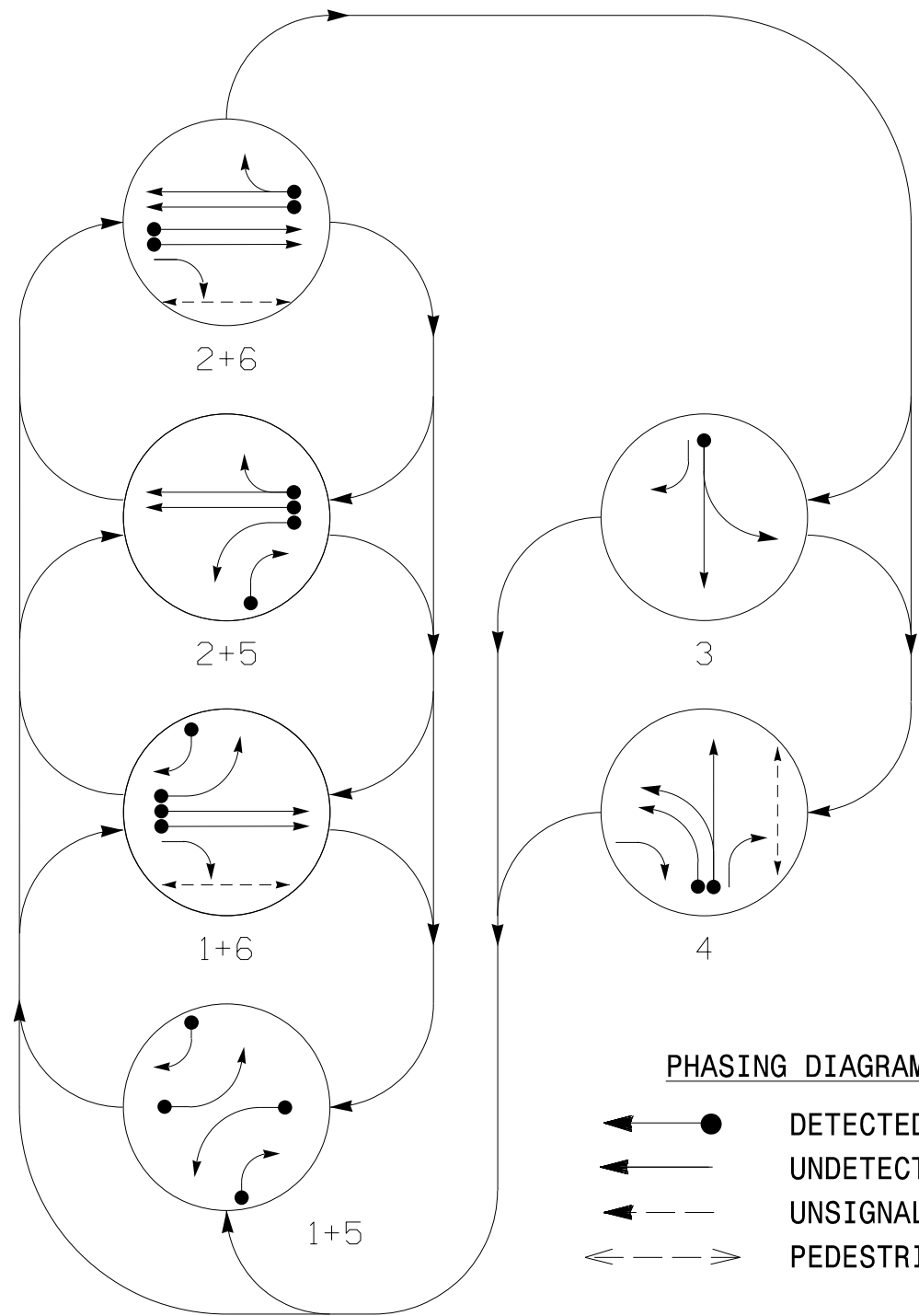
