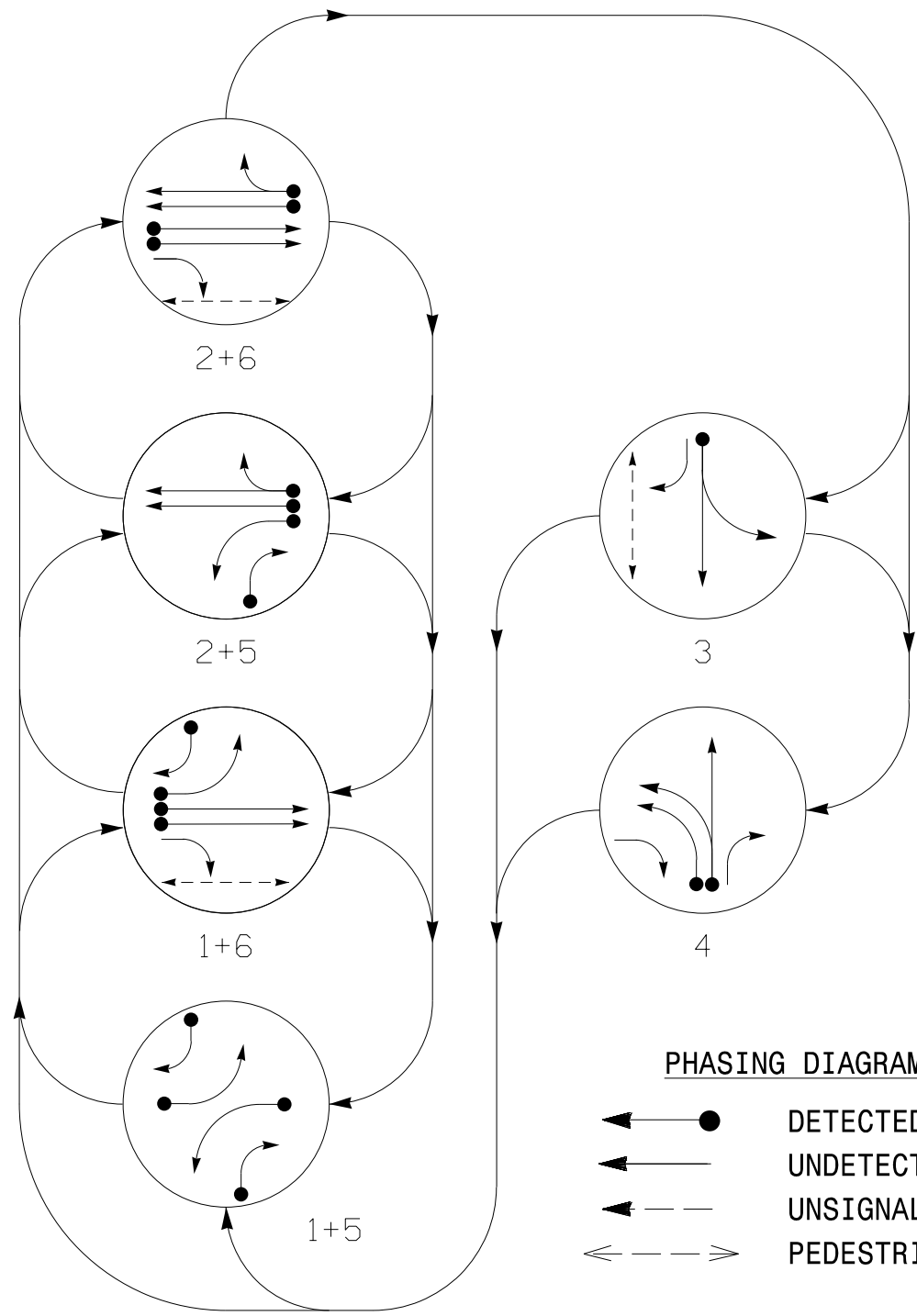
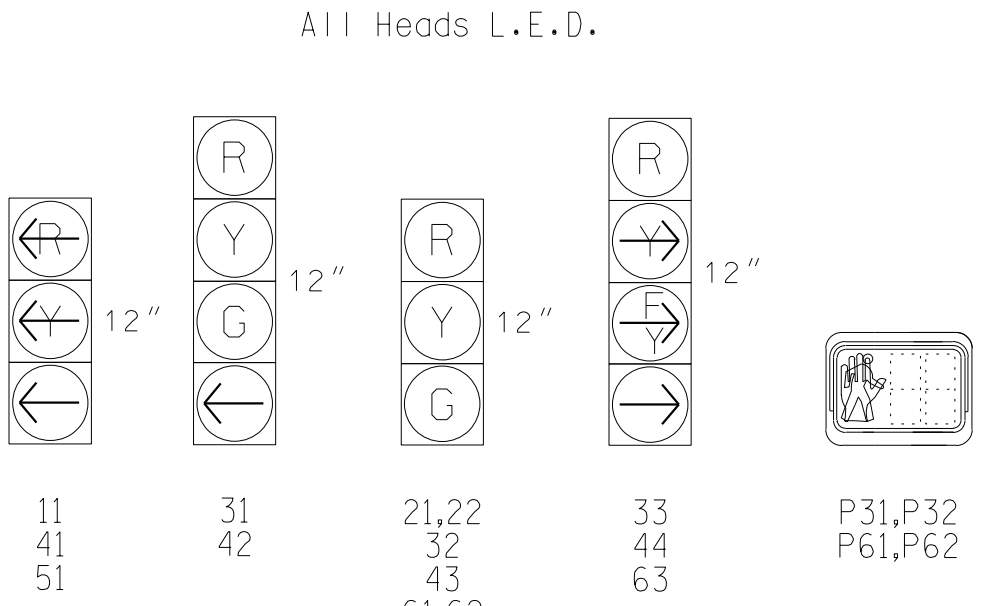


