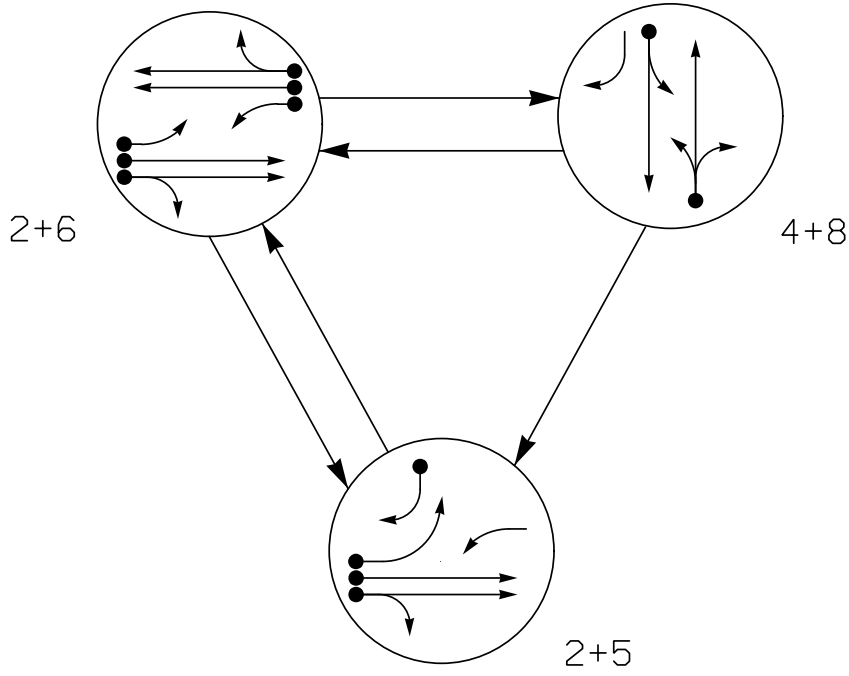


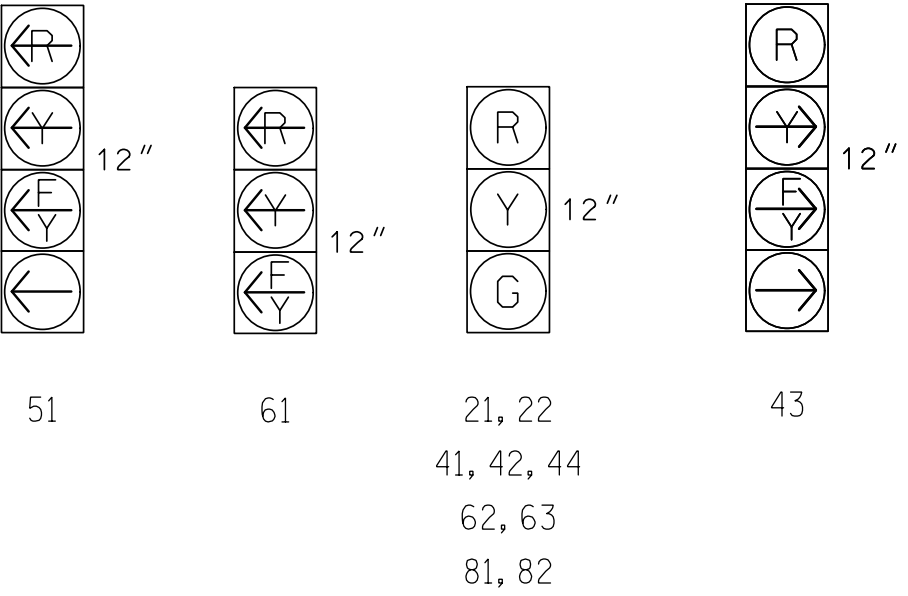
PHASING DIAGRAM



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	ADDED INITIAL	CALL DELAY DURING GREEN	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