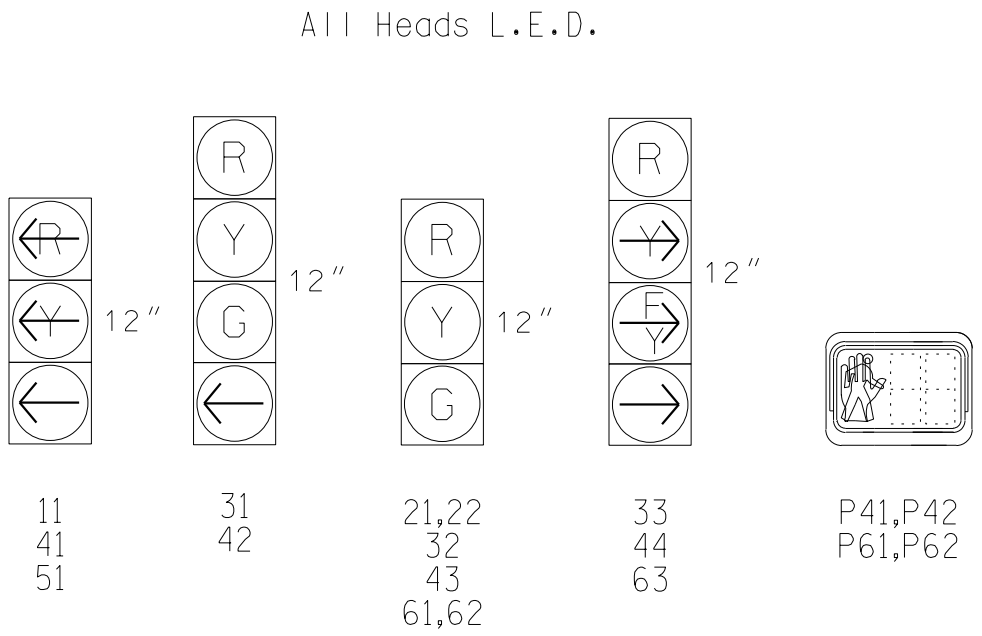


