

PHASING DIAGRAM

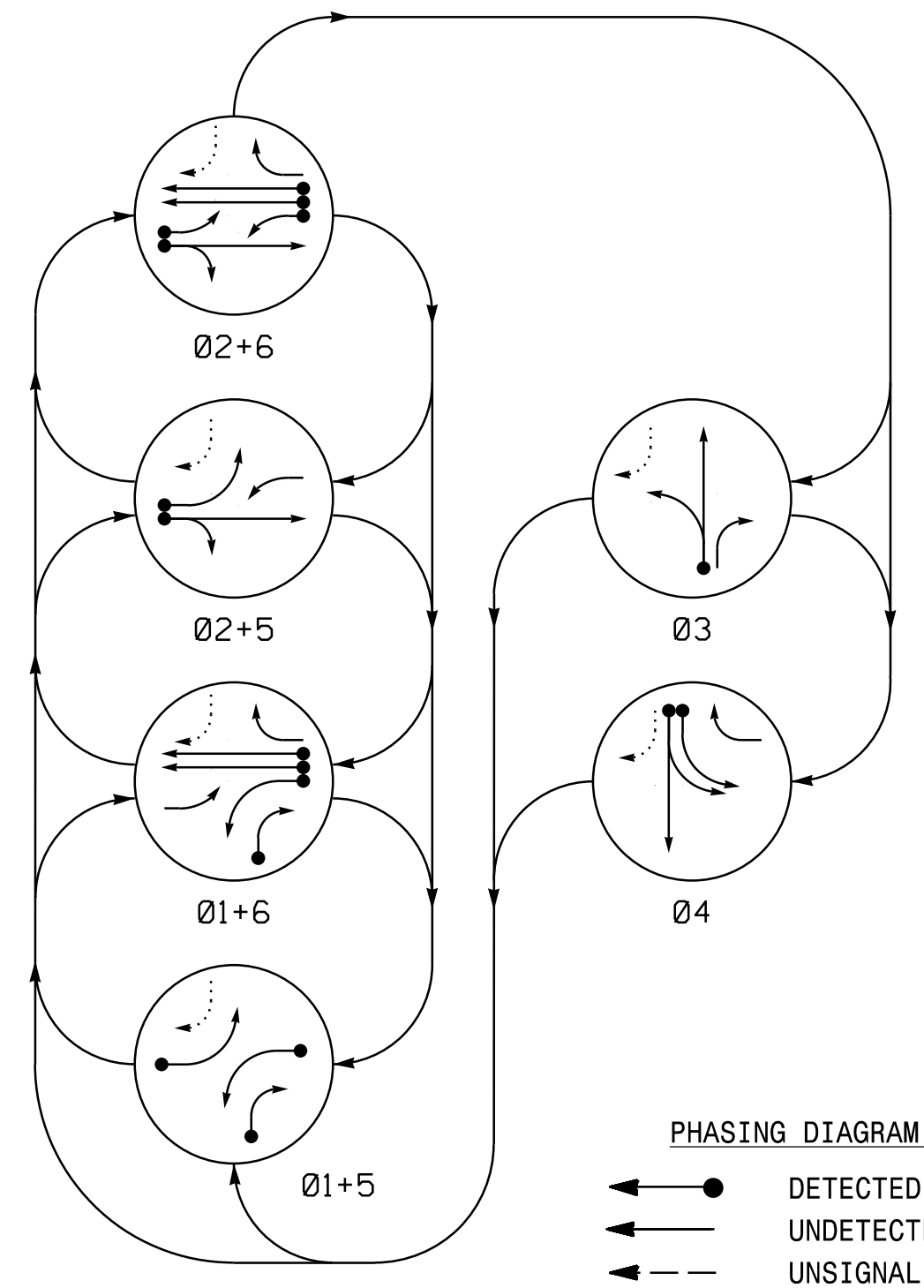