PHASING DIAGRAM



SIGNAL FACE	PHASE						
	1 + 5	1 + 6	2 + 5	2 + 6	3	4	FLASH
11	←	←	→	→	→	→	
21,22	R	R	G	G	R	R	
31	R	R	R	R	←	←	
32	R	R	R	R	G	R	
33	→	→	R	R	←	←	
41	←	←	→	→	→	→	
42	R	R	R	R	R	←	
43	R	R	R	R	R	G	
44	→	→	R	R	→	→	
51	←	←	←	←	←	←	
61,62	R	G	R	G	R	R	
63	R	←	R	←	R	→	
P31,P32	DW	DW	DW	DW	W	DW	DRK
P61,P62	DW	W	DW	W	DW	DW	DRK

SIGNAL FACE I.D.



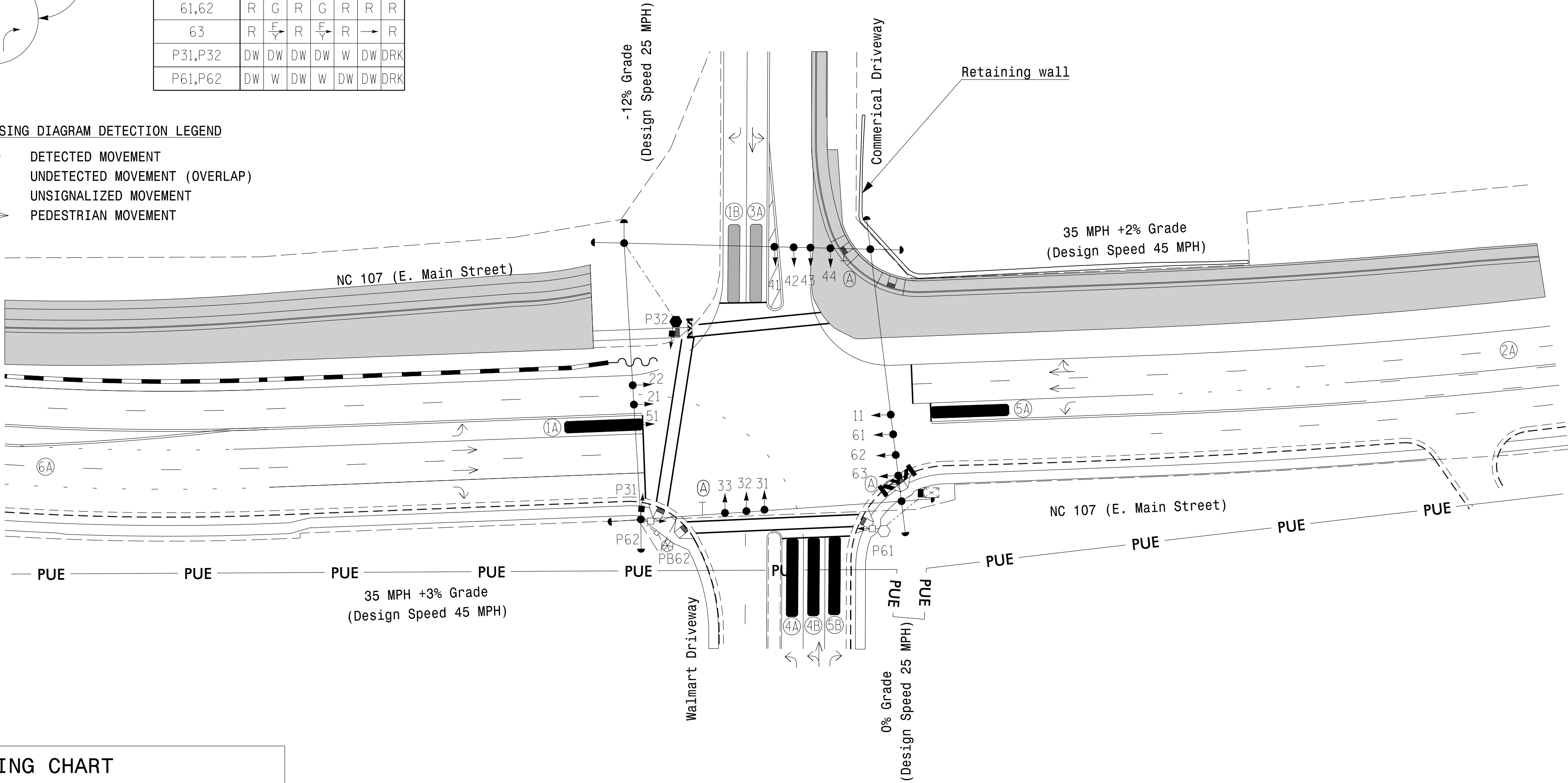
MAXTIME DETECTOR INSTALLATION CHART												
DETECTOR							PROGRAMMING					
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	URNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD
1A	*	0	*	X	1	3.0	-	X	-	X	-	*
1B	*	0	*	-	1	15.0	-	X	-	X	-	*
3A	*	0	*	-	3	3.0	-	X	-	X	-	*
4A	*	0	*	X	4	-	-	X	-	X	-	*
4B	*	0	*	X	4	-	-	X	-	X	-	*
5A	*	0	*	X	5	3.0	-	X	-	X	-	*
5B	*	0	*	X	5	15.0	-	X	-	X	-	*

* Multi-Zone Microwave Detection Zone

6 Phase Fully Actuated (Time Based Coordination)

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
- 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.
- Set all detector units to presence mode.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Reposition existing signal heads numbered 11, 21, 22, 51, 61, 62 and 63.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- To provide a leading pedestrian interval on phase 3 program FYA head numbered 33 to delay for 7 seconds after the start of the phase 3 walk interval. See Electrical Details for programming.
