

PHASING DIAGRAM

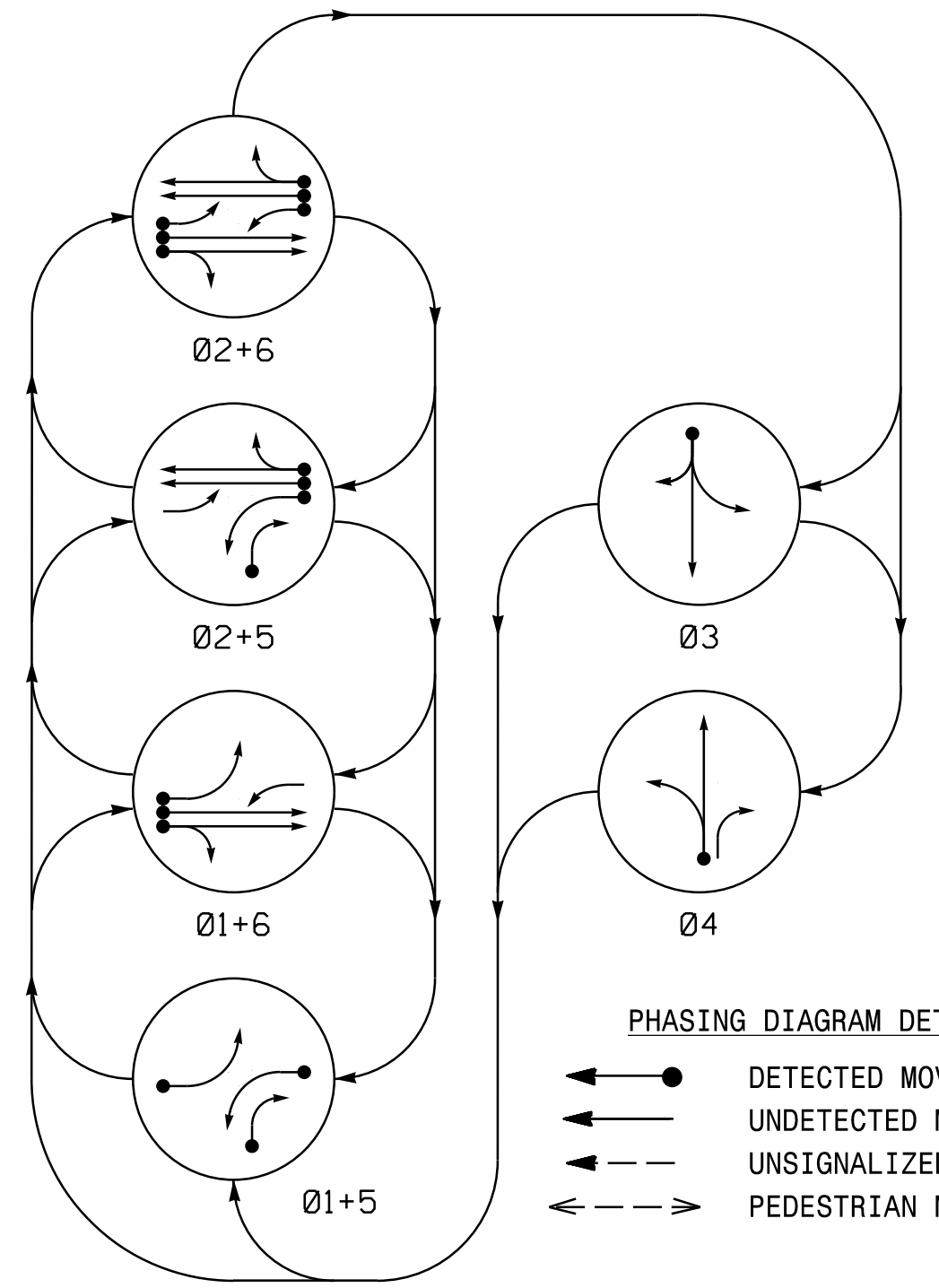
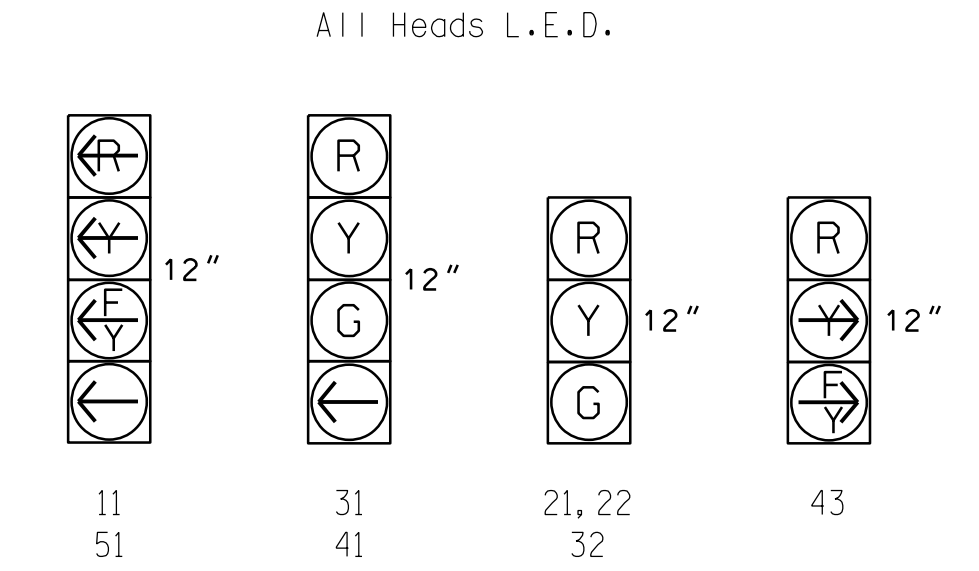


