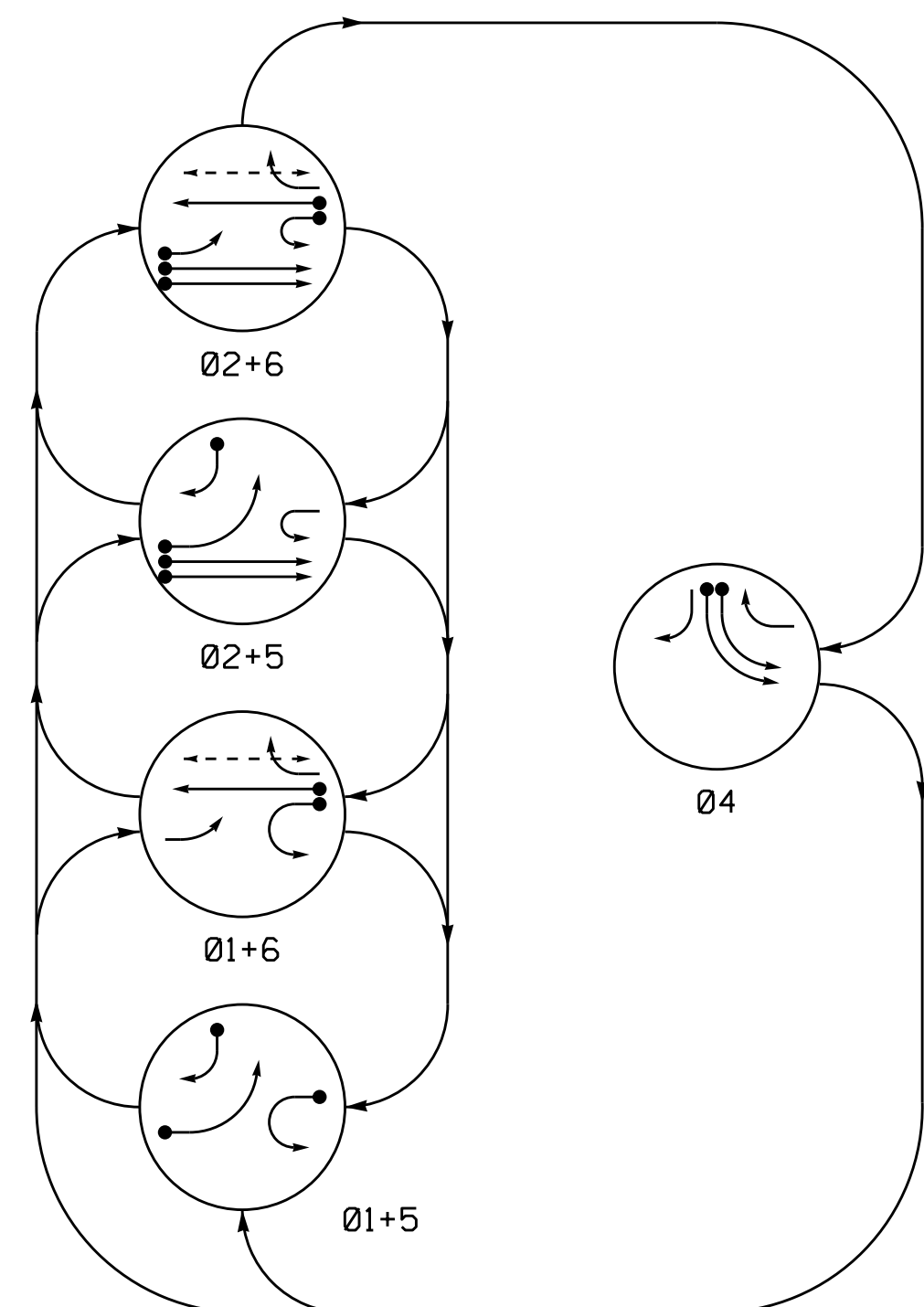