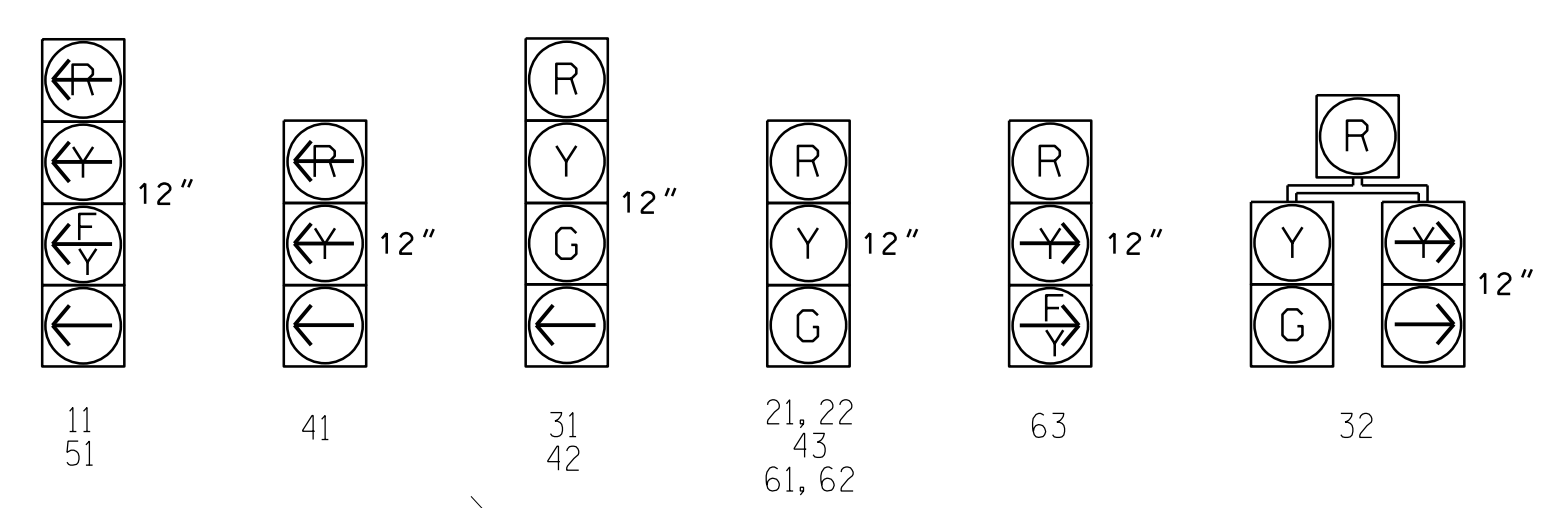


