DEFAULT PHASING DIAGRAM

02+6   08

02+5

DEFAULT PHASING TABLE OF OPERATION
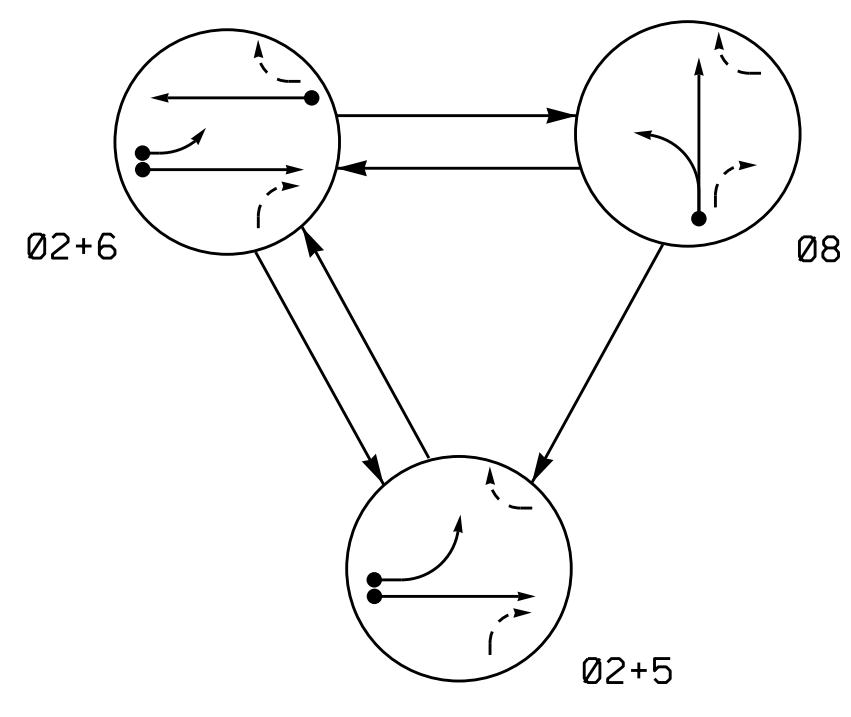
SIGNAL FACE	PHASE			
	02+5	02+6	08	FLASH
21, 22	↑	↑	R	Y
51	← FY	R	R	Y
61, 62	R	↑	R	Y
81, 82	R	R	G	R

ALTERNATE PHASING DIAGRAM

02+6   08

02+5

ALTERNATE PHASING TABLE OF OPERATION
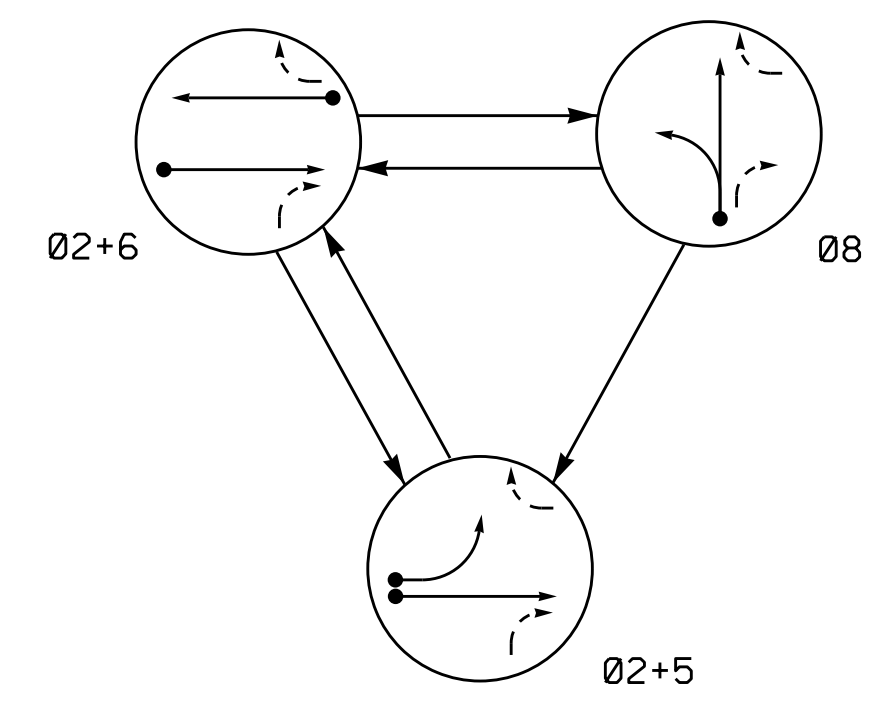
SIGNAL FACE	PHASE			
	02+5	02+6	08	FLASH
21, 22	↑	↑	R	R
51	←	R	R	R
61, 62	R	↑	R	R
81, 82	R	R	G	R

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

SIGNAL FACE I.D.