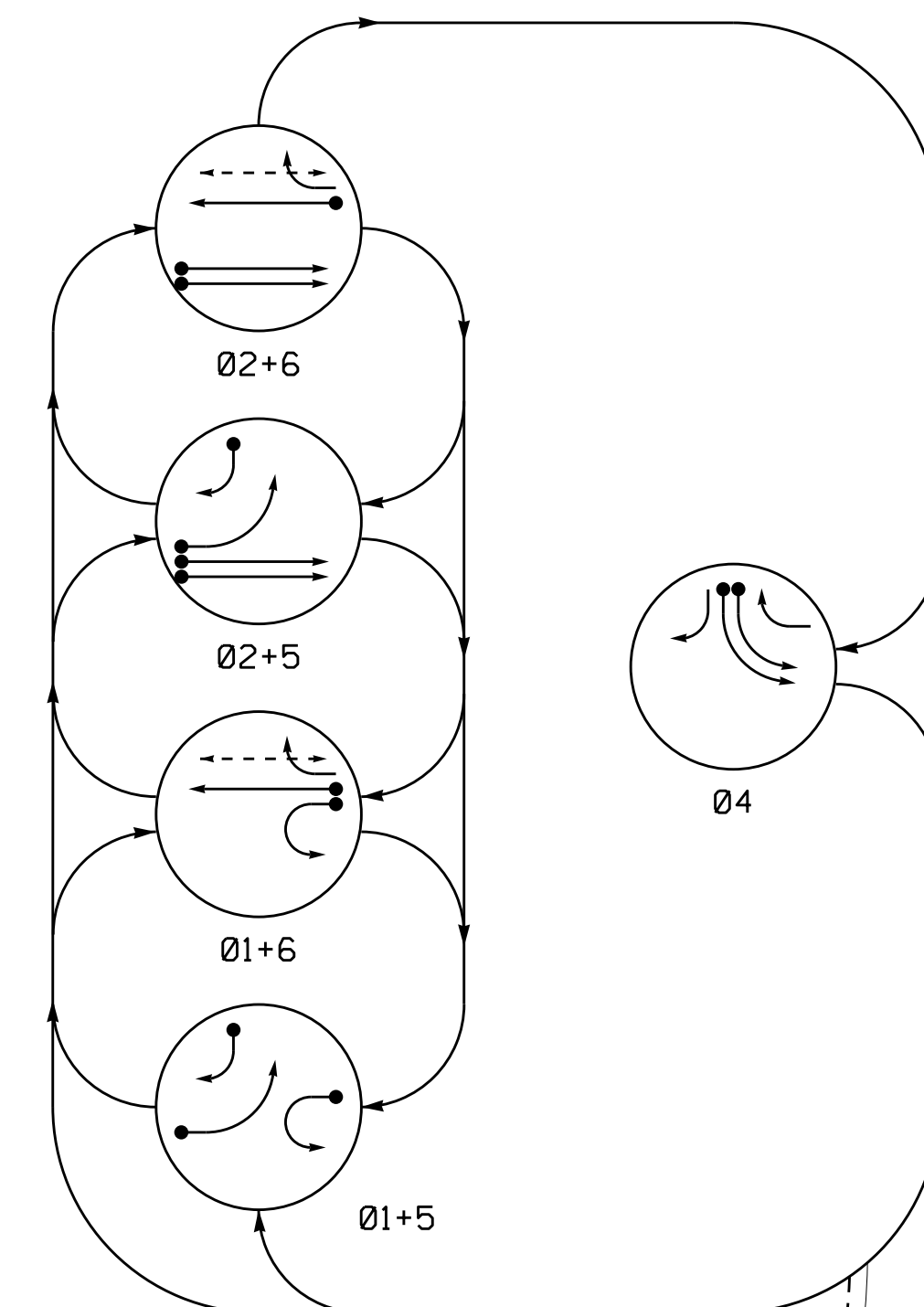