TABLE OF OPERATION

| SIGNAL FACE | PHASE | | | | | |
|-------------|-------|------|------|------|----|----|
| | Ø1+5 | Ø1+6 | Ø2+5 | Ø2+6 | Ø3 | Ø4 |
| 11 | - | - | F | F | R | R |
| 21, 22 | R | R | G | G | R | R |
| 31 | R | R | R | R | G | R |
| 32 | R | R | R | R | G | R |
| 41 | R | R | R | R | R | G |
| 42 | R | R | R | R | R | G |
| 43 | F | F | F | F | R | R |
| 51 | - | F | - | F | R | R |
| 61, 62 | R | G | R | G | R | R |

SIGNAL FACE I.D.



MAXTIME DETECTOR INSTALLATION CHART

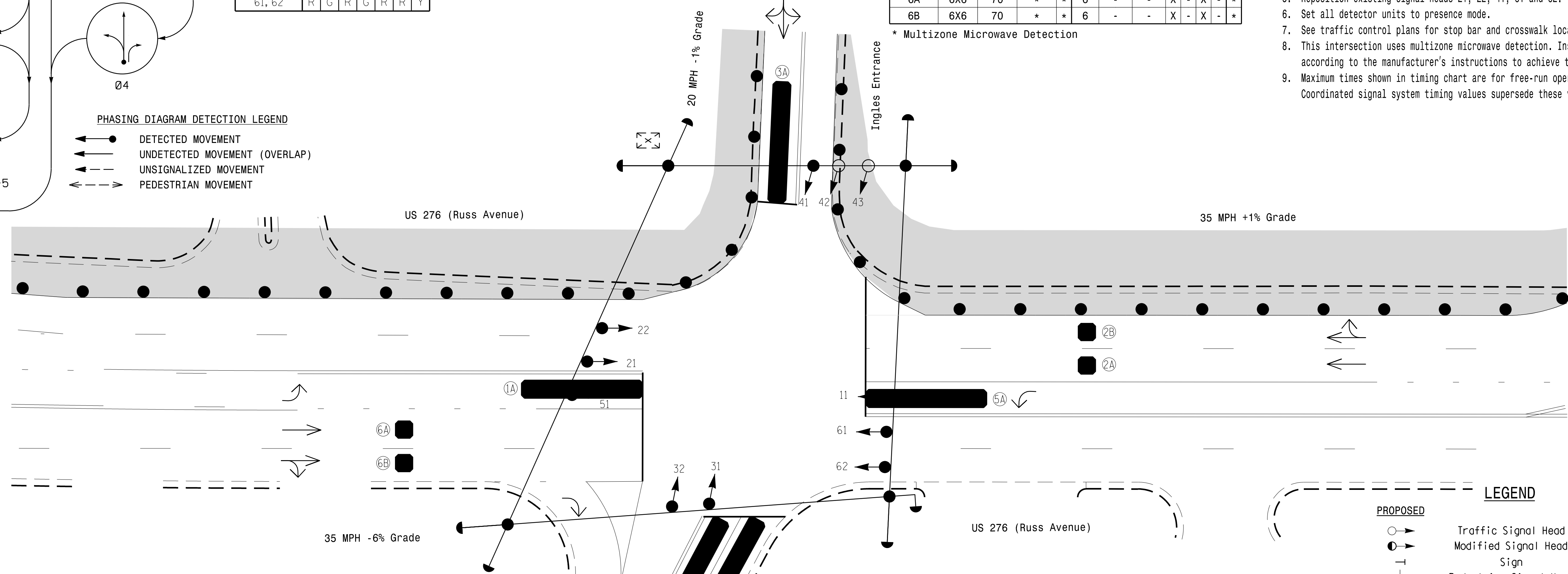
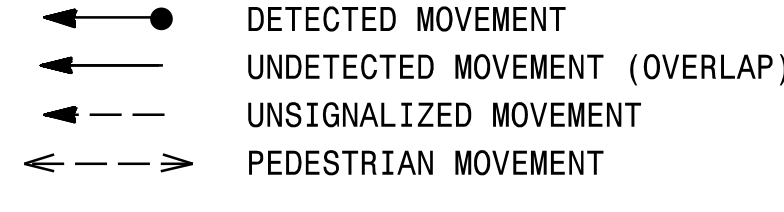
| ZONE | SIZE (FT) | DISTANCE FROM STOPBAR (FT) | TURNS | NEW LOOP | PROGRAMMING | | | | | | | |
|------|-----------|----------------------------|-------|----------|-------------|------------|-------------|--------|---------------|------|--------------------|----------|
| | | | | | CALL PHASE | DELAY TIME | EXTEND TIME | EXTEND | ADDED INITIAL | CALL | DELAY DURING GREEN | NEW CARD |
| 1A | 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 | 15 | - | X | - | X | - | * |
| 5B | 6X40 | 0 | * | * | 5 | 15 | - | X | - | X | - | * |
| 6A | 6X6 | 70 | * | * | 6 | - | - | X | - | X | - | * |
| 6B | 6X6 | 70 | * | * | 6 | - | - | X | - | X | - | * |

