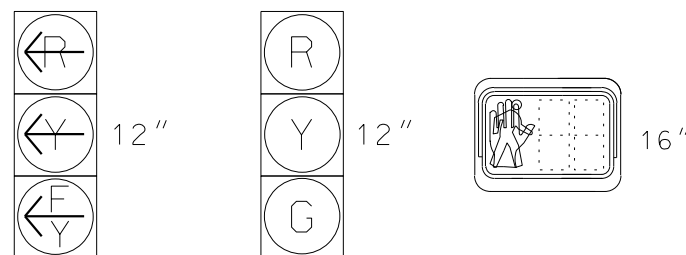


$2+6$ $4 + 8$

	DETECTED MOVEMENT
	UNDETECTED MOVEMENT (OVERLAP)
	UNSIGNALIZED MOVEMENT
	PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE		
	2 + 6	4 + 8	F L A S H
21			
22,23	G	R	R
41,42	R	G	R
61			
62,63	G	R	R
81,82	R	G	R
P21, P22	W	DW	DRK

All Heads L.E.D.

21
61

22,23
41,42

P21, P22

DETECTOR				PROGRAMMING								
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND ADDED	INITIAL	CALL	DELAY DURING GREEN	NEW CARD
2B	*	0	*	X	2	3.0	-	X	-	X	-	*
4A	*	0	*	X	4	5.0	-	X	-	X	-	*
4B	*	0	*	X	4	5.0	-	X	-	X	-	*
6B	*	0	*	X	6	3.0	-	X	-	X	-	*
8A	*	0	*	X	8	5.0	-	X	-	X	-	*
8B	*	0	*	X	8	5.0	-	X	-	X	-	*

*Multi-Zone Microwave Detection Zone

2 Phase
Fully Actuated
(Time Based Coordination)

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. Set all detector units to presence mode.
4. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
5. This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
6. 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			
	2	4	6	8
Walk *	14	—	—	—
Ped Clear	13	—	—	—
Min Green *	12	7	12	7
Passage *	2.0	2.0	2.0	2.0
Max 1 *	60	20	60	20
Yellow Change	4.5	3.5	4.5	3.5
Red Clear	1.6	3.1	1.6	3.1
Added Initial *	—	—	—	—
Maximum Initial *	—	—	—	—
Time Before Reduction *	—	—	—	—
Time To Reduce *	—	—	—	—
Minimum Gap	—	—	—	—
Advance Walk	7	—	—	—
Non Lock Detector	—	X	—	X
Vehicle Recall	MIN RECALL	—	MIN RECALL	—
Dual Entry	—	X	—	X

Microwave Detection				
	②A		⑥A	
FUNCTION	Sensor 1		Sensor 2	
Channel	1		1	
Phase	2		6	
Direction of Travel	WB		EB	
Type	Priority		Priority	
Level	2	QUEUE	2	QUEUE
Detection Zone (ft)	< 750	—	< 750	—
Range (ft)	600–100	150–100	600–100	150–100
Enable Speed	Y	Y	Y	Y
Speed Range (mph)	35–100	1–35	35–100	1–35
Enable Estimated Time of Arrival	Y	N	Y	N
Estimated Time of Arrival (sec)	2.5–6.5	—	2.5–6.5	—

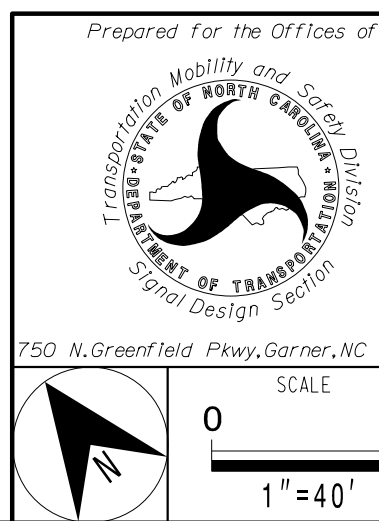
PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head With Push Button & Sign	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	Oversized Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
	Directional Arrow	
N/A	Wheelchair Ramp	
	Type II Signal Pedestal	
	Non-Intrusive Detection Zone	
N/A	Guardrail	
	Construction Zone	N/A
	Temp. Construction Easement	N/A
N/A	Gas Line	
N/A	U/G Water Line	
	Drainage Pipe	
N/A	U/G Fiber	
N/A	O/H Pwr. & Util. Lines	
N/A	Temporary O/H Power Lines	
N/A	Abandon X" Utility Pipe	

New Installation
Temporary Design 1 - TMP Ph1, S4

Plans Prepared By:



DRMP, INC.
8210 UNIVERSITY EXECUTIVE PARK DR.
SUITE 220
CHARLOTTE, NC 28262
NC LICENSE NO. F-1524 (704) 549-4260



NC 107 (E. Main Street)
at
SR 1354 (Cherry Street) /
SR 1718 (E. Hall Heights)

Division 14 Jackson County Sylva

PLAN DATE:	August 2025	REVIEWED BY:	ZM Esposito
------------	-------------	--------------	-------------

PREPARED BY: DJ White	REVIEWED BY: BN Groome
-----------------------	------------------------

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

.....		
-------	-------	-------

DOCUMENT NOT CONSIDERED
FINAL UNLESS ALL
SIGNATURES COMPLETED

SFAI



Signed by: _____

Mittany Groome 8/26/202

SIG. INVENTORY NO. 14-1333T