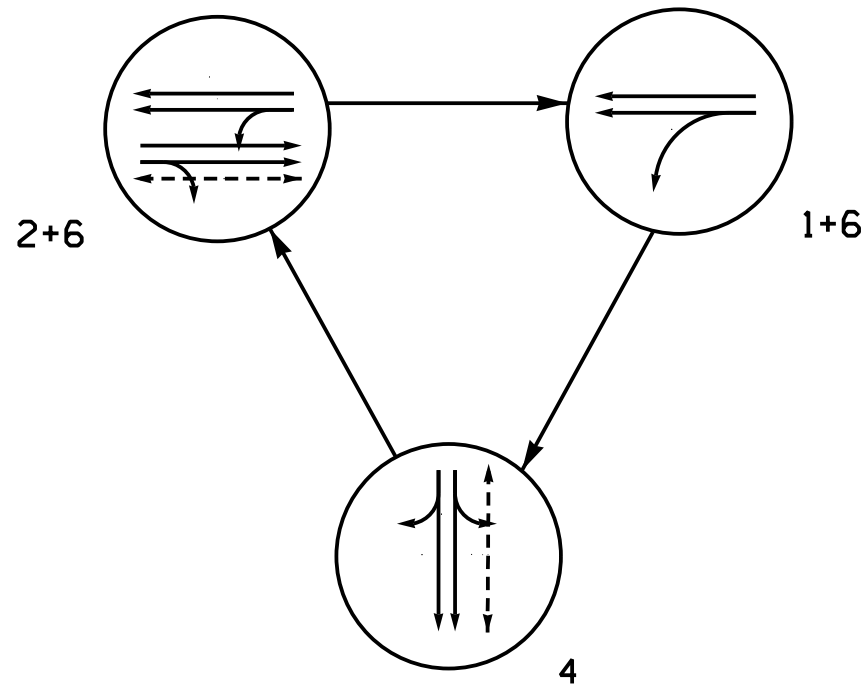


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

EV PREEMPT PHASES
(Medium Priority)

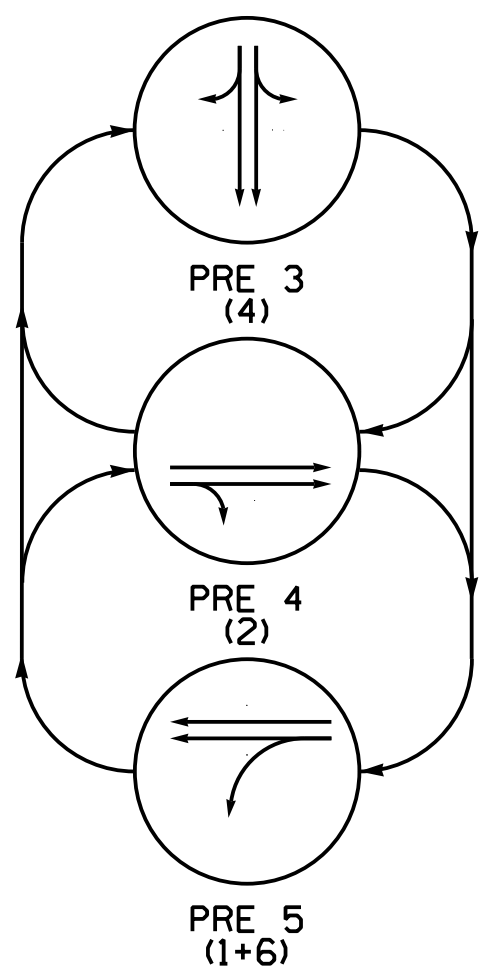
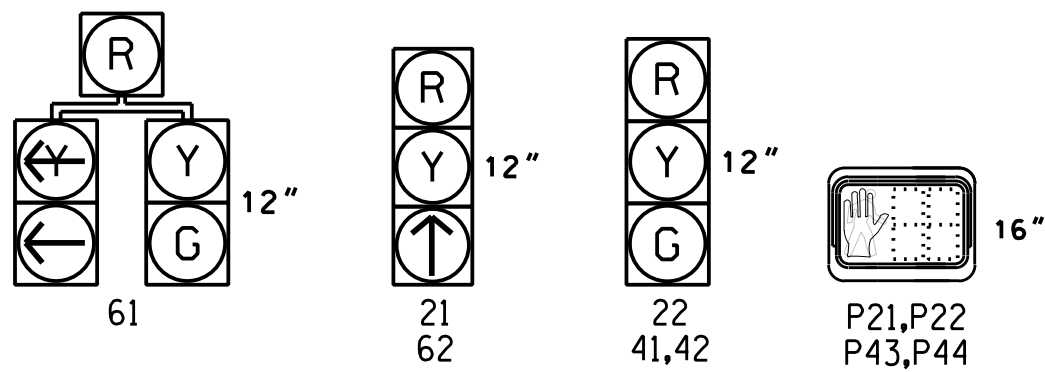