6 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.
- Phase 1 and/or phase 5 may be lagged.
- The order of phase 3 and phase 4 may be reversed.
- Reposition existing signal heads 21, 22, 41, 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.

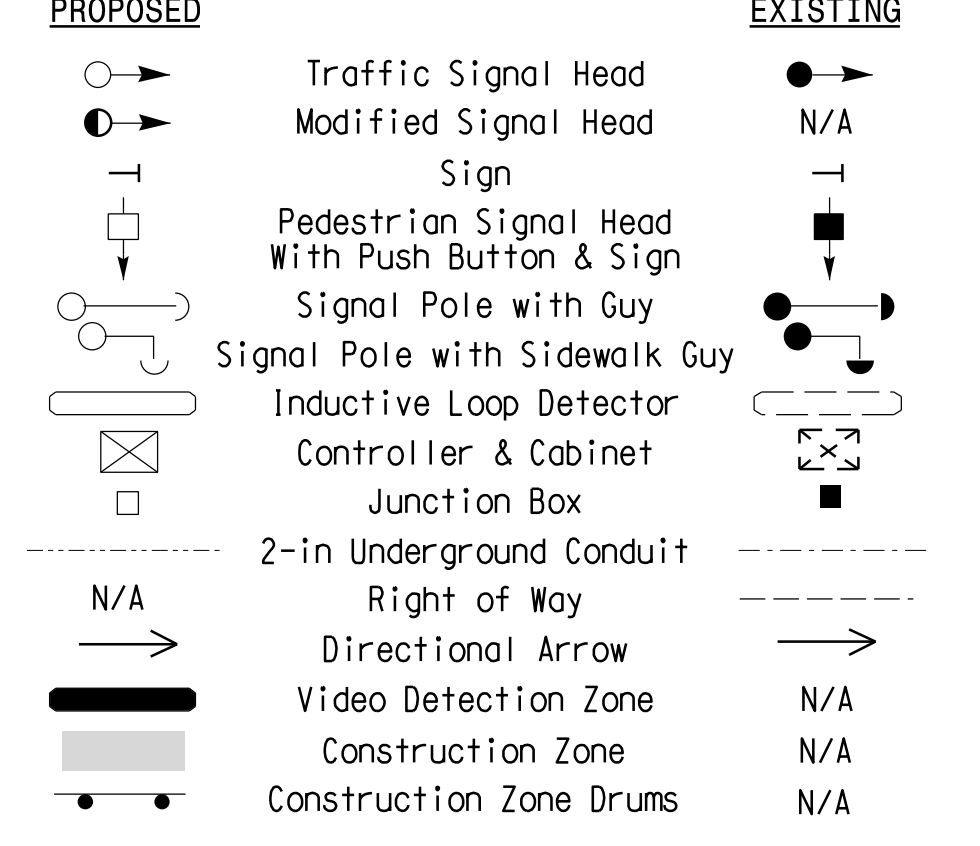
PHASING DIAGRAM DETECTION LEGEND



MAXTIME TIMING CHART

| 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 | 3.1 | 4.3 | 3.0 | 3.3 | 3.0 | 4.3 |
| Red Clear | 2.1 | 1.3 | 3.3 | 2.1 | 2.1 | 1.3 |
| 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 | - | - | - | - | - | - |

LEGEND



* 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.

Signal Upgrade Temporary Design 3 - (TMP Phase II)



| | | | |
|--------------------------|--|-------------------------|---|
| | Prepared For: US 276 (Russ Avenue) at Frazier Street / Ingles Entrance | | SEAL |
| | Division 14 Haywood County Waynesville | | |
| PLAN DATE: April 2023 | REVIEWED BY: WJ Hamilton | PREPARED BY: TS Popelka | RKA PROJ. NO.: 16085 (040) |
| REVISIONS | INIT. | DATE | SIGNATURE DATE |
| SCALE: 0" = 20' 1" = 20' | | | DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED SIG. INVENTORY NO. 14-1075T3 |