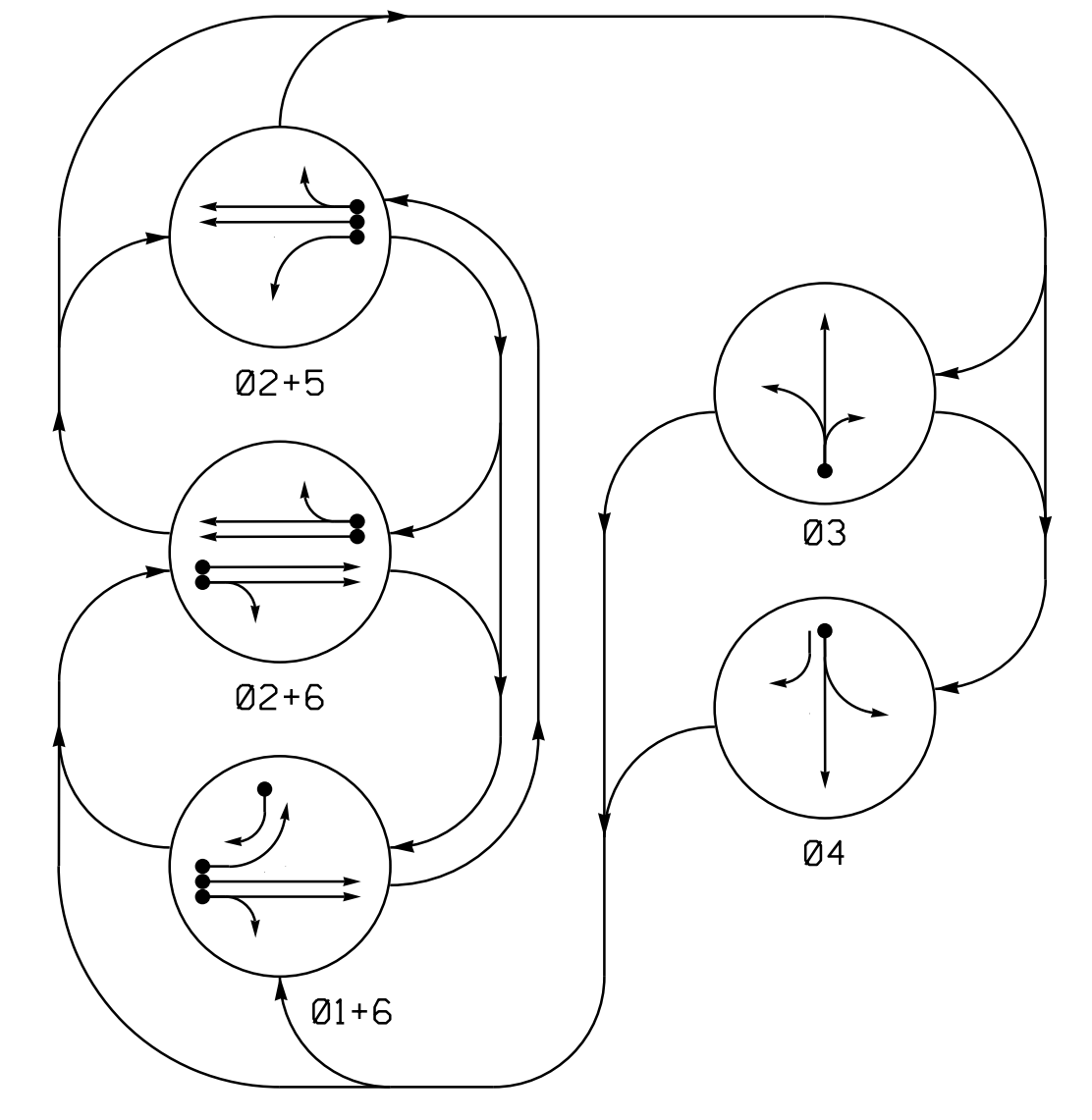
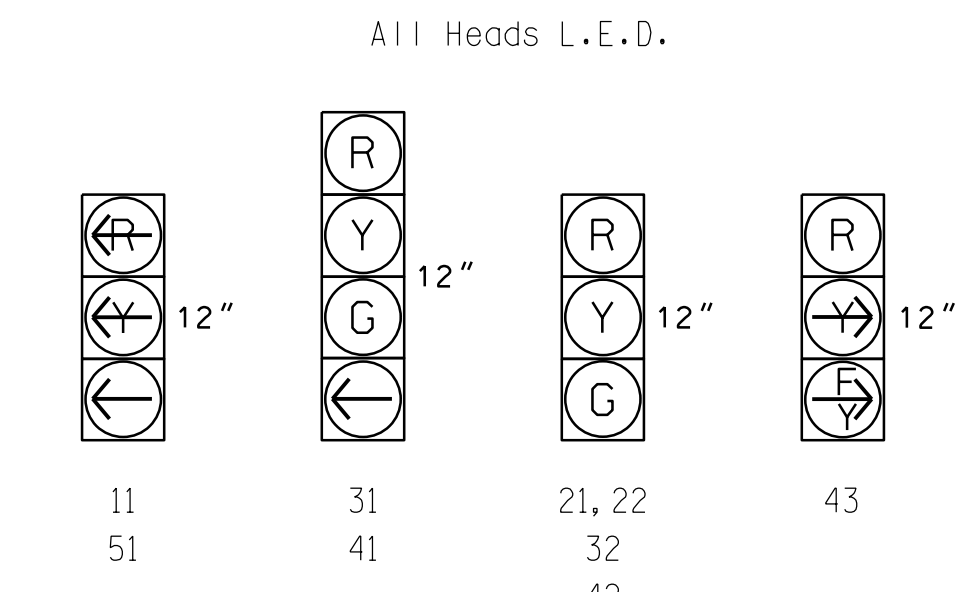


