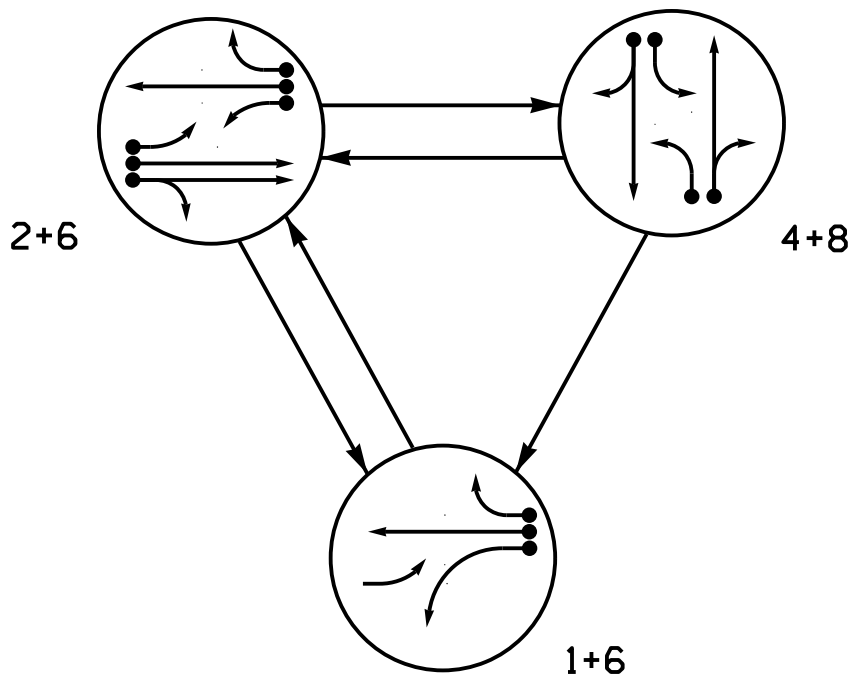
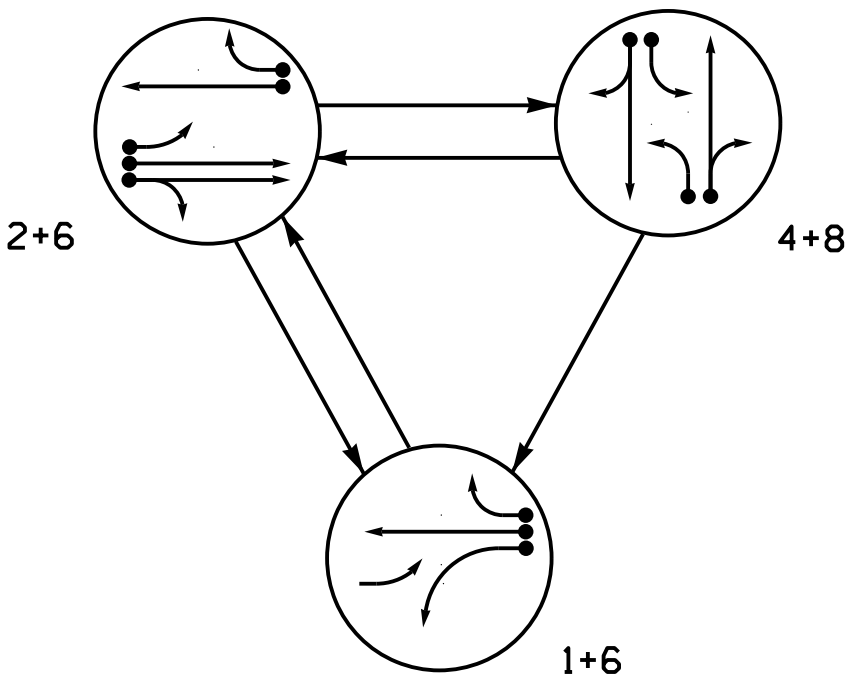


