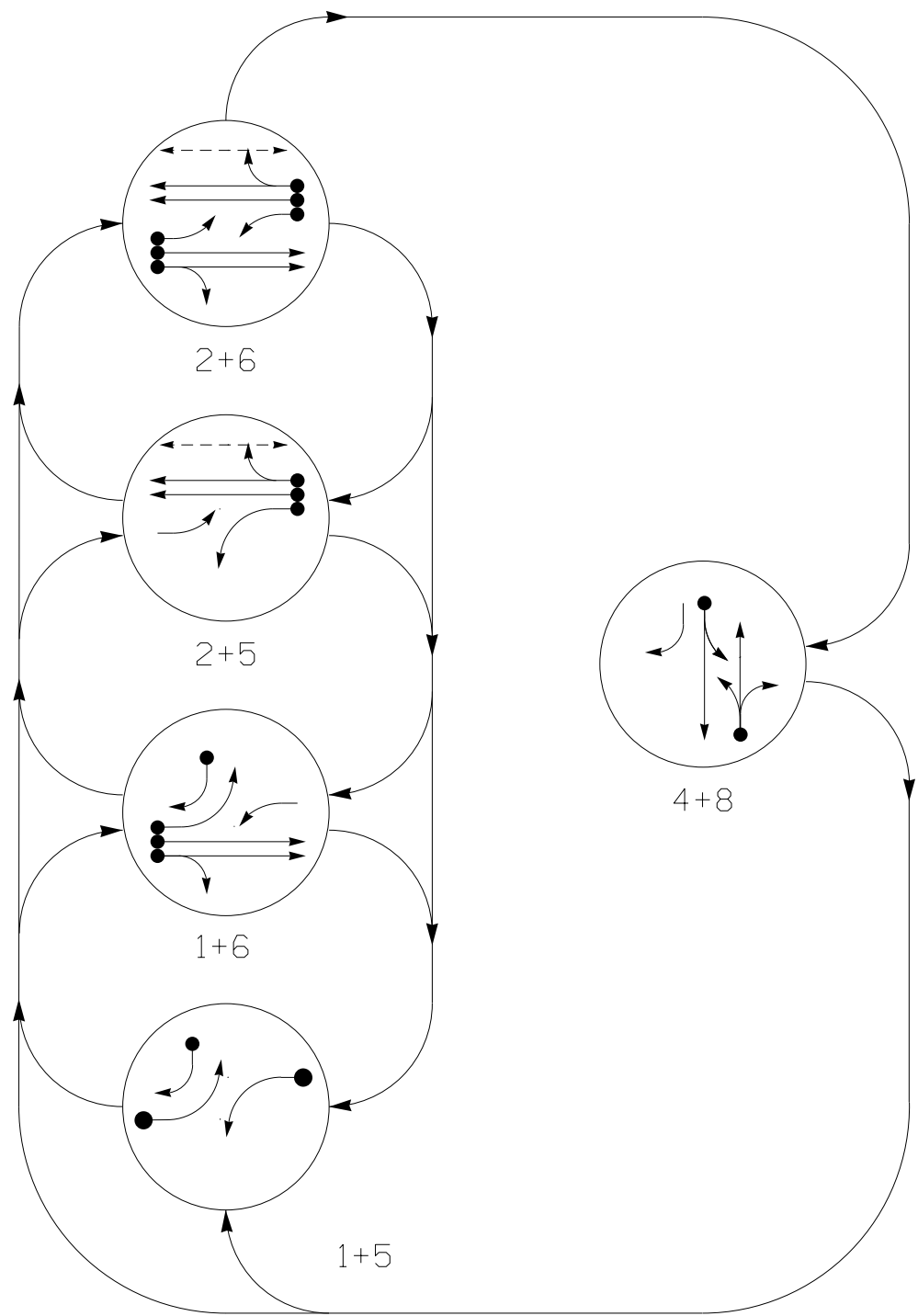


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

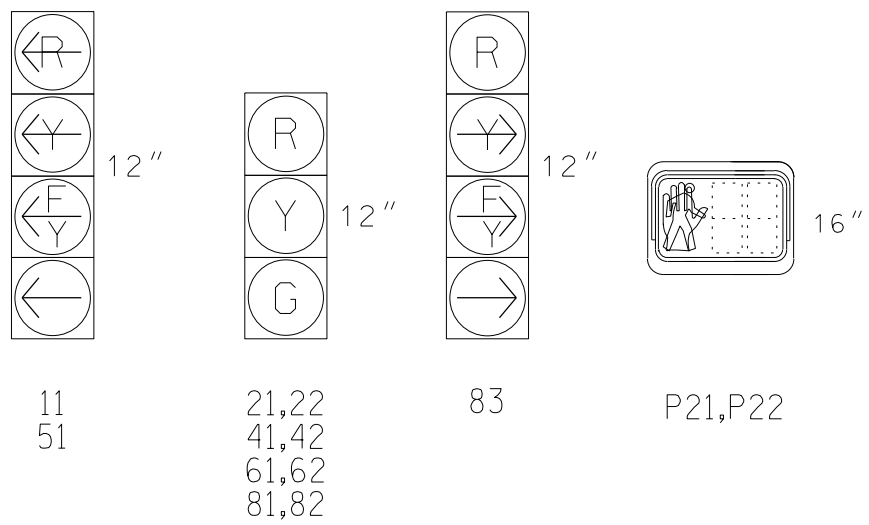
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE					
	1 + 5	1 + 6	2 + 5	2 + 6	4 + 8	FLASH
11	←	←	←	←	←	R
21,22	R	R	G	G	R	R
41,42	R	R	R	R	G	R
51	←	←	←	←	←	R
61,62	R	G	R	G	R	R
81,82	R	R	R	R	G	R
83	→	→	R	R	←	R