DEFAULT PHASING DIAGRAM



SIGNAL FACE	PHASE					FLASH
	01+5	01+6	02+5	02+6	04	
11	⤴	⤵	⤴	⤵	⤴	Y
21, 22	R	R	G	G	R	Y
41, 42	←	←	←	←	←	Y
43	→	→	→	→	→	Y
51	←	←	←	←	←	Y
61, 62	R	G	R	G	R	Y
63	R	←	R	←	←	Y
P61, P62	DW	W	DW	W	DW	DRK

ALTERNATE PHASING DIAGRAM



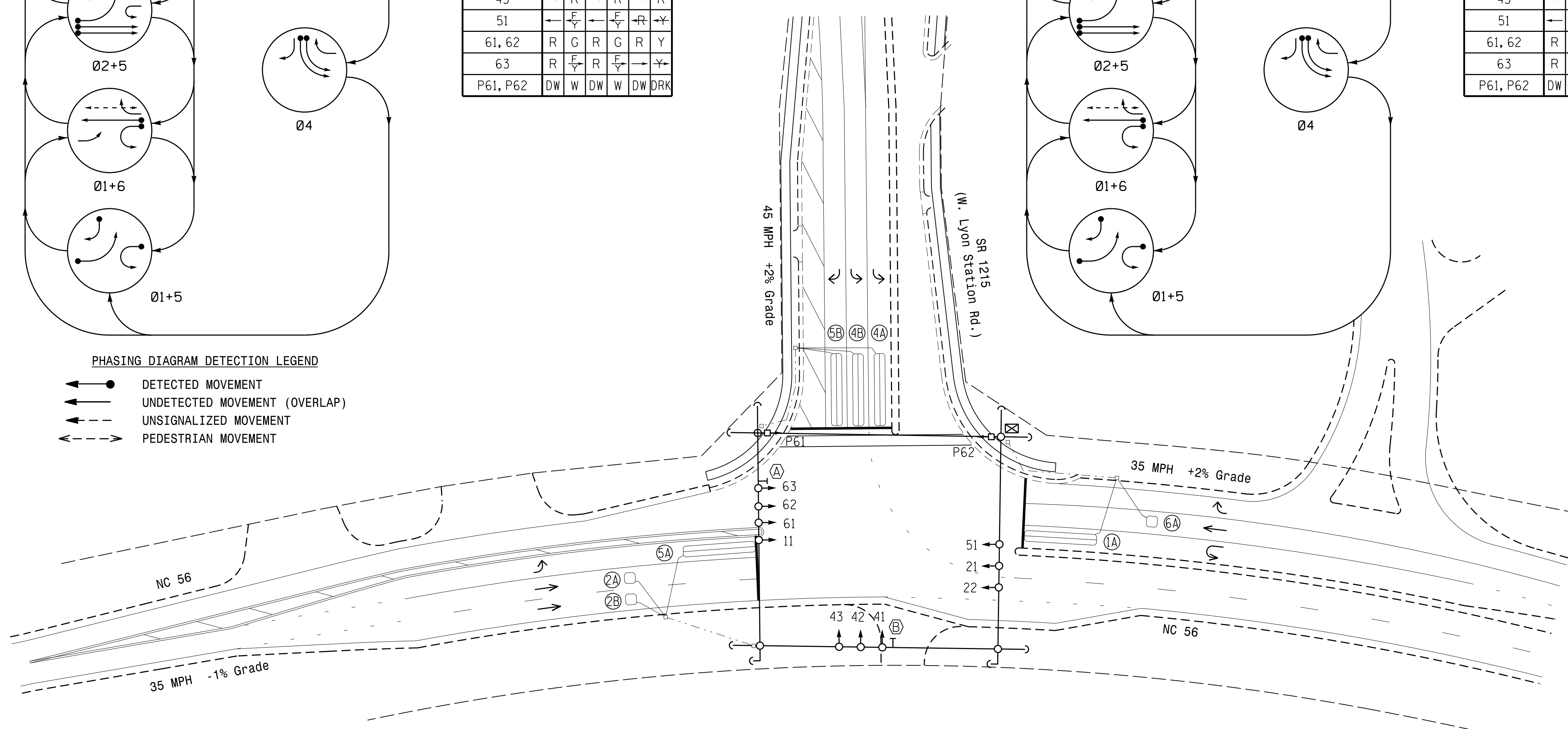
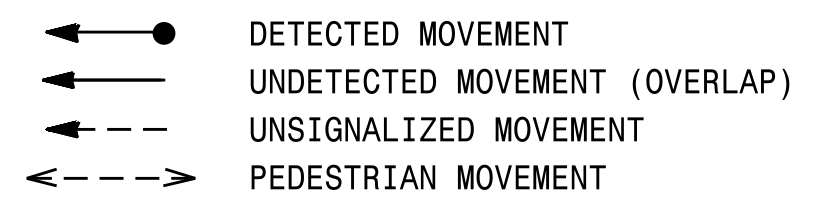
SIGNAL FACE	PHASE					FLASH
	01+5	01+6	02+5	02+6	04	
11	⤴	⤵	⤴	⤵	⤴	Y
21, 22	R	R	G	G	R	Y
41, 42	←	←	←	←	←	Y
43	→	→	→	→	→	Y
51	←	←	←	←	←	Y
61, 62	R	G	R	G	R	Y
63	R	←	R	←	←	Y
P61, P62	DW	W	DW	W	DW	DRK