PHASING DIAGRAM



SIGNAL FACE	PHASE					
	1 + 5	1 + 6	2 + 5	2 + 6	3	4
11	←	←	←	←	←	←
21,22	R	R	G	G	R	R
31	R	R	R	R	G	R
32	R	R	R	R	G	R
33	→	→	R	R	→	R
41	←	←	←	←	←	←
42	R	R	R	R	R	G
43	R	R	R	R	R	G
44	→	→	R	R	→	R
51	←	←	←	←	←	←
61,62	R	G	R	G	R	R
63	R	→	R	→	→	R
P41,P42	DW	DW	DW	DW	DW	DRK
P61,P62	DW	W	DW	W	DW	DW

SIGNAL FACE I.D.



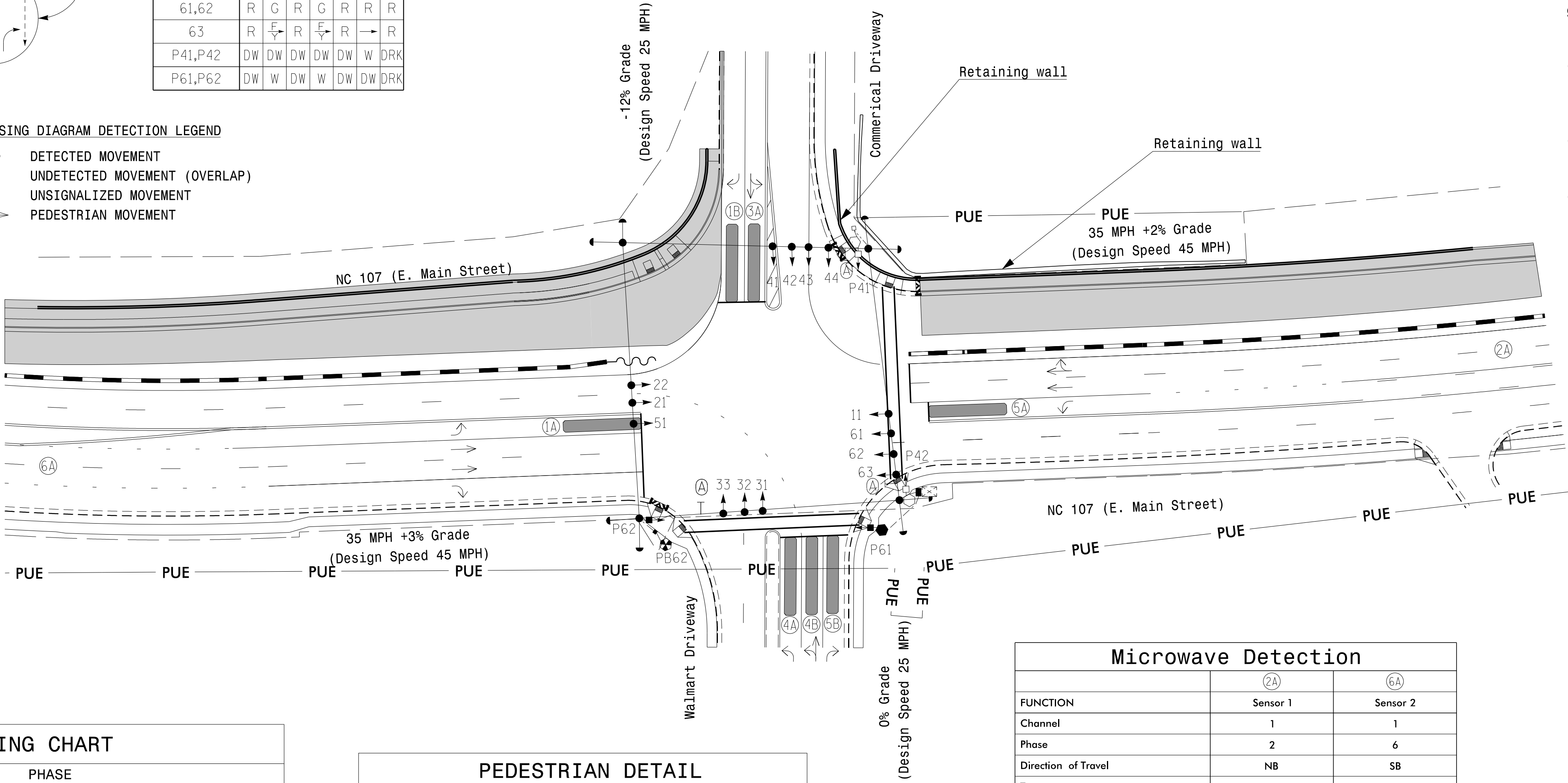
MAXTIME DETECTOR INSTALLATION CHART											
DETECTOR						PROGRAMMING					
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	URNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	NEW CARD
1A	*	0	*	-	1	3.0	-	X	-	X	*
1B	*	0	*	-	1	15.0	-	X	-	X	*
3A	*	0	*	-	3	3.0	-	X	-	X	*
4A	*	0	*	-	4	-	-	X	-	X	*
4B	*	0	*	-	4	-	-	X	-	X	*
5A	*	0	*	-	5	3.0	-	X	-	X	*
5B	*	0	*	-	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.
- Cover and disconnect existing pedestrian head and pushbutton P31.
- Set all detector units to presence mode.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- To provide a leading pedestrian interval on phase 4 program FYA head numbered 44 to delay for 7 seconds after the start of phase 4 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.