- To provide a leading pedestrian interval on phase 6 program FYA head numbered 63 to delay for 7 seconds after the start of the phase 6 walk interval. See Electrical Details for programming.
- This intersection uses multi-zone 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.



LEGEND

PROPOSED	EXISTING

MAXTIME TIMING CHART						
FEATURE	PHASE					
	1	2	3	4	5	6
Walk *	-	-	14	-	-	14
Ped Clear	-	-	22	-	-	23
Min Green *	7	12	7	7	7	12
Passage *	2.0	2.0	2.0	2.0	2.0	2.0
Max 1 *	20	45	40	20	20	45
Yellow Change	3.0	4.3	4.0	3.2	3.0	4.3
Red Clear	2.6	2.4	3.0	3.1	3.3	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.
** See note 9
*** See note 10

Microwave Detection				
	2A		6A	
FUNCTION	Sensor 1		Sensor 2	
Channel	1		1	
Phase	2		6	
Direction of Travel	NB		SB	
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	–

Signal Upgrade
Temporary Design 3 - TMP Ph2, S1, Part 1



Prepared for:
TRANSPORTATION MOBILITY AND SAFETY DIVISION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section

750 N. Greenfield Pkwy, Garner, NC 27529

NC 107 (E. Main Street)
at
Walmart Driveway /
Commercial Driveway

Division 14 Jackson County Sylva

PLAN DATE: August 2025 REVIEWED BY: ZM Espostio

PREPARED BY: KA Jones REVIEWED BY: BN Groome

REVISIONS

INIT. DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

SEAL 052936

ENGINEER BRITANNY N. GROOME

Signed by: *Brittany Groome* 8/26/2025

DATE

SIG. INVENTORY NO. 14-102213