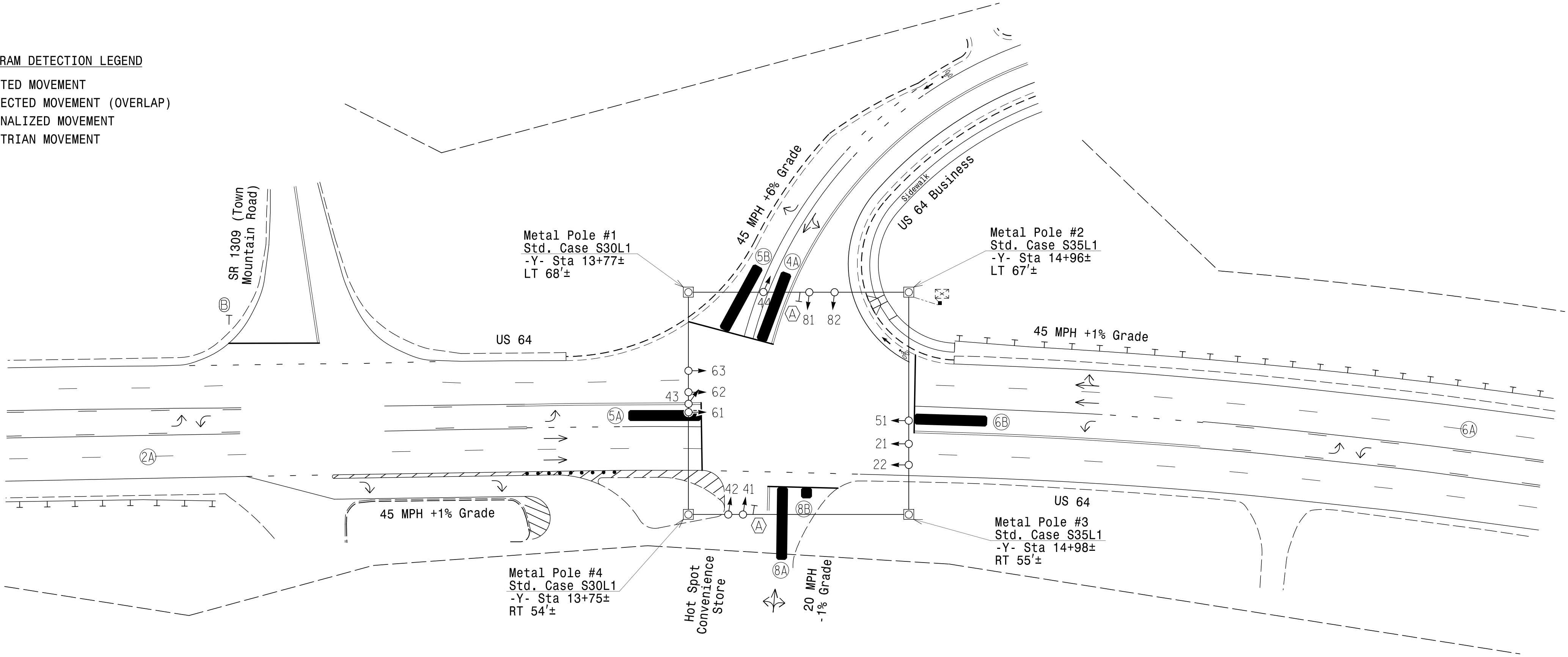
3 Phase Fully Actuated (Isolated)

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.
- 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.
- Contractor to coordinate with Utility Company for proper overhead power line clearance conformance.
- 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	Metal Strain Pole
"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 - Final Design

STV
STV Engineers, Inc.
900 West Trade St., Suite 715
Charlotte, NC 28202
(704) 372-1885
NC License Number F-0991

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
SCALE
0 40
1"=40'

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

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED
SEAL
NORTH CAROLINA PROFESSIONAL SEAL 040329
ENGINEER TRIST M. MOODY
DocuSigned by: Trist Moody 5/21/2025
SIC. INVENTORY NO. 14-1308