TABLE OF OPERATION

SIGNAL FACE	PHASE									
	1 + 6	2 + 6	4	PRE 3	PRE 4	PRE 5	FLASH			
21	R	↑	R	R	↑	R	R			
22	R	G	R	R	G	R	R			
41,42	R	R	G	G	R	R	R			
61		G	R	R	R		G			
62	↑	↑	R	R	R	↑	R			
P21,P22	DW	W	DW	DW	DW	DW	DRK			
P43,P44	DW	DW	W	DW	DW	DW	DRK			

SIGNAL FACE I.D.

All Heads L.E.D.



3 Phase with EVP
Pre-Timed
Hickory City Signal System

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 may be lagged.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- This intersection features an optical preemption system. Shown locations of optical detectors are conceptual only.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Hickory Signal System Data: Controller Asset #0316.

LEGEND

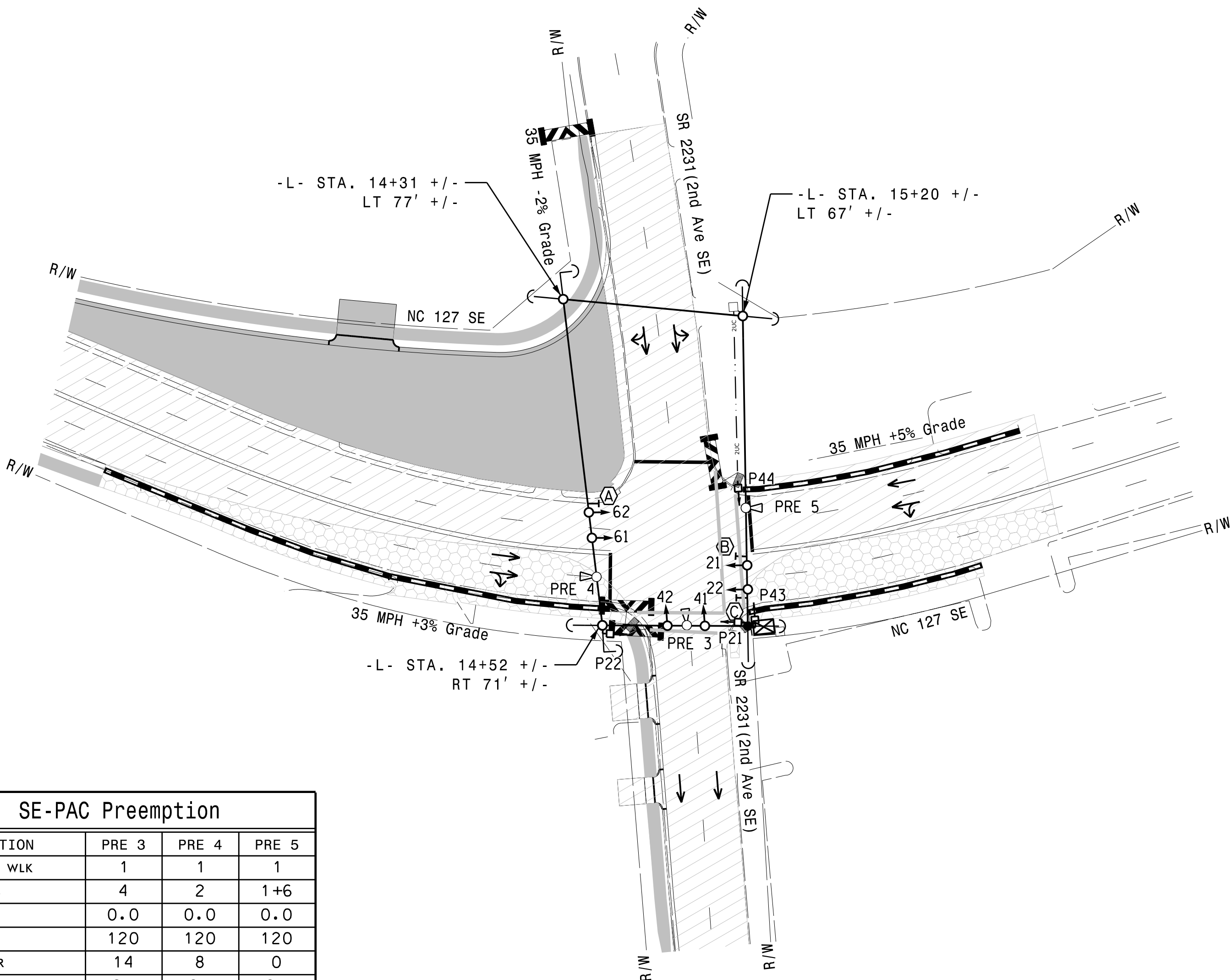
PROPOSED	EXISTING

SE-PAC 2070 TIMING CHART					
FEATURE	PHASE				
	1	2	4	6	
Min Green *	7	10	7	10	
Passage Gap *	-	-	-	-	
Maximum Green *	40	40	40	40	
Yellow Change	3.0	3.7	4.0	3.7	
Red Clear	1.6	1.1	1.4	1.1	
Walk *	-	14	14	14	
Pedestrian Clear	-	9	15	9	
Advance Walk *	-	7	7	7	
Added Initial *	-	-	-	-	
Maximum Initial *	-	-	-	-	
Time Before Reduction *	-	-	-	-	
Time To Reduce *	-	-	-	-	
Minimum Gap	-	-	-	-	
Recall Mode	MAX RECALL	MAX/PED RECALL	MAX/PED RECALL	MAX/PED RECALL	
