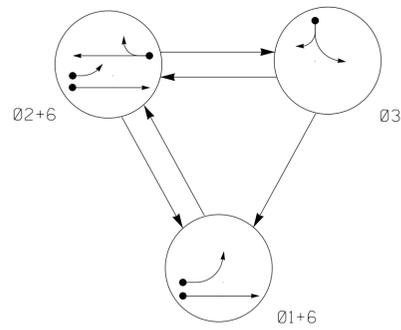


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

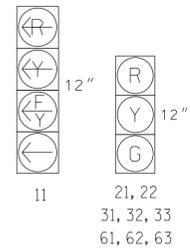
- ←●→ DETECTED MOVEMENT
- ←→ UNDETECTED MOVEMENT (OVERLAP)
- ←- - - UNSIGNALIZED MOVEMENT
- ←- - - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE			FLASH
	Ø 1 + 6	Ø 2 + 6	Ø 3	
11	←	→	↔	Y
21, 22	R	G	R	Y
31, 32, 33	R	R	G	R
61, 62, 63	G	G	R	Y

SIGNAL FACE I.D.

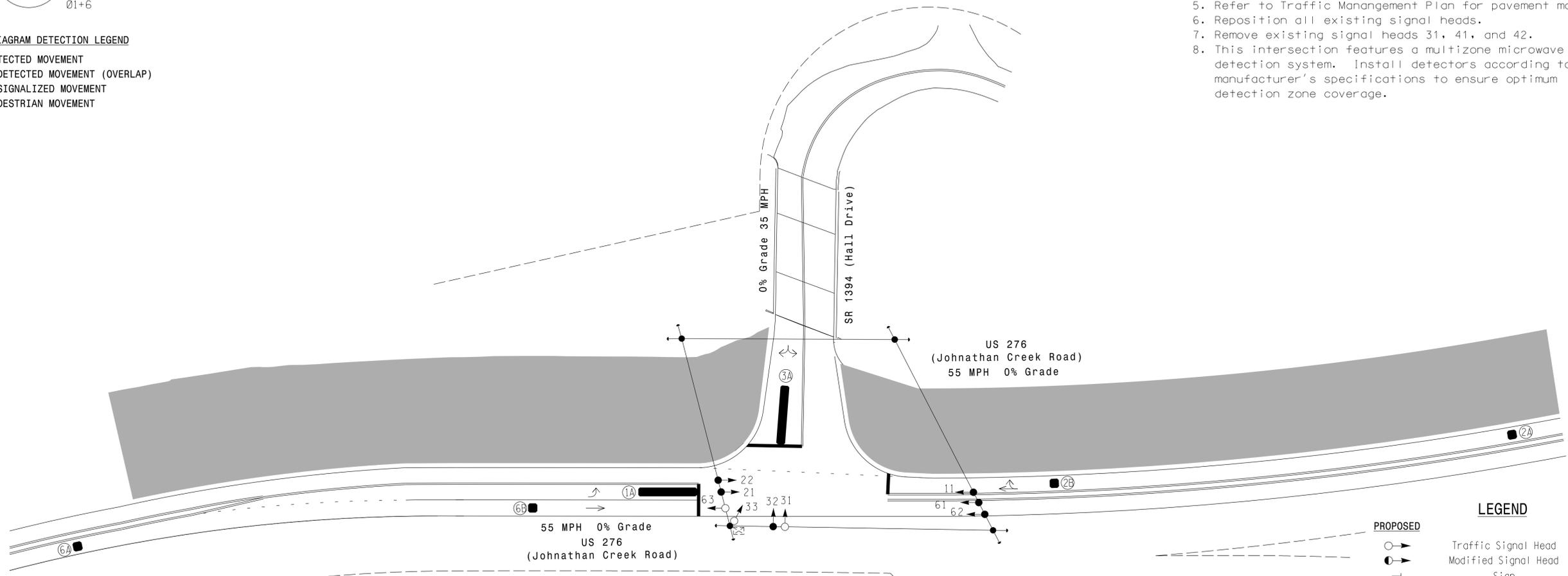
All Heads L.E.D.



3 Phase Fully Actuated Isolated

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 may be lagged.
4. Set all detector units to presence mode.
5. Refer to Traffic Management Plan for pavement markings.
6. Reposition all existing signal heads.
7. Remove existing signal heads 31, 41, and 42.
8. This intersection features a multizone microwave detection system. Install detectors according to manufacturer's specifications to ensure optimum detection zone coverage.



LEGEND

- | | | | |
|--|----------------------------------------|--|----------------------------------------|
| | PROPOSED Traffic Signal Head | | EXISTING Traffic Signal Head |
| | PROPOSED Modified Signal Head | | EXISTING Modified Signal Head |
| | PROPOSED Pedestrian Signal Head | | EXISTING Pedestrian Signal Head |
| | PROPOSED Signal Pole with Guy | | EXISTING Signal Pole with Guy |
| | PROPOSED Signal Pole with Sidewalk Guy | | EXISTING Signal Pole with Sidewalk Guy |
| | PROPOSED Inductive Loop Detector | | EXISTING Inductive Loop Detector |
| | PROPOSED Controller & Cabinet | | EXISTING Controller & Cabinet |
| | PROPOSED Junction Box | | EXISTING Junction Box |
| | PROPOSED 2-in Underground Conduit | | EXISTING 2-in Underground Conduit |
| | PROPOSED Right of Way | | EXISTING Right of Way |
| | PROPOSED Directional Arrow | | EXISTING Directional Arrow |
| | PROPOSED Multizone Microwave Detection | | EXISTING Multizone Microwave Detection |
| | PROPOSED Construction Area | | EXISTING Construction Area |

MAXTIME TIMING CHART

FEATURE	PHASE			
	1	2	3	6
Walk *	-	-	-	-
Ped Clear	-	-	-	-
Min Green *	7	14	7	14
Passage *	2.0	2.0	2.0	2.0
Max 1 *	35	90	45	90
Yellow Change	3.0	5.2	3.0	5.2
Red Clear	2.6	1.7	3.3	1.7
Added Initial *	-	-	-	-
Maximum Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Advance Walk	-	-	-	-
Non Lock Detector	X	-	X	-
Vehicle Recall	-	MIN RECALL	-	MIN RECALL
Dual Entry	-	-	-	-

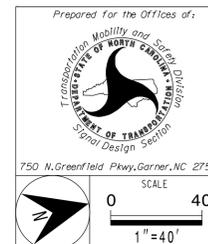
* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

MAXTIME DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	PROGRAMMING								
				NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND INITIAL	CALL DELAY DURING GREEN	NEW CARD		
1A	*	0	*	*	1	15.0	-	X	-	X	-	*
2A	*	420	*	*	2	-	2.2	X	-	X	-	*
2B	*	110	*	*	2	-	-	X	-	X	-	*
3A	*	0	*	*	3	3.0	-	X	-	X	-	*
6A	*	420	*	*	6	-	2.2	X	-	X	-	*
6B	*	110	*	*	6	-	-	X	-	X	-	*

* Multizone Microwave Detection Zones

Signal Upgrade-Temporary Design 2 (TCP Phase III)



US 276 (Johnathan Creek Road) at SR 1394 (Hall Drive)	
Division 14 Haywood County	Dellwood
PLAN DATE: April 2024	REVIEWED BY: M. L. Stygles
PREPARED BY: J. Ma	REVIEWED BY: J. L. Lewis
REVISIONS	INIT. DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