5 Phase Fully Actuated (NC 56 (Butner) CLS) Signal System #: D05-56\_Butner

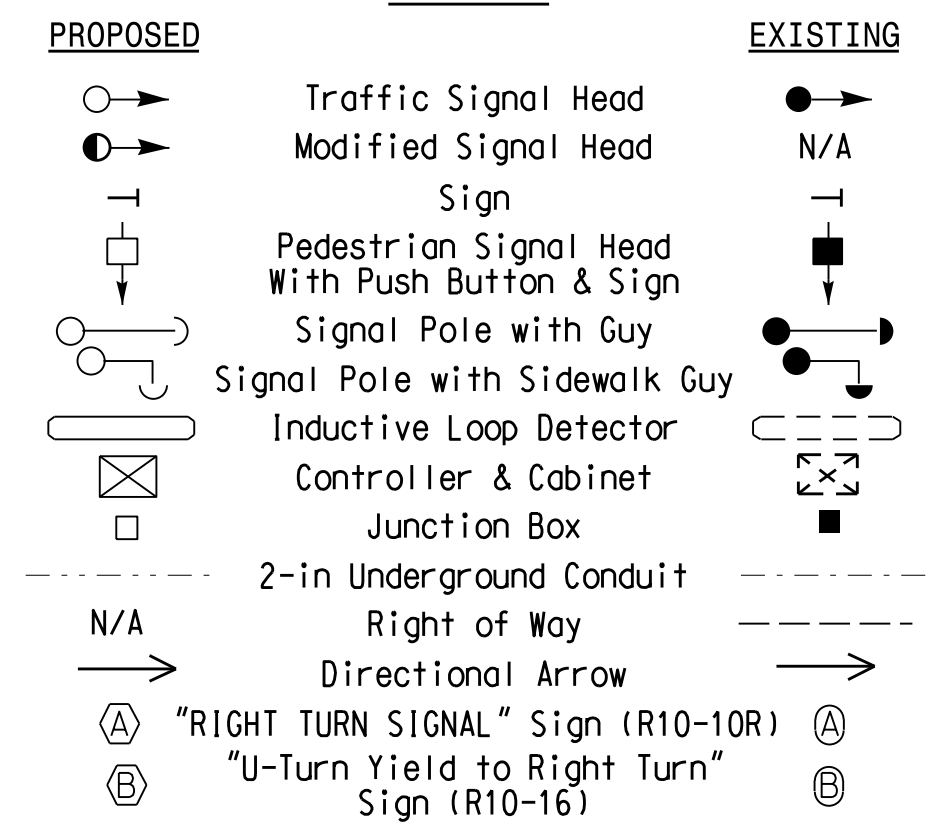
NOTES

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 and/or 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. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
7. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
8. The Division Traffic Engineer will determine the hours of use for each phasing plan.
9. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
10. To provide a leading pedestrian interval on phase 6, program FYA heads 51 and 63 to delay for 6 seconds after the start of the phase 6 walk interval. See electrical details.