DEFAULT PHASING DIAGRAM



SIGNAL FACE	PHASE			
	1 + 6	2 + 6	4 + 8	FLASH
11	←	←	←	←
21	←	←	←	←
22, 23	R	G	R	R
41, 42	R	R	G	R
61, 62	G	G	R	R
63	←	←	←	←
81, 82	R	R	G	R

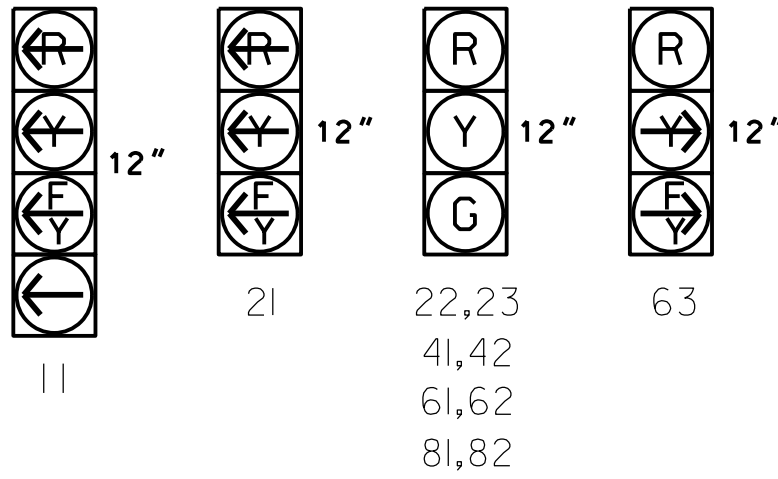
ALTERNATE PHASING DIAGRAM



SIGNAL FACE	PHASE			
	1 + 6	2 + 6	4 + 8	FLASH
11	←	←	←	←
21	←	←	←	←
22, 23	R	G	R	R
41, 42	R	R	G	R
61, 62	G	G	R	R
63	←	←	←	←
81, 82	R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



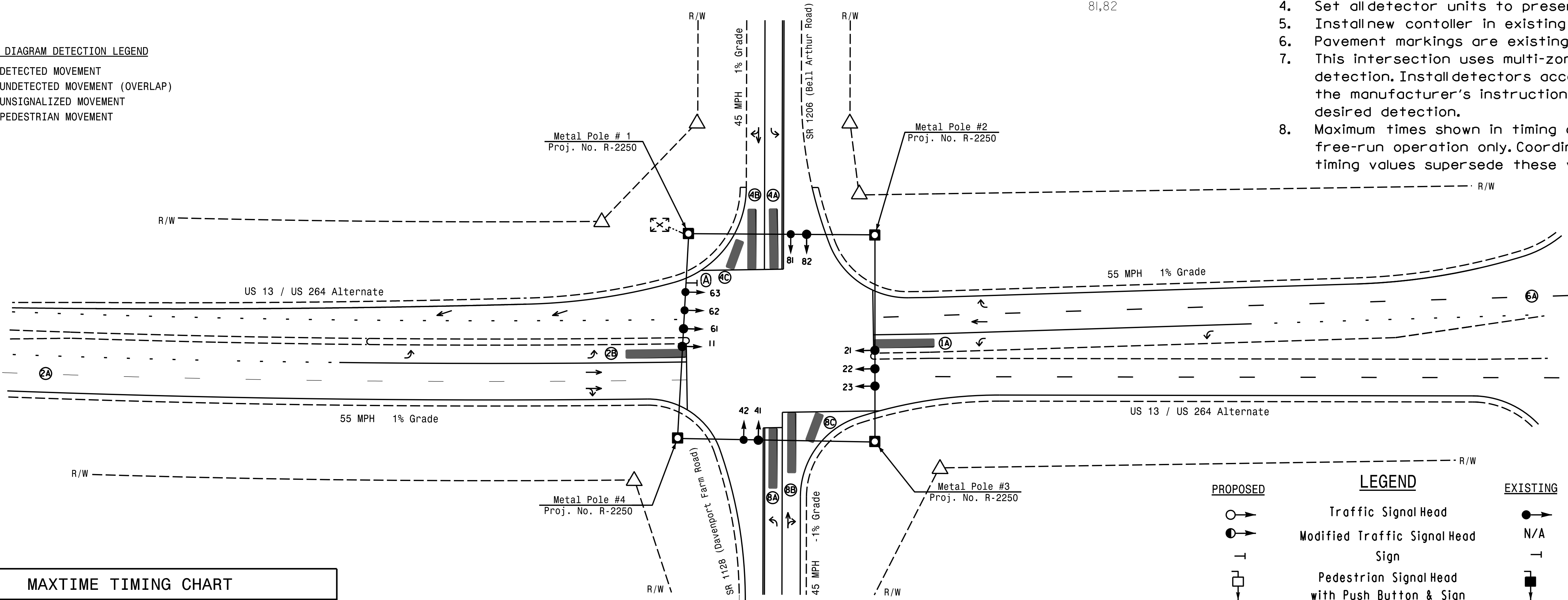
3 Phase
Fully Actuated
US 264A/US 13 Signal System

