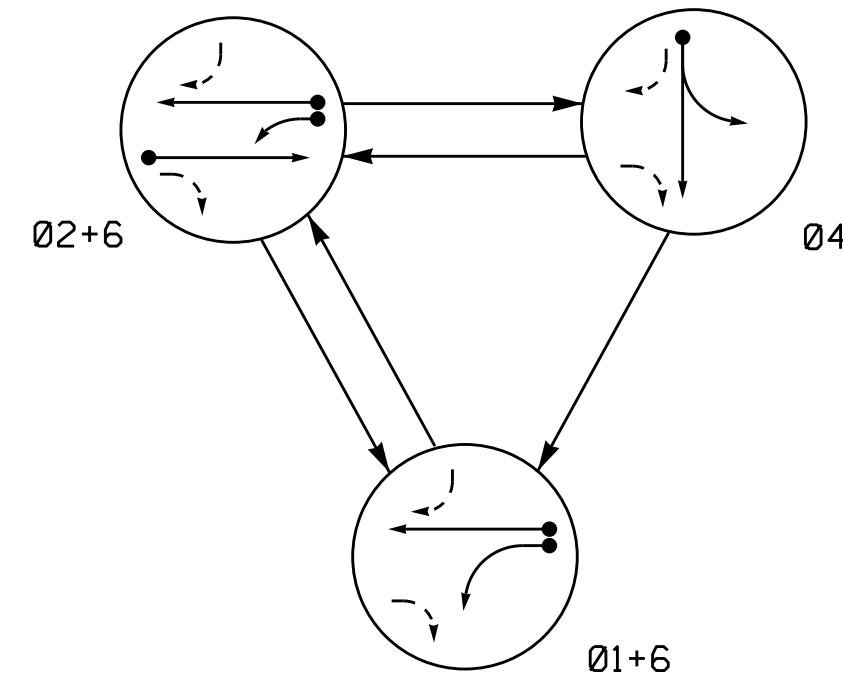
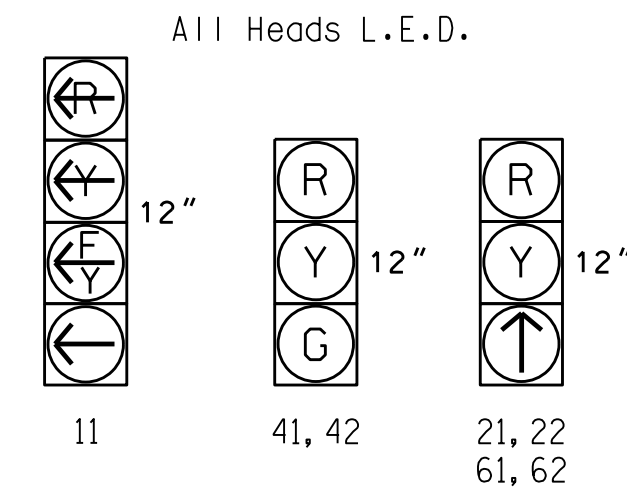


DEFAULT PHASING DIAGRAM

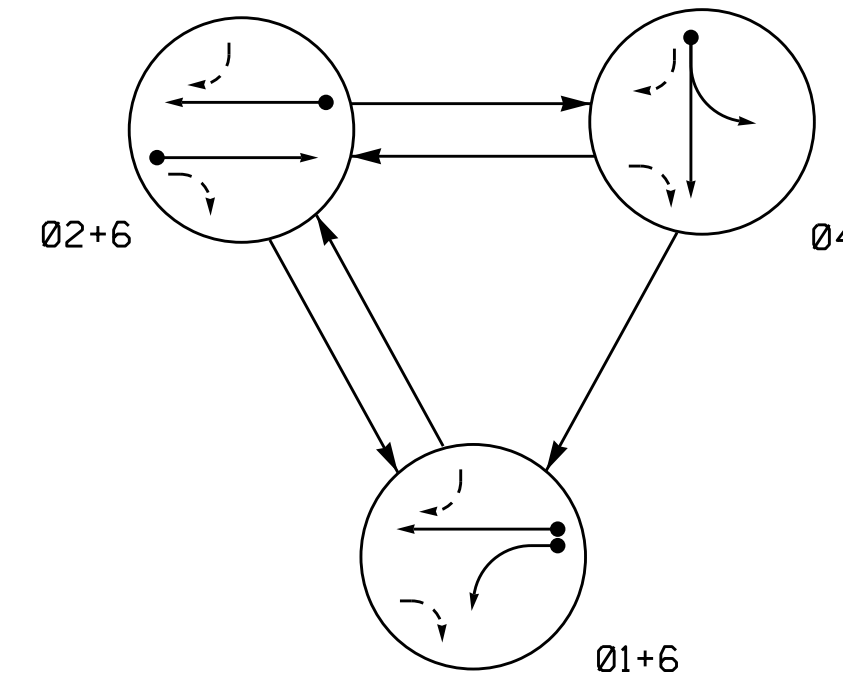


SIGNAL FACE	PHASE			
	01+6	02+6	04	FLASH
11	←	↑	→	↓
21, 22	R	↑	R	Y
41, 42	R	R	G	R
61, 62	↑	↑	R	Y

SIGNAL FACE I.D.