Vehicle Call Memory	NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	
Dual Entry	-	-	-	-	
Simultaneous Gap	ON	ON	ON	ON	

* 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.

SE-PAC Preemption				
FUNCTION	PRE 3	PRE 4	PRE 5	
MIN GRN / WLK	1	1	1	
EXIT PHASES	4	2	1+6	
DELAY	0.0	0.0	0.0	
MXCALL	120	120	120	
SEL PED CLR	14	8	0	
SEL YEL / 10	0*	0*	0*	
SEL RED / 10	0*	0*	0*	
TRACK GREEN	0	0	0	
TRK PED CLR	0	0	0	
TRK YEL / 10	0	0	0	
TRK RED / 10	0	0	0	
DWELL GRN	7	10	10	
RET PED CLR	0	0	0	
RET YEL / 10	0*	0*	0*	
RET RED / 10	0*	0*	0*	
PREEMPT EXTEND**	2.0	2.0	2.0	

* Time defaults to time used for phase during normal operation.
** Program Timing on Optical Detection Unit.



Signal Upgrade -
Temporary Design 1
(Construction Phase 1)

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

	NC 127 SE at SR 2231 (2nd Ave SE)		
	Division 12 Catawba County Hickory		
	PLAN DATE: October 2023	REVIEWED BY: N.K. Vianich	
	PREPARED BY: E.E. Tiller	REVIEWED BY: N.R. Simmons	
REVISIONS		INIT.	DATE
0 40 1"=40'			
DocuSigned by: Natasha R. Simmons		9/6/2024	
SIC. INVENTORY NO. 12-094511			

HNTB
HNTB NORTH CAROLINA, P.C.
4000 Center at North Hills St
Suite 500
Raleigh, North Carolina 27609
NC License No: C-1554
(919) 546-8997