All Heads L.E.D.

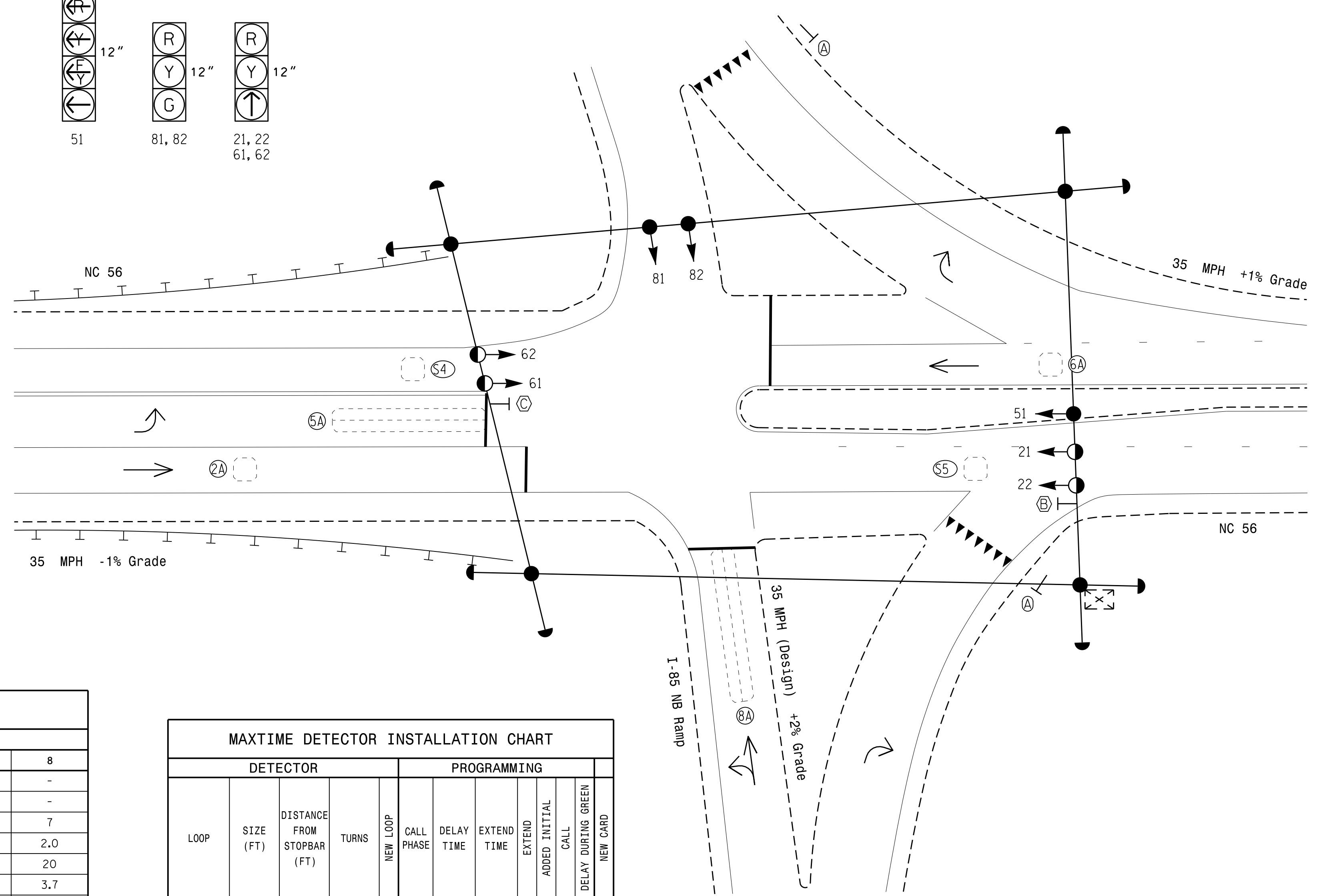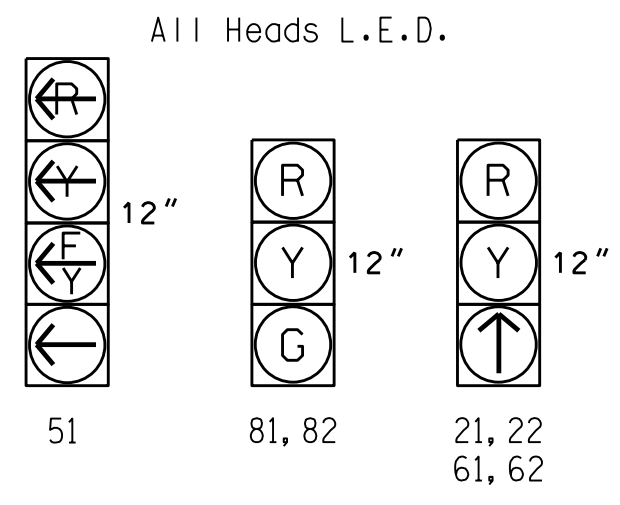|		
R / Y / FT / ←	R / Y / G	R / Y / ↑
51	81, 82	21, 22 61, 62

