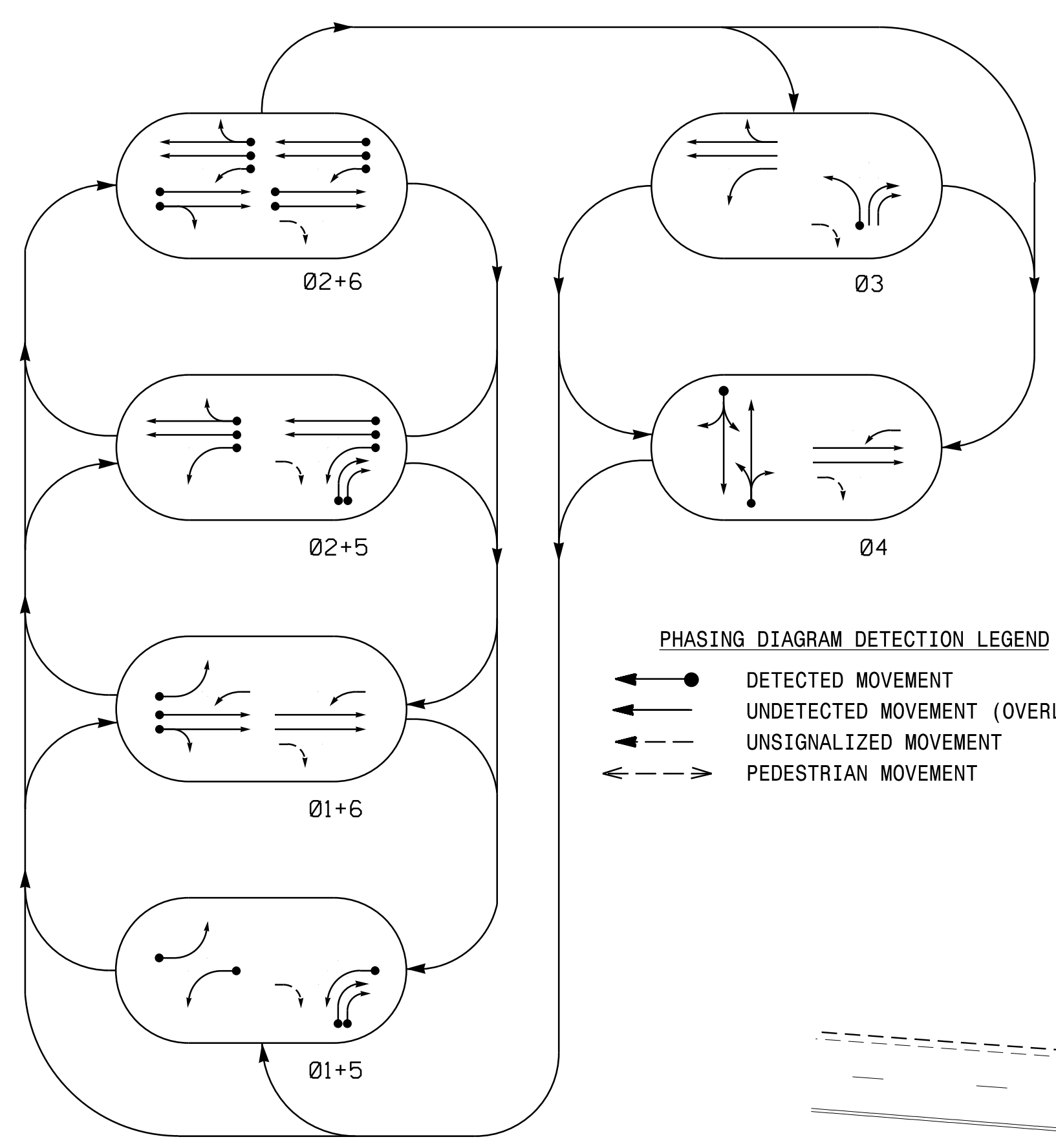


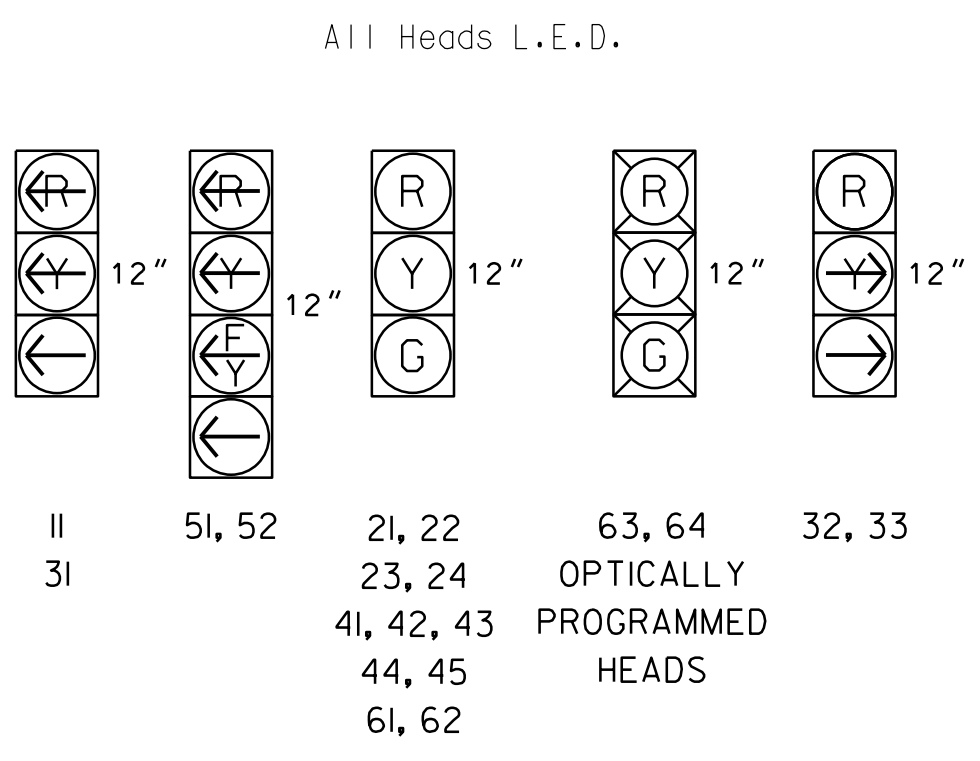
**PHASING DIAGRAM**



**TABLE OF OPERATION**

| SIGNAL FACE | PHASE |      |      |      |    |    | FLIGHT |
|-------------|-------|------|------|------|----|----|--------|
|             | 01+5  | 01+6 | 02+5 | 02+6 | 03 | 04 |        |
| II          | —     | —    | —    | —    | —  | —  | —      |
| 21, 22      | R     | R    | G    | G    | R  | R  | Y      |
| 23, 24      | R     | R    | G    | G    | G  | R  | Y      |
| 31          | —     | —    | —    | —    | —  | —  | —      |
| 32, 33      | —     | R    | —    | R    | —  | R  | R      |
| 41, 42, 43  | R     | R    | R    | R    | R  | G  | R      |
| 44, 45      | R     | R    | R    | R    | R  | G  | R      |
| 51          | —     | —    | —    | —    | —  | —  | —      |
| 52          | —     | —    | —    | —    | —  | —  | —      |
| 61, 62      | R     | G    | R    | G    | R  | R  | Y      |
| 63, 64      | R     | G    | R    | G    | R  | G  | Y      |