P21,P22	DW	DW	W	W	DW	DRK

SIGNAL FACE I.D.

All Heads L.E.D.



MAXTIME DETECTOR INSTALLATION CHART

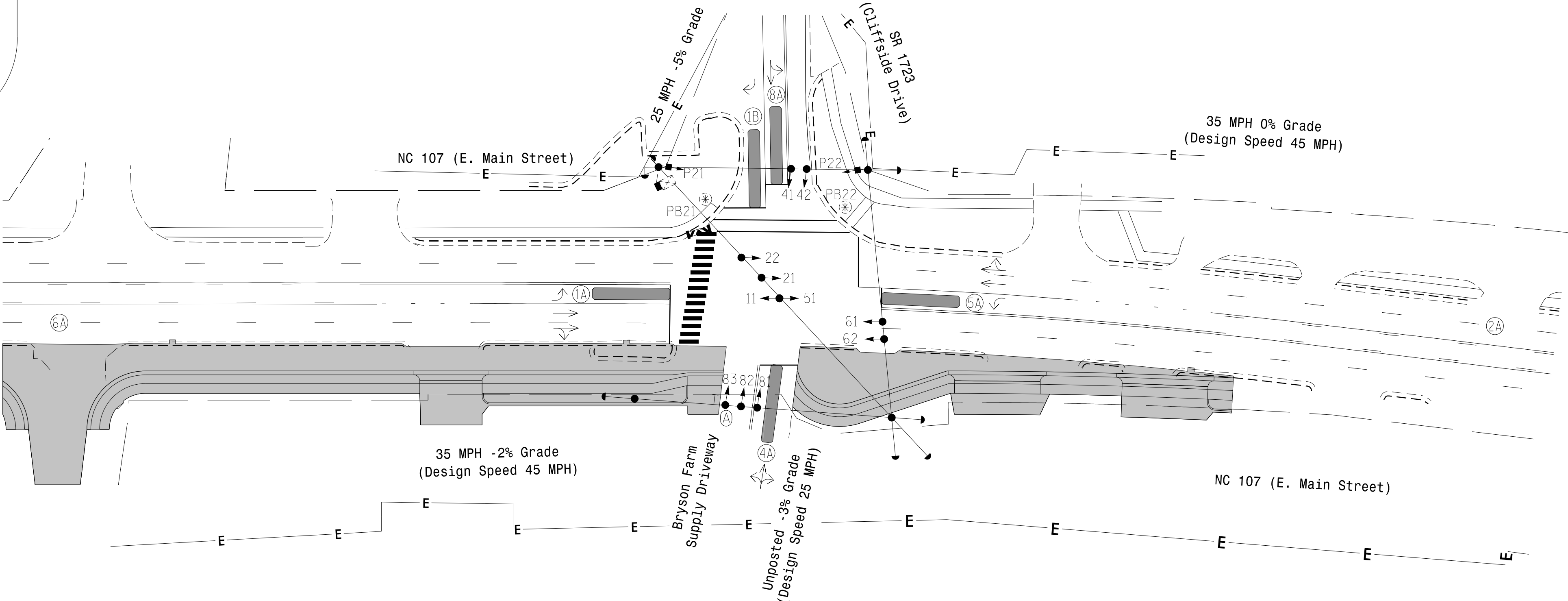
DETECTOR				PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL
1A	*	0	*	X	1	15.0	-	X	-	X
1B	*	0	*	X	6	-	-	X	-	X
4A	*	0	*	X	4	3.0	-	X	-	X
5A	*	0	*	X	5	15.0	-	X	-	X
8A	*	0	*	X	2	-	-	X	-	X
					8	3.0	-	X	-	X