PHASING DIAGRAM



SIGNAL FACE	PHASE					
	01+6	02+6	02+5	03	04	ISDBT
11	←	←	←	←	←	←
21, 22	R	G	G	R	R	Y
31	R	R	R	G	R	R
32	R	R	R	G	R	R
41	R	R	R	R	C	R
42	←	R	R	R	G	R
43	←	R	R	R	R	R
51	←	←	←	←	←	←
61, 62	G	G	R	R	R	Y

SIGNAL FACE I.D.



MAXTIME DETECTOR INSTALLATION CHART												
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	RELAY DURING GREEN	NEW CARD
1A	6X40	0	*	*	1	3	-	X	-	X	-	*
1B	6X40	0	*	*	1	15	-	X	-	X	-	*
2A	6X6	70	*	*	2	-	-	X	-	X	-	*
2B	6X6	70	*	*	2	-	-	X	-	X	-	*
3A	6X40	0	*	*	3	10	-	X	-	X	-	*
4A	6X40	0	*	*	4	3	-	X	-	X	-	*
5A	6X40	0	*	*	5	3	-	X	-	X	-	*
6A	6X6	70	*	*	6	-	-	X	-	X	-	*
6B	6X6	70	*	*	6	-	-	X	-	X	-	*

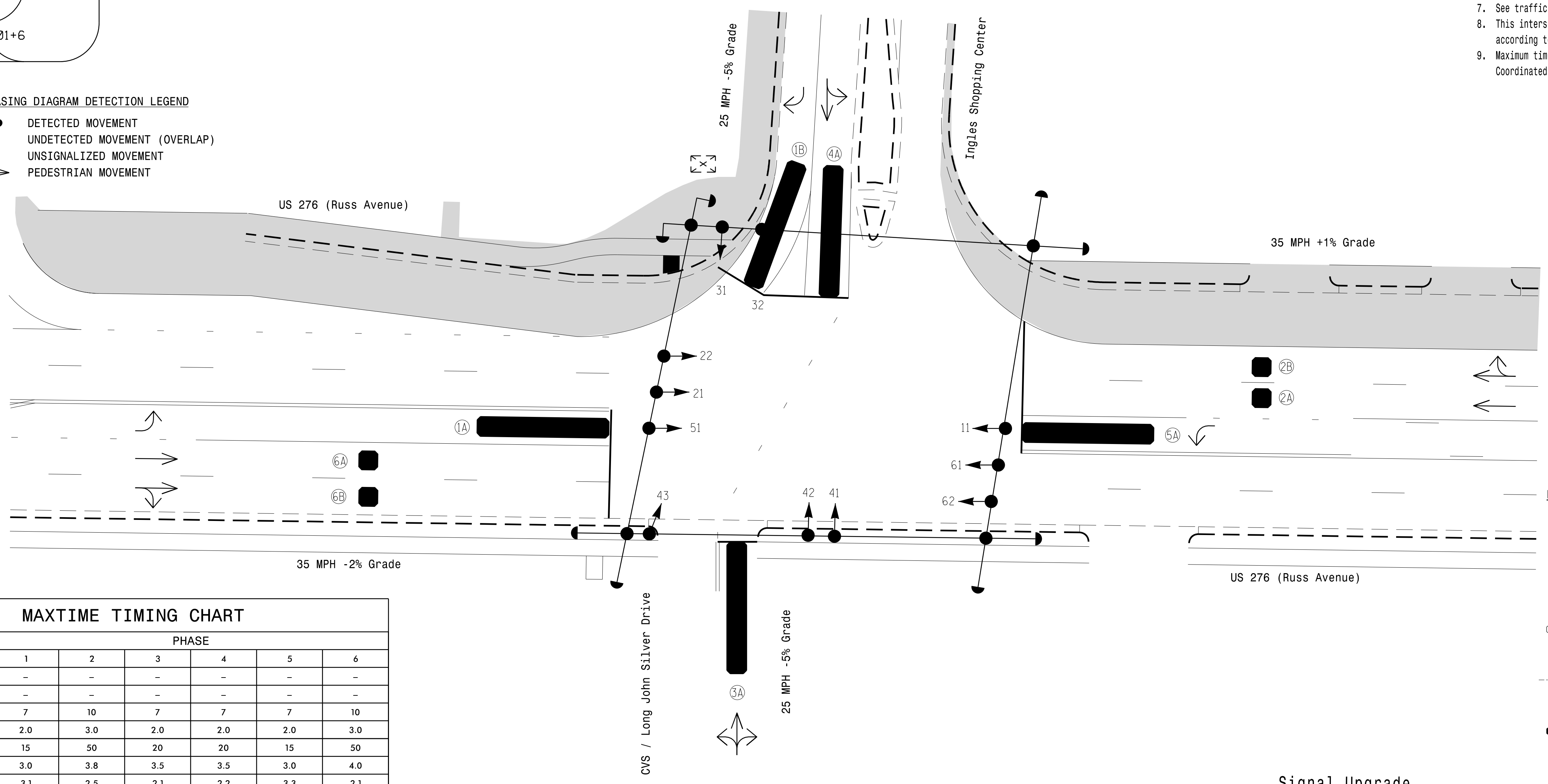
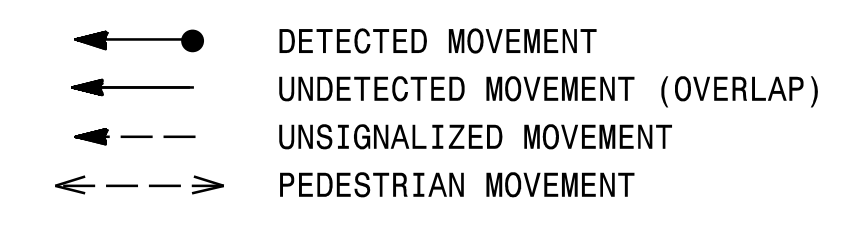
\* Multizone Microwave Detection

5 Phase Fully Actuated D14-12\_Waynesville

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- The order of Phase 1+6 and phase 2+5 may be reversed.
- The order of Phase 3 and phase 4 may be reversed.
- Reposition existing signal heads numbered 11, 21, 22, 51, 61 and 62.
- Set all detector units to presence mode.
- See traffic control plans for stop bar and crosswalk locations.
- This intersection uses multizone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