ALTERNATE PHASING DIAGRAM



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

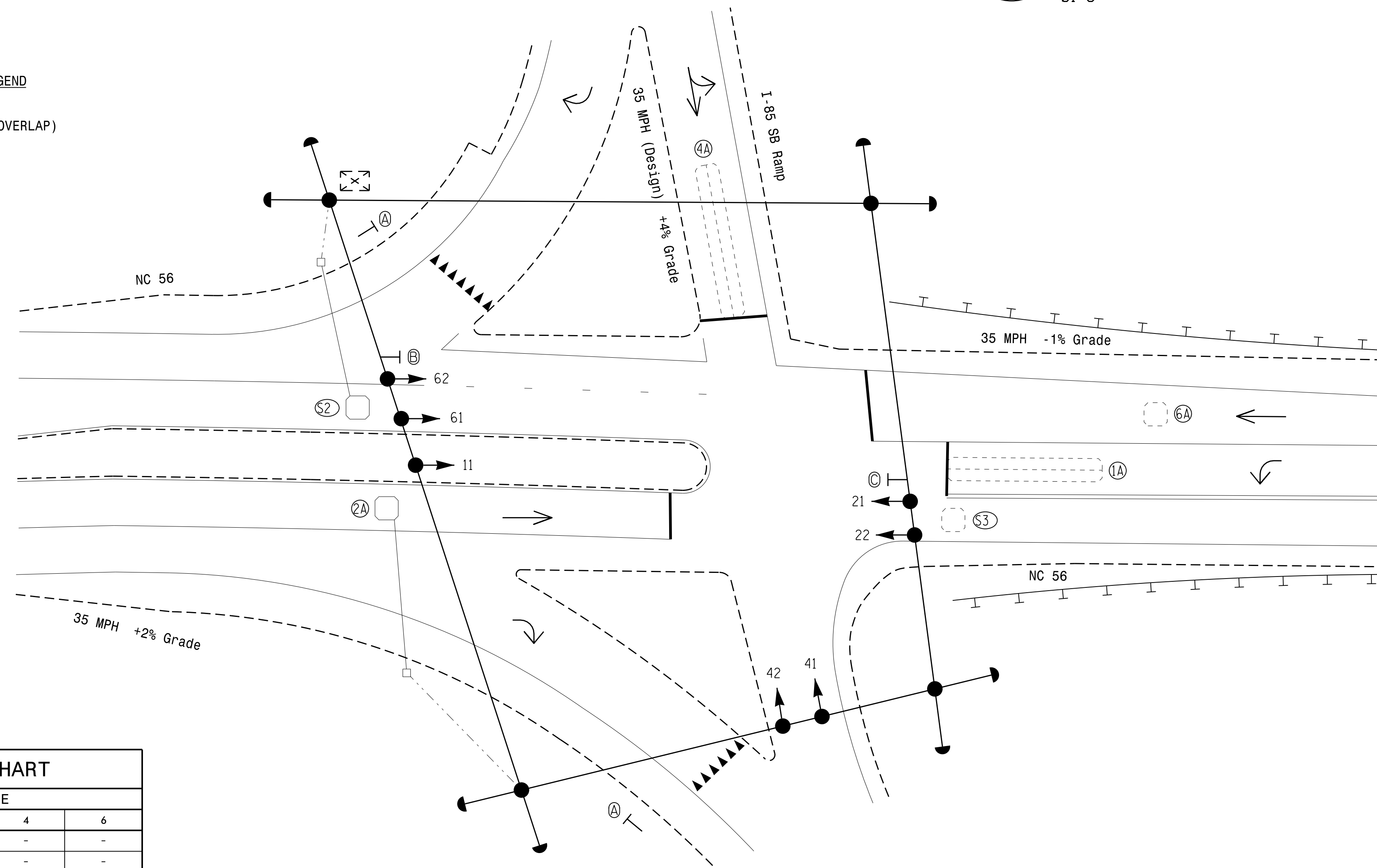
3 Phase Fully Actuated (NC 56 (Butner) CLS)  
Signal System #: D05-56\_Butner

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 may be lagged.
4. Set all detector units to presence mode.
5. Install new controller in existing cabinet.
6. The Division Traffic Engineer will determine the hours of use for each phasing plan.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

PHASING DIAGRAM DETECTION LEGEND

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



MAXTIME TIMING CHART

FEATURE	PHASE			
	1	2	4	6
Walk *	-	-	-	-
Ped Clear	-	-	-	-
Min Green *	7	10	7	10
Passage *	2.0	3.0	2.0	3.0
Max I *	20	45	30	45
Yellow Change	3.0	3.9	3.6	3.9
Red Clear	1.9	1.0	1.5	1.0
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.

MAXTIME DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND INITIAL	ADDED INITIAL	CALL DELAY DURING GREEN	NEW CARD	
1A	6X40	0	2-4-2	-	1	15.0*	-	X	-	X	-	-
2A	6X6	70	4	X	2	-	-	X	-	X	-	-
4A	6X40	0	2-4-2	-	4	-	-	X	-	X	-	-
6A	6X6	70	EXIST	-	6	-	-	X	-	X	-	-
S2	6X6	+130	3	X	-	-	-	-	-	-	-	-
S3	6X6	+70	EXIST	-	-	-	-	-	-	-	-	-

\* Reduce Delay to 3 seconds during Alternate Phasing Operation.  
# Disable phase call for loop during Alternate Phasing Operation.

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
N/A	○ Directional Arrow
N/A	○ Guardrail
○ "YIELD" Sign (R1-2)	○ "YIELD" Sign (R1-2)
○ No Right Turn Sign (R3-1)	○ No Right Turn Sign (R3-1)
○ No Left Turn Sign (R3-2)	○ No Left Turn Sign (R3-2)

Signal Upgrade - Final Design

	<p>NC 56 at I-85 SB Ramps</p>		
	<p>Division 5 Granville County Butner</p>	<p>PLANNED BY: J.A. Lohr</p>	
<p>750 N. Greenfield Pkwy, Garner, NC 27529</p>	<p>SCALE: 0 20 1"=20'</p>	<p>REVISIONS</p>	<p>INIT. DATE</p>
<p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>			<p>DATE: 03/14/2024</p>