

PHASING DIAGRAM

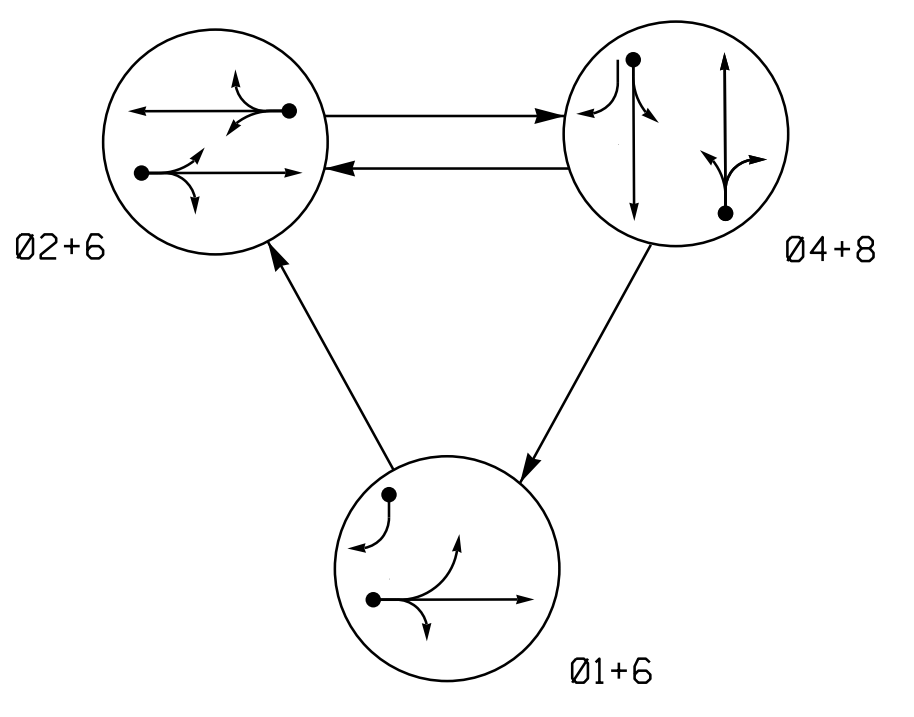
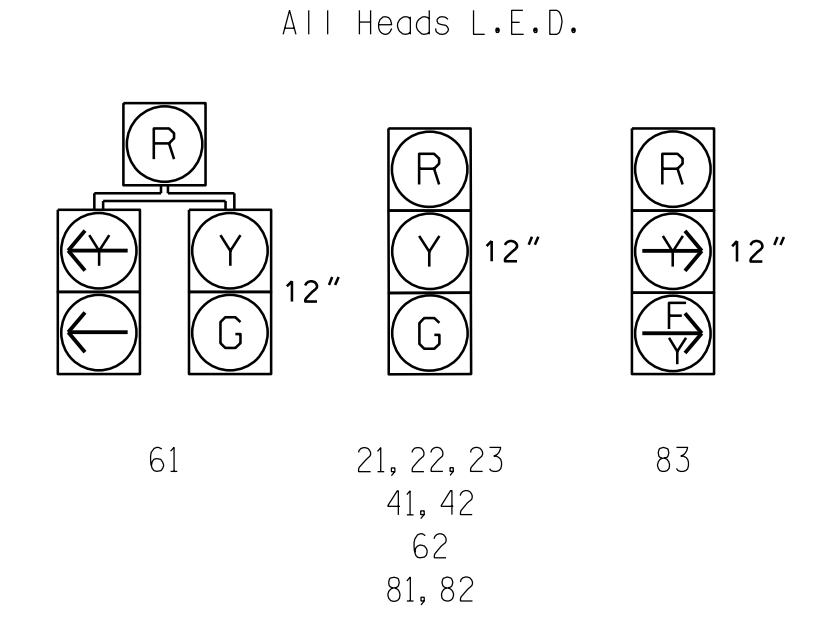


TABLE OF OPERATION

SIGNAL FACE	PHASE			
	01+6	02+6	04+8	FLASH
21, 22, 23	R	G	R	Y
41, 42	R	R	G	R
61	G	G	R	Y
62	G	G	R	Y
81, 82	R	R	G	R
83	R	R	E	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 INITIAL	CALL	DELAY DURING GREEN	NEW CARD	
1A	6X40	0	*	*	1	15	-	X	-	X	-	*
1B	6X40	0	*	*	6	3	-	X	-	X	X	*
2A	6X6	70	*	*	2	-	-	X	-	X	-	*
4A	6X40	0	*	*	4	10	-	X	-	X	-	*
6A	6X6	70	*	*	6	-	-	X	-	X	-	*
8A	6X40	0	*	*	8	3	-	X	-	X	-	*

