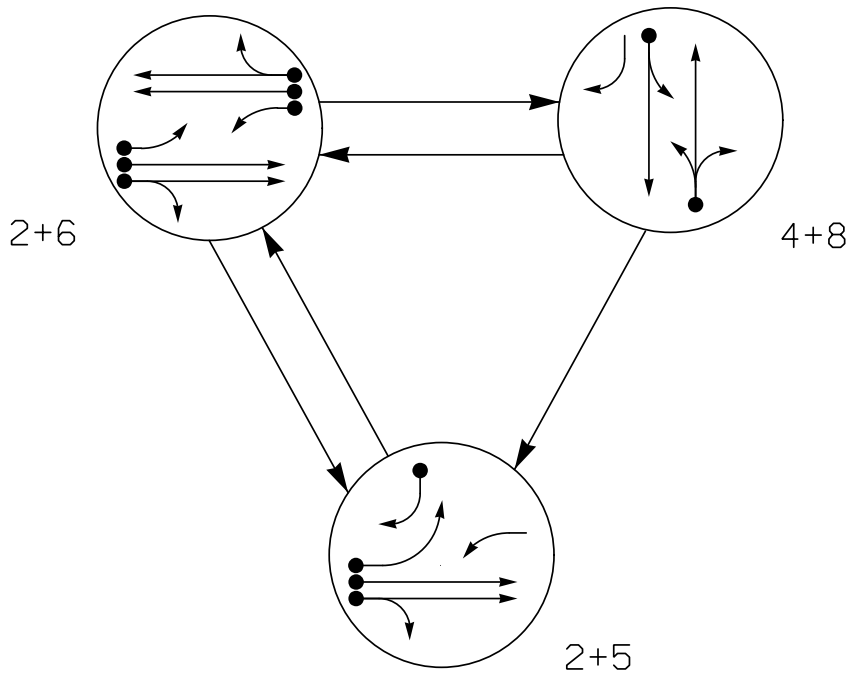


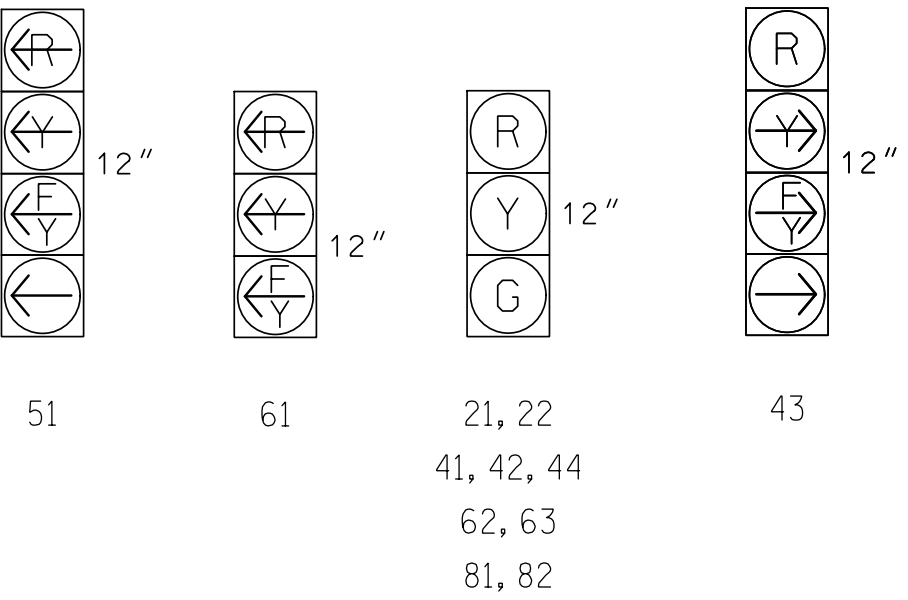
PHASING DIAGRAM



SIGNAL FACE	PHASE			
	2+5	2+6	4+8	F
21, 22	G	G	R	R
41, 42, 44	R	R	G	R
43	→	R	F	R
51	←	F	R	R
61	F	F	R	R
62, 63	R	G	R	R
81, 82	R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



MAXTIME DETECTOR INSTALLATION CHART											
DETECTOR						PROGRAMMING					
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	INITIAL	CALL	NEW CARD
4A	*	0	*	*	4	3.0	-	X	-	X	*
5A	*	0	*	*	5	15.0	-	X	-	X	*
5B	*	0	*	*	5	15.0	-	X	-	X	*
6B	*	0	*	*	6	3.0	-	X	-	X	*
8A	*	0	*	*	8	3.0	-	X	-	X	*
8B	*	0	*	*	8	15.0	-	X	-	X	*

