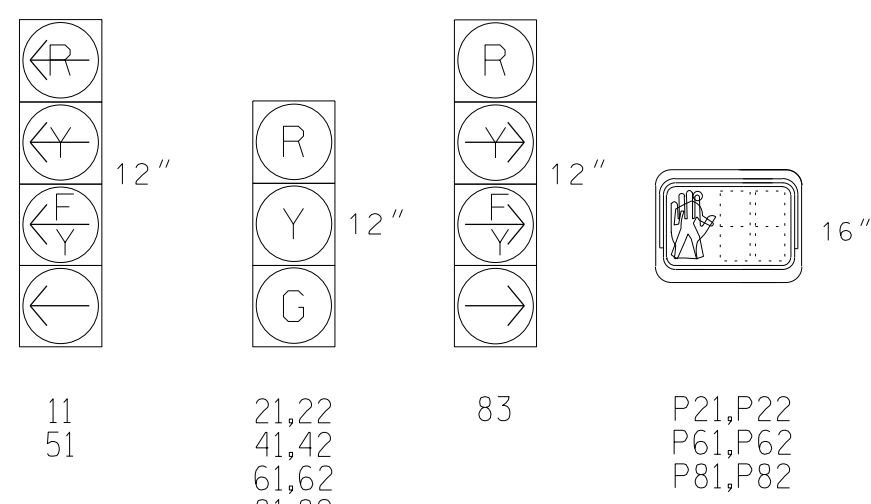


TABLE OF OPERATION						
SIGNAL FACE	PHASE					
	1 + 5	1 + 6	2 + 5	2 + 6	4 + 8	F L A S H
11	←	←	$\overline{F}$	$\overline{F}$	→	→
21,22	R	R	G	G	R	R
41,42	R	R	R	R	G	R
51	←	$\overline{F}$	←	$\overline{F}$	→	→
61, 62	R	G	R	G	R	R
81,82	R	R	R	R	G	R
83	→	→	R	R	$\overline{F}$	→
P21,P22	DW	DW	W	W	DW	DRK
P61,P62	DW	W	DW	W	DW	DRK
P81,P82	DW	DW	DW	DW	W	DRK

All Heads L.E.D.