PHASING DIAGRAM DETECTION LEGEND



FEATURE	PHASE					
	1	2	3	4	5	6
Walk *	-	-	-	-	-	-
Ped Clear *	-	-	-	-	-	-
Min Green	7	10	7	7	7	10
Passage *	2.0	3.0	2.0	2.0	2.0	3.0
Max I *	15	50	20	20	15	50
Yellow Change	3.0	3.8	3.5	3.5	3.0	4.0
Red Clear	3.1	2.5	2.1	2.2	3.3	2.1
Added Initial *	-	-	-	-	-	-
Maximum Initial *	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-
Advance Walk	-	-	-	-	-	-
Non Lock Detector	X	-	X	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.

LEGEND	
PROPOSED	EXISTING
○ → Traffic Signal Head	● → N/A
○ → Modified Signal Head	○ → N/A
○ → Pedestrian Signal Head With Push Button & Sign	○ → N/A
○ → Signal Pole with Guy	○ → N/A
○ → Signal Pole with Sidewalk Guy	○ → N/A
□ → Inductive Loop Detector	□ → N/A
□ → Controller & Cabinet	□ → N/A
□ → Junction Box	□ → N/A
□ → 2-in Underground Conduit	□ → N/A
N/A → Right of Way	N/A → N/A
→ → Directional Arrow	→ → N/A
■ → Microwave Detection Zone	■ → N/A
■ → Construction Zone	■ → N/A

Signal Upgrade Temporary Design 2 - (TMP Phase II)



	US 276 (Russ Avenue) at Ingles Shopping Center / Long John Silver Drive Division 14 Haywood County Waynesville		
	PLAN DATE: April 2023 PREPARED BY: TS Popelka	REVIEWED BY: WJ Hamilton RKA PROJ. NO.: 16085 (040)	