TABLE OF OPERATION

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	03	04
11	-	-	F	F	R	Y
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	G	R
42	R	R	R	R	G	R
43	R	R	R	R	G	R
51	-	F	-	F	R	Y
61, 62	R	G	R	G	R	Y
63	R	F	R	F	R	Y

SIGNAL FACE I.D.

All Heads L.E.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 DURING GREEN	NEW CARD	
1A	6X40	0	*	*	1	15	-	X	X	-	*
1B	6X40	0	*	*	6	-	-	X	X	-	*
2A	6X6	70	*	*	2	-	-	X	X	-	*
2B	6X6	70	*	*	2	-	-	X	X	-	*
3A	6X40	0	*	*	3	3	-	X	X	-	*
4A	6X40	0	*	*	4	3	-	X	X	-	*
4B	6X40	0	*	*	4	-	-	X	X	-	*
5A	6X40	0	*	*	5	15	-	X	X	-	*
6A	6X6	70	*	*	2	-	-	X	X	-	*
6B	6X6	70	*	*	6	-	-	X	X	-	*

* Multizone Microwave Detection

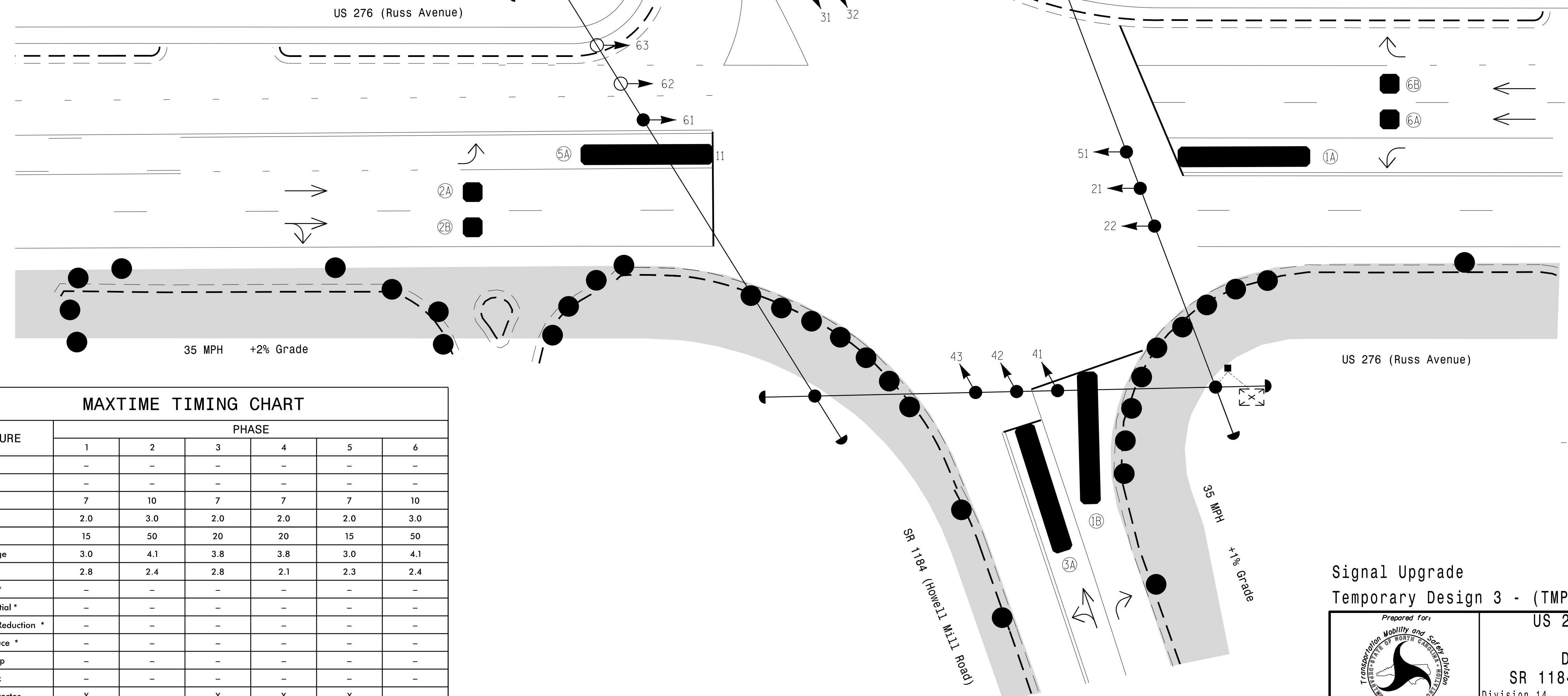
6 Phase Fully Actuated D14-12_Waynesville

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 numbered 11, 21, 22, 41, 42, 51, and 61.
- Set all detector units to presence mode.
- See traffic control plans for stop bar 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

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



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 1 *	15	50	20	20	15	50
Yellow Change	3.0	4.1	3.8	3.8	3.0	4.1
Red Clear	2.8	2.4	2.8	2.1	2.3	2.4
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**
 - Traffic Signal Head
 - Modified Signal Head
 - Sign
 - Pedestrian Signal Head With Push Button & Sign
 - Signal Pole with Guy
 - Signal Pole with Sidewalk Guy
 - Inductive Loop Detector
 - Controller & Cabinet
 - Junction Box
 - 2-in Underground Conduit
 - Right of Way
 - Directional Arrow
 - Microwave Detection Zone
 - Construction Zone
 - Yield Sign
- EXISTING**
 - N/A
 - N/A
 - N/A
 - N/A
 - N/A
 - N/A
 - N/A
 - N/A
 - N/A
 - N/A
 - N/A
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 - N/A

Signal Upgrade Temporary Design 3 - (TMP Phase II, Step 1)

<p>Infrastructure Consulting Services, Inc. RAMEY KEMP ASSOCIATES 2310 University Executive Park Drive Suite 228 Charlotte, North Carolina 28228 Phone: 704-549-4260 www.rameykemp.com NC License No. F-1489</p>	<p>US 276 (Russ Avenue) at Dellwood Road/ SR 1184 (Howell Mill Road)</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>DATE: 04/11/2023</p>								
	<p>750 N. Greenfield Pkwy, Garner, NC 27529</p> <p>SCALE: 1" = 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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