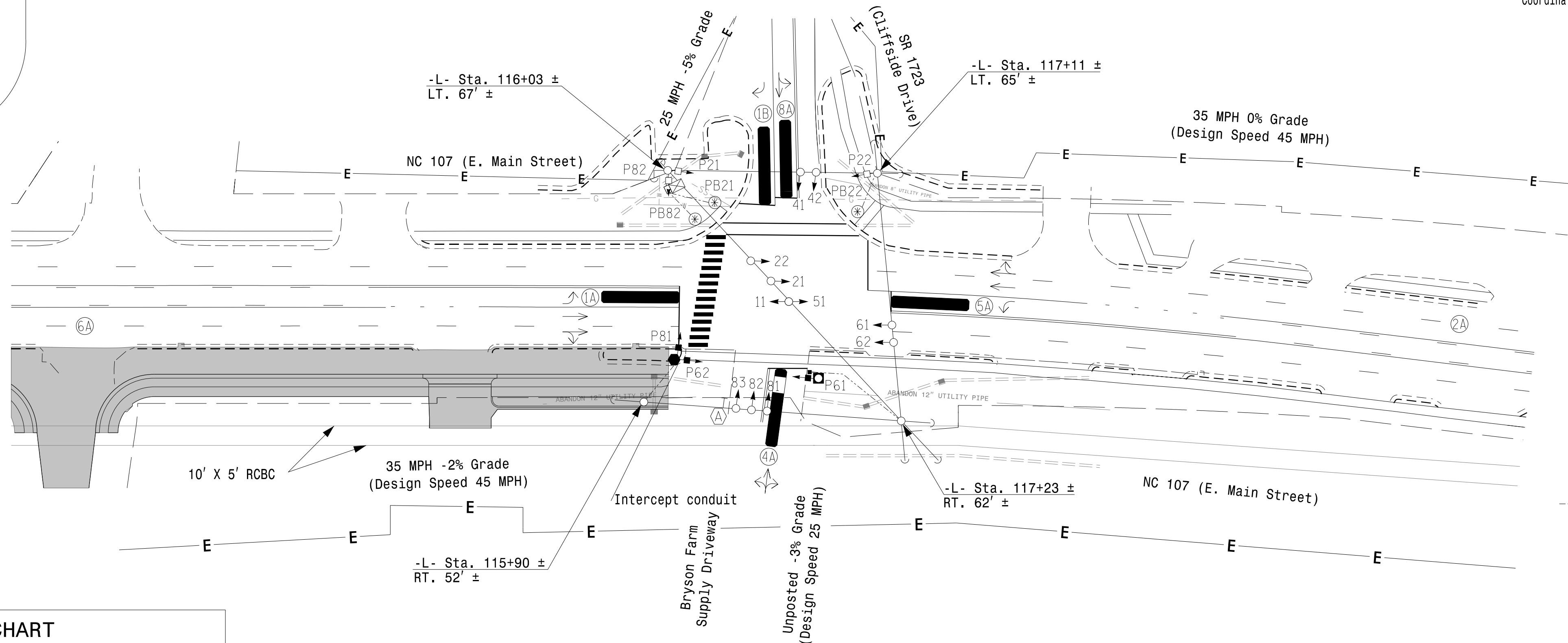


MAXTIME DETECTOR INSTALLATION CHART												
DETECTOR					PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD
1A	*	0	*	X	1 6	15.0 -	-	X	-	X	-	*
1B	*	0	*	X	1	15.0	-	X	-	X	-	*
4A	*	0	*	X	4	3.0	-	X	-	X	-	*
5A	*	0	*	X	5 2	15.0 -	-	X	-	X	-	*
8A	*	0	*	X	8	3.0	-	X	-	X	-	*

* Multi-Zone Microwave Detection Zone

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 and/or phase 5 may be lagged.
4. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
5. Set all detector units to presence mode.
6. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
7. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
8. This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
9. 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	4	5	6	8
Walk *	–	14	–	–	13	13
Ped Clear	–	18	–	–	7	14
Min Green *	7	12	7	7	12	7
Passage *	2.0	2.0	2.0	2.0	2.0	2.0
Max 1 *	20	45	25	20	45	30
Yellow Change	3.0	4.7	3.5	3.0	4.7	3.5
Red Clear	2.6	1.6	2.4	2.4	1.6	2.4
Added Initial *	–	–	–	–	–	–
Maximum Initial *	–	–	–	–	–	–
Time Before Reduction *	–	–	–	–	–	–
Time To Reduce *	–	–	–	–	–	–
Minimum Gap	–	–	–	–	–	–
Advance Walk	–	7	–	–	6	6
Non Lock Detector	X	–	X	X	–	X
Vehicle Recall	–	MIN RECALL	–	–	MIN RECALL	–
Dual Entry	–	–	X	–	–	X

* 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.

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	—

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	–

Temporary Design 1 - TMP Ph1, S2, Part 1

NC 107 (E. Main Street)

SR 1723 (Cliffside Drive) /
Bryson Farm Supply Driveway

Division 14 Jackson County Sylva

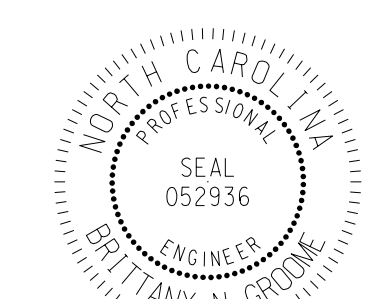
PLAN DATE: August 2025	REVIEWED BY: ZM Esposito
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9	PREPARED BY: DS Griffith	REVIEWED BY: BN Groome
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REVISIONS	INIT.	D

DOCUMENT NOT CONSIDERED
FINAL UNLESS ALL
SIGNATURES COMPLETED

SEAL



Signed by: Rebecca C. [Signature]

Drillany Groome 8/26/202

SIG. INVENTORY NO. 14-1200T