PHASING DIAGRAM DETECTION LEGEND



LEGEND



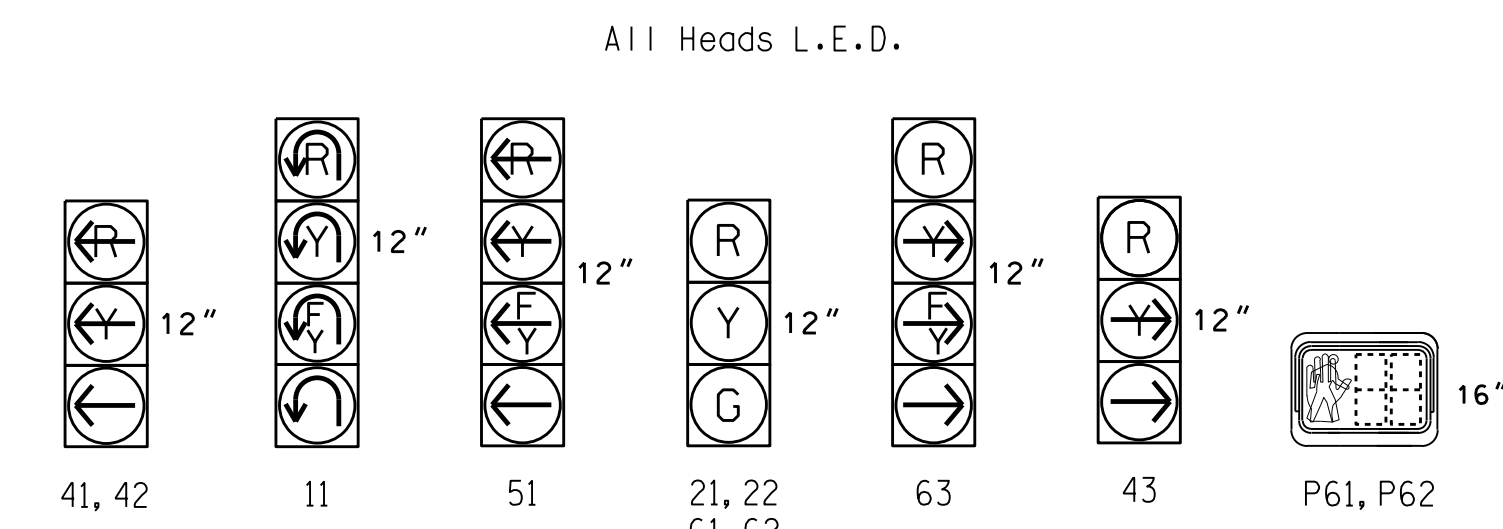
FEATURE	PHASE					
	1	2	4	5	6	
Walk *	-	-	-	-	-	13
Ped Clear	-	-	-	-	-	26
Min Green *	7	10	7	7	10	
Passage *	2.0	3.0	2.0	2.0	3.0	
Max 1 *	20	45	15	20	45	
Yellow Change	3.0	3.9	3.0	3.0	3.9	
Red Clear	3.1	2.4	3.3	3.2	2.4	
Added Initial *	-	-	-	-	-	
Maximum Initial *	-	-	-	-	-	
Time Before Reduction *	-	-	-	-	-	
Time To Reduce *	-	-	-	-	-	
Minimum Gap	-	-	-	-	-	
Advance Walk	-	-	-	-	-	**
Non Lock Detector	X	-	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.  
\*\* See note 10.

MAXTIME DETECTOR INSTALLATION CHART										
DETECTOR				PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND INITIAL	ADDED INITIAL CALL	DELAY DURING GREEN
1A	6X40	0	2-4-2	X	1	15.0*	-	X	-	X
2A	6X6	70	4	X	2	-	-	X	-	X
2B	6X6	70	4	X	2	-	-	X	-	X
4A	6X40	0	2-4-2	X	4	-	-	X	-	X
4B	6X40	0	2-4-2	X	4	-	-	X	-	X
5A	6X40	0	2-4-2	X	5	15.0*	-	X	-	X
5B	6X40	0	2-4-2	X	5	15.0	-	X	-	X
6A	6X6	70	4	X	6	-	-	X	-	X

\* Disable Delay during Alternate Phasing Operation.  
# Disable phase call for loop during Alternate Phasing Operation.

SIGNAL FACE I.D.



This plan supersedes the plan signed and sealed on 11/16/18.

New Location - Final Design

Prepared in the Offices of:  
TRANSPORTATION MOBILITY AND SAFETY GROUP  
STATE OF NORTH CAROLINA  
SIGNAL DESIGN SECTION

750 N. Greenfield Pkwy, Garner, NC 27529

NC 56 at SR 1215 (W. Lyon Station Road)

Division 5 Granville County Butner

PLAN DATE: February 2024 REVIEWED BY:  
PREPARED BY: J.A. Lohr REVIEWED BY:

REVISIONS: INIT. DATE

SCALE: 0 40  
1" = 40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL  
NORTH CAROLINA PROFESSIONAL ENGINEER  
ROBERT J. ZITEMA  
026486  
03/14/2024  
SIG. INVENTORY NO. 05-1095

20-MAR-2024 13:16 S:\IT\55\UM\15\Sig\05-56\Signal\Central\_Reg\0401v\_5\U-6020\MAXTIME\05-1095\_sig.dgn, 20240314.dgn