* Multi-Zone Microwave Detection Zone

5 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.
- Disconnect and bag existing pedestrian head and pushbutton for P82.
- 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.
- 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	4	5	6	8
Walk *	-	14	-	-	-	-
Ped Clear	-	18	-	-	-	-
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	25
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	-	-	-	-
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	2
Detection Zone (ft)	<750	<750
Range (ft)	600-100	600-100
Enable Speed	Y	Y
Speed Range (mph)	35-100	35-100
Enable Estimated Time of Arrival	Y	N
Estimated Time of Arrival (sec)	2.5-6.5	2.5-6.5

LEGEND

PROPOSED	EXISTING
Traffic Signal Head	N/A
Modified Signal Head Sign	N/A
Pedestrian Signal Head	N/A
Signal Pole with Guy	N/A
Signal Pole with Sidewalk Guy	N/A
Inductive Loop Detector	N/A
Controller & Cabinet	N/A
Junction Box	N/A
Oversized Junction Box	N/A
2-in Underground Conduit	N/A
Right of Way	N/A
Directional Arrow	N/A
Non-Intrusive Detection Zone	N/A
Directional Drill	N/A
Metal Pole with Mastarm	N/A
Construction Easement	N/A
Curb Ramp	N/A
Temporary Pedestrian Post with Ped Push Button & Sign	N/A
Construction Zone	N/A
Pedestrian Barricade	N/A
"RIGHT TURN SIGNAL" Sign (R10-10)	N/A

Signal Upgrade

Temporary Design 2 - TMP Ph1, S2, Part 2

Prepared for:

Transportation Mobility and Safety Division

STATE OF NORTH CAROLINA

DEPARTMENT OF TRANSPORTATION

Signal Design Section

750 N. Greenfield Pkwy, Garner, NC 27529

NC 107 (E. Main Street) at SR 1723 (Cliffside Drive) / Bryson Farm Supply Driveway

Division 14 Jackson County Sylva

PLAN DATE: August 2025

PREPARED BY: DS Griffith

REVIEWED BY: ZM Esposito

REVIEWED BY: BN Groome

REVISIONS

INIT.

DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

NORTH CAROLINA PROFESSIONAL ENGINEER

SEAL 052936

BRITTANY N. GROOM

Signed by: Brittany Groom

8/26/2025

DATE

SIG. INVENTORY NO. 14-120012

Plans Prepared By:

DRMP

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