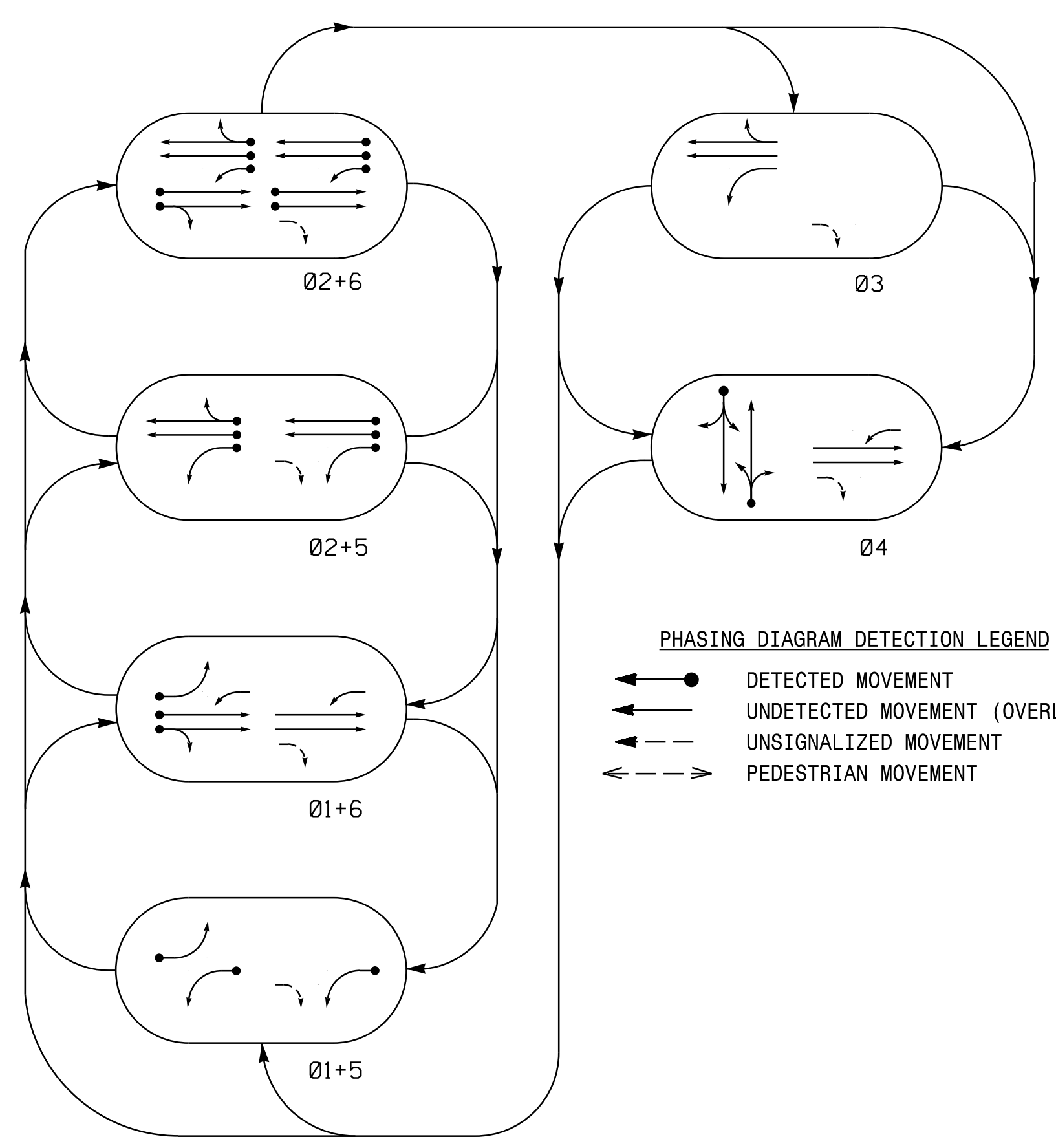


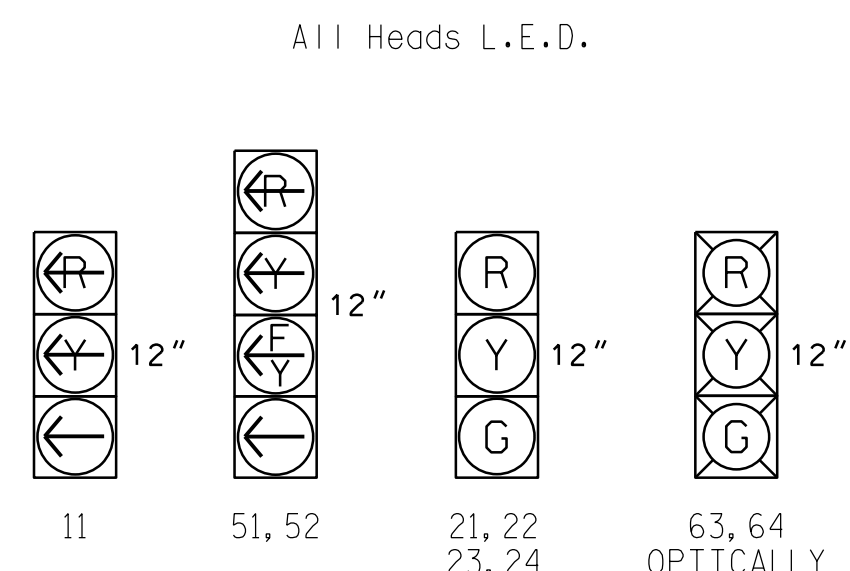
**PHASING DIAGRAM**



**TABLE OF OPERATION**

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	03	04
11	—	—	—	—	—	—
21, 22	R	R	G	G	R	Y
23, 24	R	R	G	G	R	Y
41, 42, 43	R	R	R	R	R	G
44, 45	R	R	R	R	R	G
51	—	—	—	—	—	—
52	—	—	—	—	—	—
61, 62	R	G	R	G	R	Y
63, 64	R	G	R	G	R	Y

**SIGNAL FACE I.D.**



**MAXTIME DETECTOR INSTALLATION CHART**

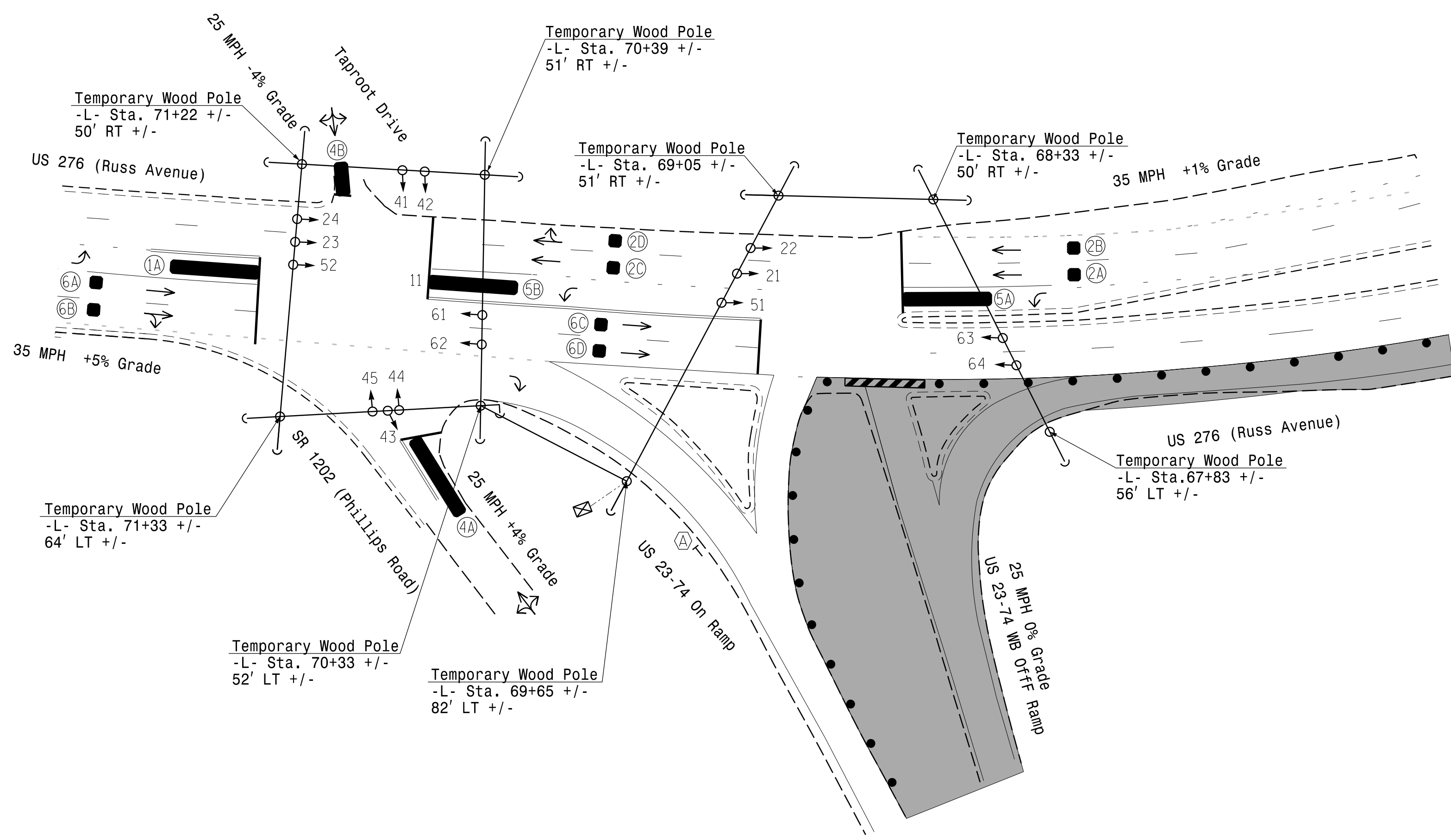
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING						
					CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	INITIAL CALL	DELAY DURING GREEN	NEW CARD
1A	6X40	0	*	*	1	3	-	X	X	-	*
2A,2B	6X6	70	*	*	2	-	-	X	X	-	*
2C,2D	6X6	70	*	*	2	-	-	X	X	-	*
4A	6X40	0	*	*	4	10	-	X	X	-	*
4B	6X15	0	*	*	4	10	-	X	X	-	*
5A	6X40	0	*	*	5	15	-	X	X	-	*
5B	6X40	0	*	*	2	-	-	X	X	-	*
					5	15	-	X	X	-	*
6A	6X6	70	*	*	2	3	-	X	X	-	*
					6	-	-	X	X	-	*
6B	6X6	70	*	*	6	-	-	X	X	-	*