* Multizone Microwave Detection

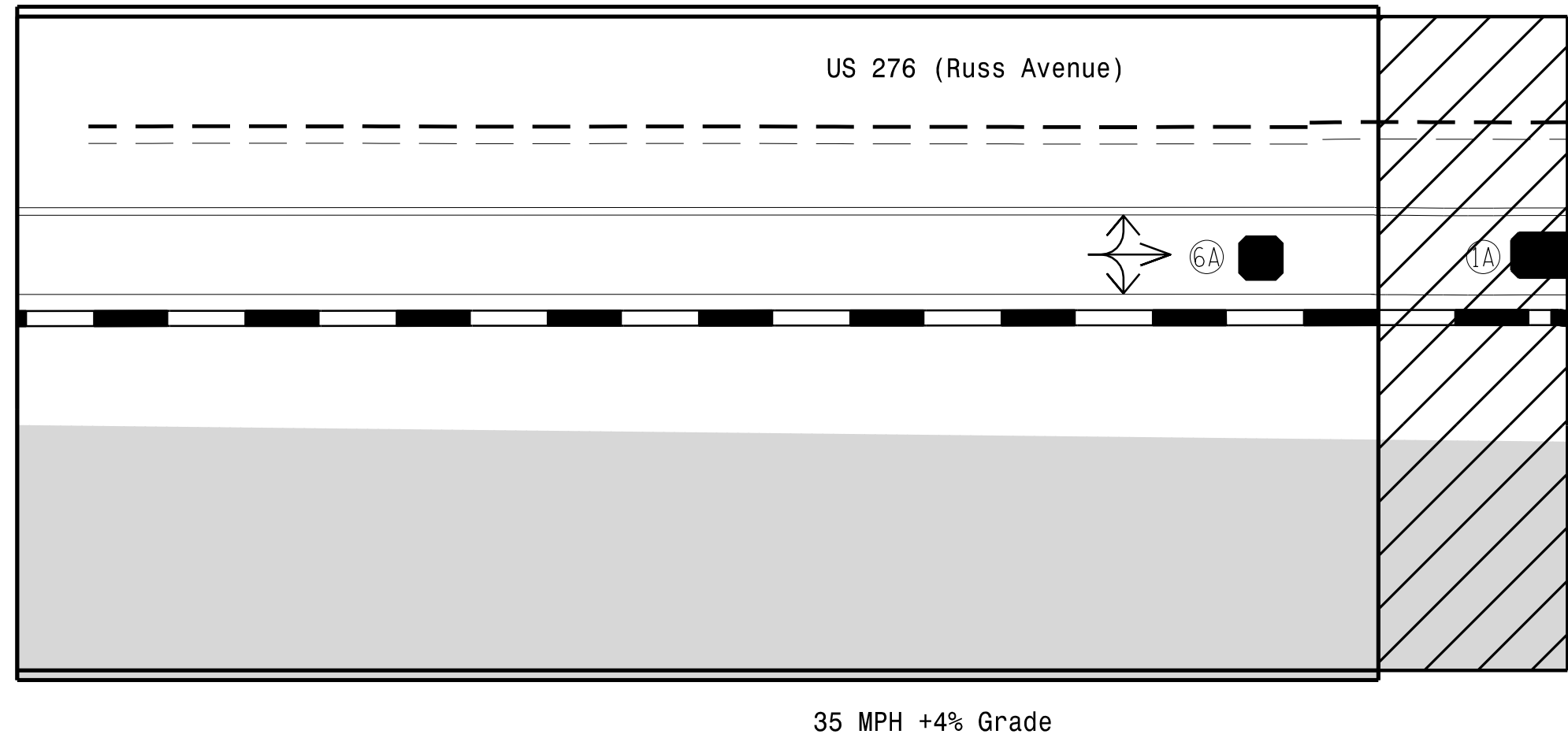
3 Phase Fully Actuated D14-12_Waynesville

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.
- Set all detector units to presence mode.
- Enable Backup Protect for phase 6 to allow the controller to clear from phase 2+6 to phase 1+6 by progressing through an all red display.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- See traffic control plans for stop bar and crosswalk locations.
- This intersection utilizes multi-zone 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

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



Maintain access as directed by engineer during construction.

MAXTIME TIMING CHART

FEATURE	PHASE				
	1	2	4	6	8
Walk *	-	-	-	-	-
Ped Clear *	-	-	-	-	-
Min Green	7	10	7	10	7
Passage *	2.0	3.0	2.0	3.0	2.0
Max I *	15	45	25	45	25
Yellow Change	4.2	4.2	3.2	4.2	3.0
Red Clear	1.1	1.1	1.2	1.1	1.6
Red Revert	2.0	2.0	2.0	5.0	2.0
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.

LEGEND

- | PROPOSED | EXISTING |
|--|----------|
| ○ → Traffic Signal Head | ● → N/A |
| ○ → Modified Signal Head | ○ → N/A |
| ○ → Sign | ○ → 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 |
| ○ → Right of Way | ○ → N/A |
| ○ → Directional Arrow | ○ → N/A |
| ○ → Microwave Detection Zone | ○ → N/A |
| ○ → Construction Zone | ○ → N/A |
| ○ → Construction Barrier | ○ → N/A |
| ○ → Construction Zone Drums | ○ → N/A |

Signal Upgrade Temporary Design 1 - (TMP Phase I)

<p>Infrastructure Consulting Services, Inc. RAMEY KEMP ASSOCIATES 8210 University Executive Park Drive Suite 220 Charlotte, North Carolina 28226 Phone: 704-549-4260 www.rameykemp.com NC License No. F-1489</p>	<p>Prepared For: US 276 (Russ Avenue) at West Marshall Street / Bank Drive</p> <p>Division 14 Haywood County Waynesville</p> <p>PLAN DATE: April 2023 REVIEWED BY: WJ Hamilton</p> <p>PREPARED BY: TS Popelka RKA PROJ. NO.: 16085 (040)</p>	<p>SEAL</p> <p>WILLIAM J. HAMILTON ENGINEER SEAL 32396</p> <p>04/11/2023</p>								
	<p>750 N. Greenfield Pkwy, Garner, NC 27529</p> <p>SCALE: 0" = 20'</p>	<p>REVISIONS</p> <table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>INIT.</th> <th>DATE</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DATE	INIT.	DATE				
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