**SIGNAL FACE I.D.**



**MAXTIME DETECTOR INSTALLATION CHART**

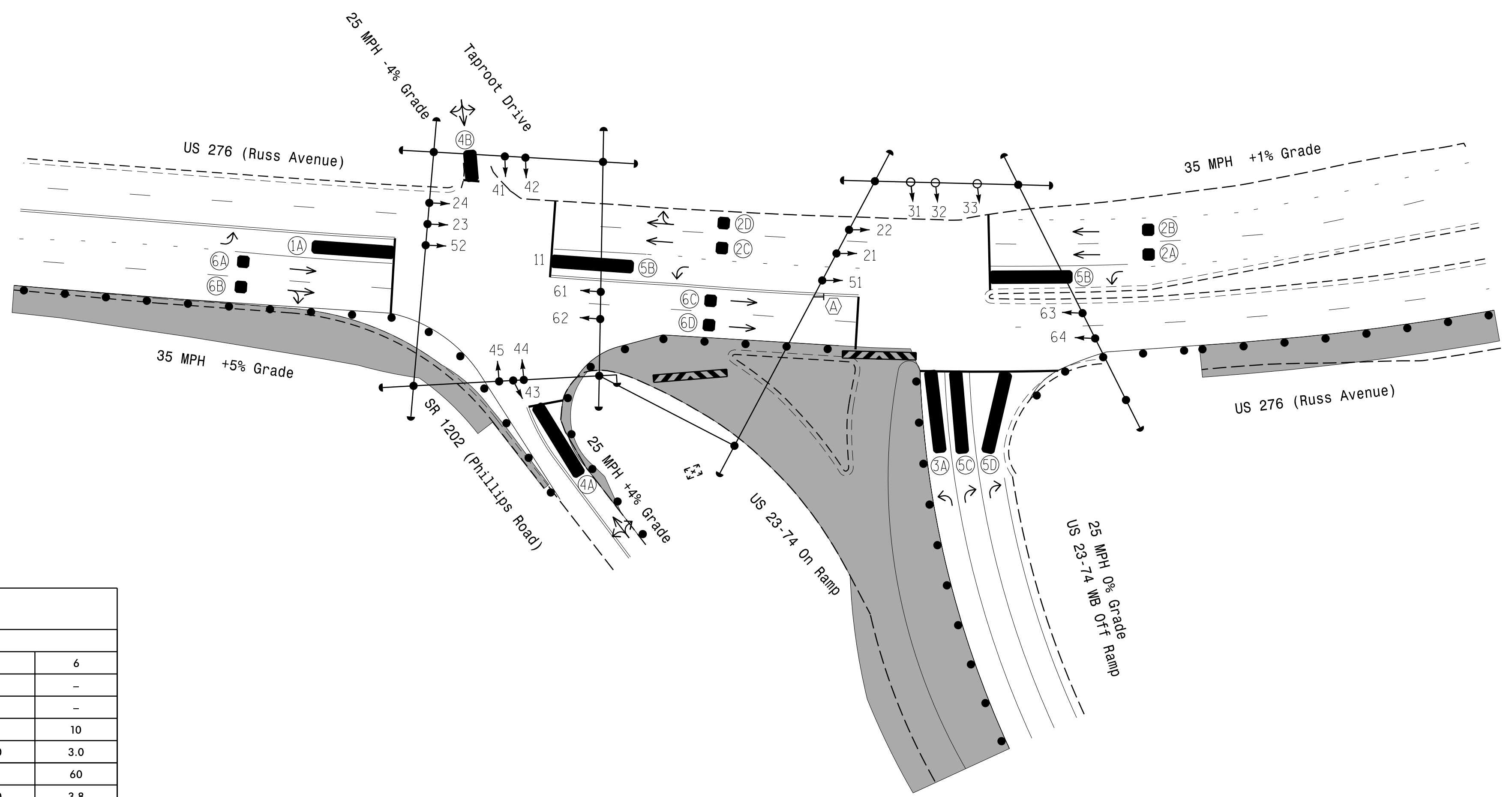
| ZONE  | SIZE (FT) | DISTANCE FROM STOPBAR (FT) | TURNS | NEW LOOP | PROGRAMMING |            |             |        |               |      |          |   |
|-------|-----------|----------------------------|-------|----------|-------------|------------|-------------|--------|---------------|------|----------|---|
|       |           |                            |       |          | CALL PHASE  | DELAY TIME | EXTEND TIME | EXTEND | ADDED INITIAL | CALL | NEW CARD |   |
| 1A    | 6X40      | 0                          | *     | *        | 1           | 3          | -           | X      | -             | X    | -        | * |
| 2A,2B | 6X6       | 70                         | *     | *        | 2           | -          | -           | X      | -             | X    | -        | * |
| 2C,2D | 6X6       | 70                         | *     | *        | 2           | -          | -           | X      | -             | X    | -        | * |
| 3A    | 6X40      | 0                          | *     | *        | 3           | -          | -           | 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           | 3          | -           | X      | -             | X    | -        | * |
| 5C    | 6X40      | 0                          | *     | *        | 5           | 15         | -           | X      | -             | X    | -        | * |
| 5D    | 6X40      | 0                          | *     | *        | 5           | 15         | -           | X      | -             | X    | -        | * |
| 6A,6B | 6X6       | 70                         | *     | *        | 6           | -          | -           | X      | -             | X    | -        | * |
| 6C,6D | 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.
- Reposition existing signal heads numbered 31, 33, 41 and 42.
- 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.