\* Multizone Microwave Detection

**6 Phase Fully Actuated D14-12\_Waynesville**

**NOTES**

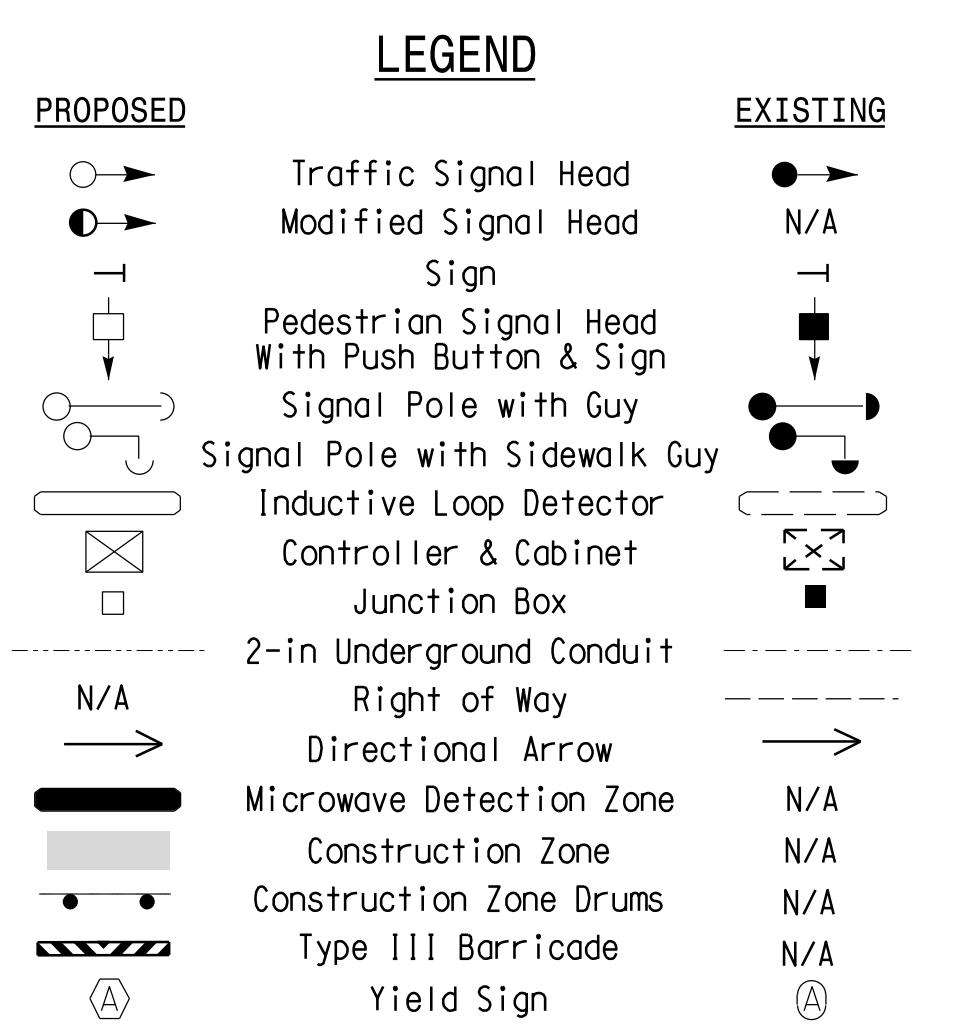
- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 or phase 5 may be lagged.
- Set all detector units to presence mode.
- 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 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.



**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	60	15	15	15	60
Yellow Change	3.0	3.8	3.2	3.4	3.0	3.8
Red Clear	1.9	1.5	2.4	2.9	2.1	1.5
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.



**Signal Upgrade  
Temporary Design 1 - (TMP Phase I, Step 1)**

Infrastructure Consulting Services, Inc.  
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Prepared for:  
Transportation Mobility and Safety Division  
STATE OF NORTH CAROLINA  
Signal Design Section  
750 N. Greenfield Pkwy, Garner, NC 27529  
SCALE: 0" = 40'  
1" = 40'

**US 276 (Russ Avenue)  
at  
US 23 - 74 WB Ramps**

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

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL  
NORTH CAROLINA PROFESSIONAL ENGINEER  
SEAL 32396  
WILLIAM J. HAMILTON  
Signature: William J. Hamilton  
DATE: 04/11/2023  
SIG. INVENTORY NO. 14-097411