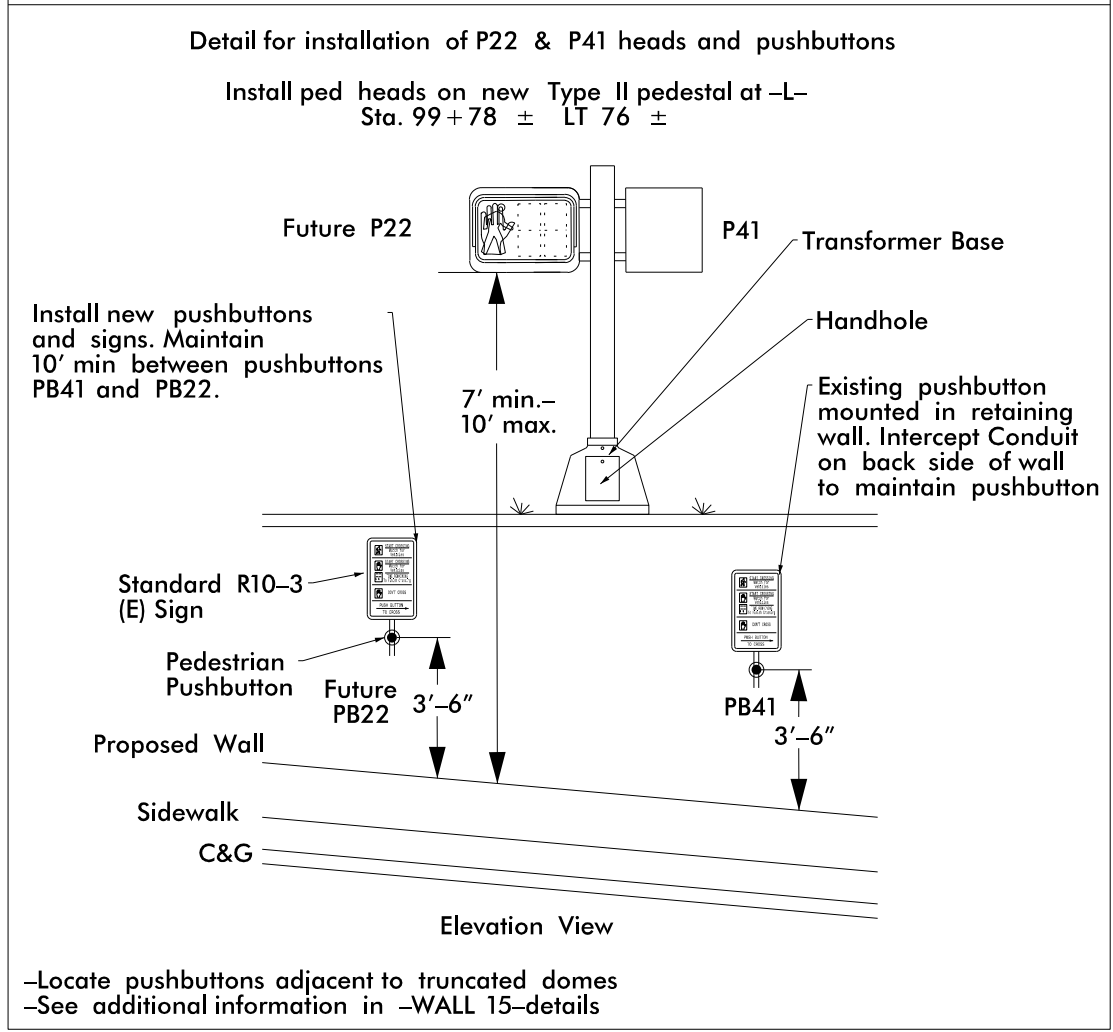


MAXTIME TIMING CHART

FEATURE	PHASE					
	1	2	3	4	5	6
Walk *	-	-	-	14	-	14
Ped Clear	-	-	-	25	-	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	20	40	20	45
Yellow Change	3.0	4.3	4.0	3.2	3.0	4.3
Red Clear	2.6	2.5	3.0	3.0	3.3	2.5
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.
** See note 9
*** See note 10

PEDESTRIAN DETAIL



Microwave Detection

FUNCTION	Sensor 1		Sensor 2	
	Channel	1	Channel	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	-

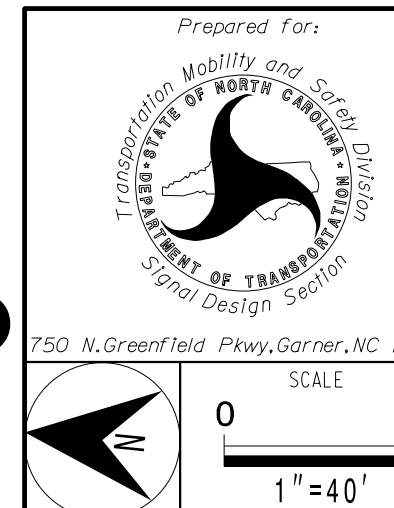
LEGEND

PROPOSED	EXISTING

Signal Upgrade

Temporary Design 4 - TMP Ph2, S1, Part 2

Plans Prepared By:



NC 107 (E. Main Street) at Walmart Driveway / Commerical Driveway			
Division 14	Jackson County	Sylva	
PLAN DATE: August 2025	REVIEWED BY: ZM Esposito	PREPARED BY: KA Jones	REVIEWED BY: BN Groome
REVISIONS	INIT.	DATE	

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
SEAL	
Signed by: Brittany N. Groome	8/26/2025
SIG. INVENTORY NO.	14-102214