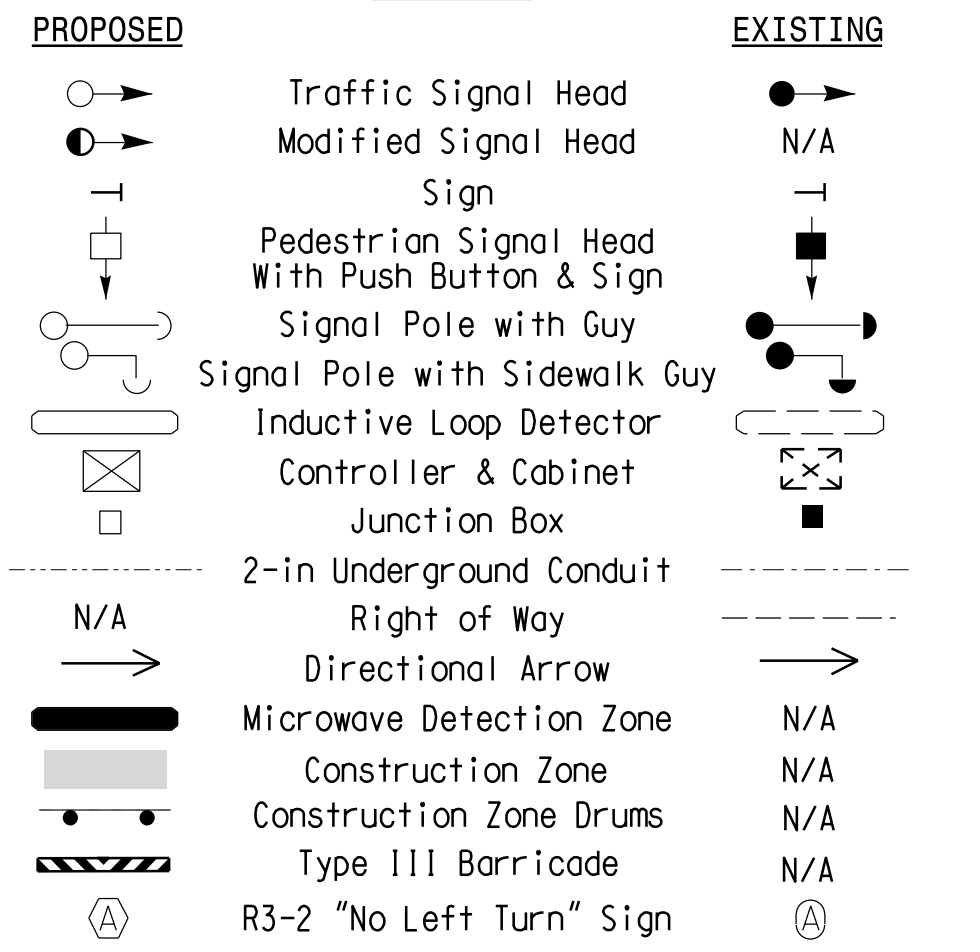


**MAXTIME TIMING CHART**

| 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        | 3.0 | 3.4 | 3.0 | 3.8        |
| Red Clear               | 1.9   | 1.5        | 2.3 | 2.9 | 1.8 | 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.

**LEGEND**



**Signal Upgrade Temporary Design 2 - (TMP Phase I, Step 2)**

Infrastructure Consulting Services, Inc.

8210 University Executive Park Drive Suite 220 Charlotte, North Carolina 28226  
Phone: 704-549-4200 | www.rameykemp.com | NC License No. P-1489

**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)

SEAL

William J. Hamilton  
Professional Engineer  
04/11/2023

| REVISIONS | INIT. | DATE |
|-----------|-------|------|
|           |       |      |
|           |       |      |

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