12"   12"   12"

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 5 may be lagged.
4. Set all detector units to presence mode.
5. Pavement markings are existing.
6. Install new controller in exsiting cabinet.
7. The Division (City) Traffic Engineer will determine the hours of use for each phasing plan.
8. 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

NC 56

35 MPH +1% Grade

35 MPH -1% Grade

I-85 NB Ramp

35 MPH (Design) +2% Grade

NC 56

81 82   62 61   51   21 22

MAXTIME TIMING CHART
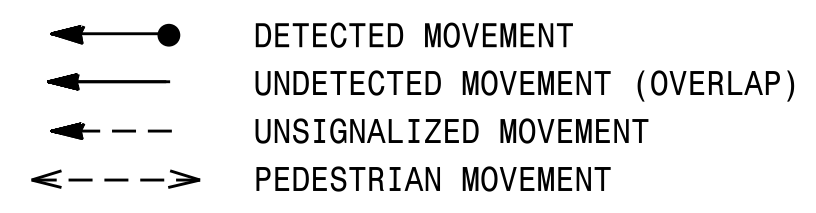
FEATURE	PHASE			
	2	5	6	8
Walk *	-	-	-	-
Ped Clear	-	-	-	-
Min Green *	10	7	10	7
Passage *	3.0	2.0	3.0	2.0
Max 1 *	45	15	45	20
Yellow Change	3.9	3.0	3.9	3.7
Red Clear	1.2	1.9	1.2	1.2
Added Initial *	-	-	-	-
Maximum Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
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

DETECTOR					PROGRAMMING								
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD	
2A	6X6	70	EXIST	-	2	-	-	X	-	X	-	-	
5A	6X40	0	2-4-2	-	5	15.0*	-	X	-	X	-	-	
					2#	-	-	X	-	X	-	-	
6A	6X6	70	EXIST	-	6	-	-	X	-	X	-	-	
8A	6X40	0	2-4-2	-	8	-	-	X	-	X	-	-	
S4	6X6	+90	EXIST	-	-	-	-	-	-	-	-	-	
S5	6X6	+120	EXIST	-	-	-	-	-	-	-	-	-	

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

LEGEND

PROPOSED		EXISTING
○→	Traffic Signal Head	●→
◐→	Modified Signal Head	N/A
⊢	Sign	■
⊟	Pedestrian Signal Head With Push Button & Sign	■
○⌐	Signal Pole with Guy	●⌐
○⌐	Signal Pole with Sidewalk Guy	●⌐
⊂⊃	Inductive Loop Detector	⊂⊃
⊠	Controller & Cabinet	⊠
□	Junction Box	■
---	2-in Underground Conduit	---
N/A	Right of Way	---
→	Directional Arrow	→
N/A	Guardrail	▽▽▽
Ⓐ	"YIELD" Sign (R1-2)	Ⓐ
Ⓑ	No Right Turn Sign (R3-1)	Ⓑ
Ⓒ	No U-Turn/No Left Turn Sign (R3-18)	Ⓒ

Signal Upgrade

NC 56 at I-85 NB Ramps

Division 5   Granville County   Butner

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

Prepared in the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

SCALE
0   20
1"=20'

REVISIONS	INIT.	DATE

SIG. INVENTORY NO.   05-2126

15-MAR-2024 06:18
S:*ITS&SU*ITS Signals*Signal Design Section*Central Region*Div 5*U-6020*MAXTIME*05212b_sig_dsn_2024mtdd.dgn
jolohr