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.
- Set all detector units to presence mode.
- Install new controller in existing cabinet.
- Pavement markings are existing.
- This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
- Maximum times shown in timing chart are 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	8
Walk *	-	-	-	-	-
Ped Clear	-	-	-	-	-
Min Green *	7	14	7	14	7
Passage *	2.0	2.0	2.0	2.0	2.0
Max I *	15	90	25	90	25
Yellow Change	3.0	5.2	4.4	5.2	4.6
Red Clear	2.9	1.7	1.4	1.7	1.3
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	-	-	X	-	X

* These values may be field adjusted. Do not adjust Min Green and Passage 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											
DETECTOR						PROGRAMMING					
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	INITIAL	CALL	NEW CARD
1A	6X40	0	*	*	1	15+	-	X	-	X	-
2B	6X40	0	*	*	2	-	-	X	-	X	-
4A	6X40	0	*	*	4	3	-	X	-	X	-
4B	6X40	0	*	*	4	10	-	X	-	X	-
4C	6X20	0	*	*	4	10	-	X	-	X	-
8A	6X40	0	*	*	8	3	-	X	-	X	-
8B	6X40	0	*	*	8	10	-	X	-	X	-
8C	6X20	0	*	*	8	10	-	X	-	X	-

- * Multizone Microwave Detection
- + Disable Delay during Alt Phasing ops
- Ⓢ Disable phase call during Alt Phasing Ops

MICROWAVE DETECTION

MICROWAVE DETECTION				
FUNCTION	2A		6A	
	Sensor 1	Sensor 2	Sensor 1	Sensor 2
Channel	1	1	1	1
Phase	2	6	2	6
Direction of Travel	NB	SB	NB	SB
Type	Priority	Priority	Priority	Priority
Level	2	QUEUE	2	QUEUE
Discovery Zone (ft)	<750	-	<750	-
Range (ft)	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	-

PROPOSED

- Traffic Signal Head
- Modified Traffic Signal Head Sign
- Pedestrian Signal Head with Push Button & Sign
- Metal Strain Pole
- Non-Intrusive Detection Zone
- Controller & Cabinet
- Junction Box
- 2" Underground Conduit
- 3-2" Underground Conduit
- Right of Way with Marker
- Directional Arrow
- Right Arrow "ONLY" Sign (R3-5R)

LEGEND

EXISTING

- N/A
- N/A
- N/A
- N/A
- N/A
- N/A
- N/A
- N/A
- N/A
- N/A
- N/A

Signal Upgrade

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

	US 13/US 264 Alternate at SR 1128 (Davenport Farm Road)/ SR 1206 (Bell Arthur Road)		SEAL PROFESSIONAL SEAL 029531 ENGINEER STEVEN G. HAYNIE	
	Division 02 Pitt County Greenville		SIGNATURE DATE	
	PLAN DATE: July 2025 REVIEWED BY: S.G. Haynie		REVISIONS	
	PREPARED BY: A.M. Kollar REVIEWED BY:		INIT. DATE	

RS&H
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