* Multi-zone Microwave Detection Zone

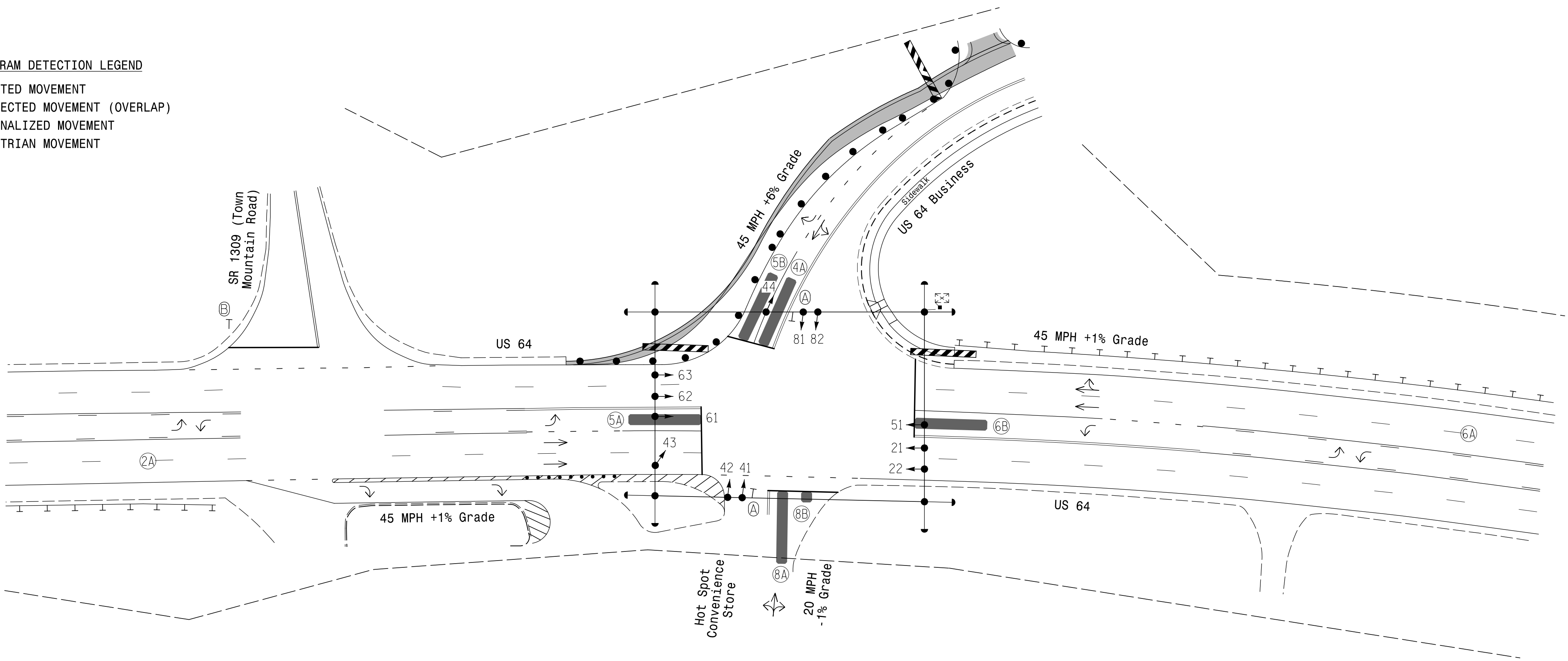
3 Phase Fully Actuated (Isolated)

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 5 may be lagged.
- Reposition existing signal heads numbered #43 and #44.
- Set all detector units to presence mode.
- This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
- See Roadway Pavement Marking Plans for proposed pavement marking locations.

PHASING DIAGRAM DETECTION LEGEND

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



LEGEND

- | PROPOSED | EXISTING |
|--|-------------------------------|
| Traffic Signal Head | Modified Signal Head |
| Signal Pole with Guy | Signal Pole with Sidewalk Guy |
| Inductive Loop Detector | Controller & Cabinet |
| Junction Box | 2" Underground Conduit |
| Directional Drill | Right of Way |
| Directional Arrow | Guardrail |
| Non-Intrusive Detection Zone | Construction Zone |
| Construction Zone Drums | Barricade |
| "LEFT TURN YIELD ON GREEN" Sign (R10-12) | "STOP" Sign (R1-1) |

MAXTIME TIMING CHART					
FEATURE	PHASE				
	2	4	5	6	8
Walk *	-	-	-	-	-
Ped Clear	-	-	-	-	-
Min Green *	12	7	7	12	7
Passage *	2.0	2.0	2.0	2.0	2.0
Max 1 *	90	30	20	90	30
Yellow Change	4.4	4.1	3.0	4.4	4.1
Red Clear	1.8	3.1	2.1	1.8	3.1
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	-	X	-	-	X

* 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.

MICROWAVE DETECTION

FUNCTION	SENSOR 1 - (2A)		SENSOR 2 - (6A)	
Channel	1		1	
Phase	2		6	
Direction of Travel	EB		WB	
Type	Priority		Priority	
Level	2	QUEUE	2	QUEUE
Detection Zone (ft)	< 750	N/A	< 750	N/A
Range	600 - 100	150 - 100	600 - 100	150 - 100
Enable Speed	Y	Y	Y	Y
Speed Range (mph)	35 - 100	1 - 35	35 - 100	1 - 35
Enable Estimated Time of Arrival	Y	N	Y	N
Estimated Time of Arrival (sec)	2.5 - 6.5	-	2.5 - 6.5	-

This plan supersedes the plan signed and sealed on 8/2/2024.

Signal Upgrade - Temp Design 2 (TMP Phase III)

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Prepared for the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N. Greenfield Pkwy, Garner, NC 27529

US 64 at US 64 Business/Hot Spot Convenience Store
Division 14 Clay County Hayesville
PLAN DATE: April 2025 REVIEWED BY: H.M. Surti
PREPARED BY: R.L. Aristondo REVIEWED BY: T.M. Woody
REVISIONS INIT. DATE

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040329
T.M. WOODY
DocuSigned by: Trent M. Woody
5/21/2025
SIC. INVENTORY NO. 14-130872