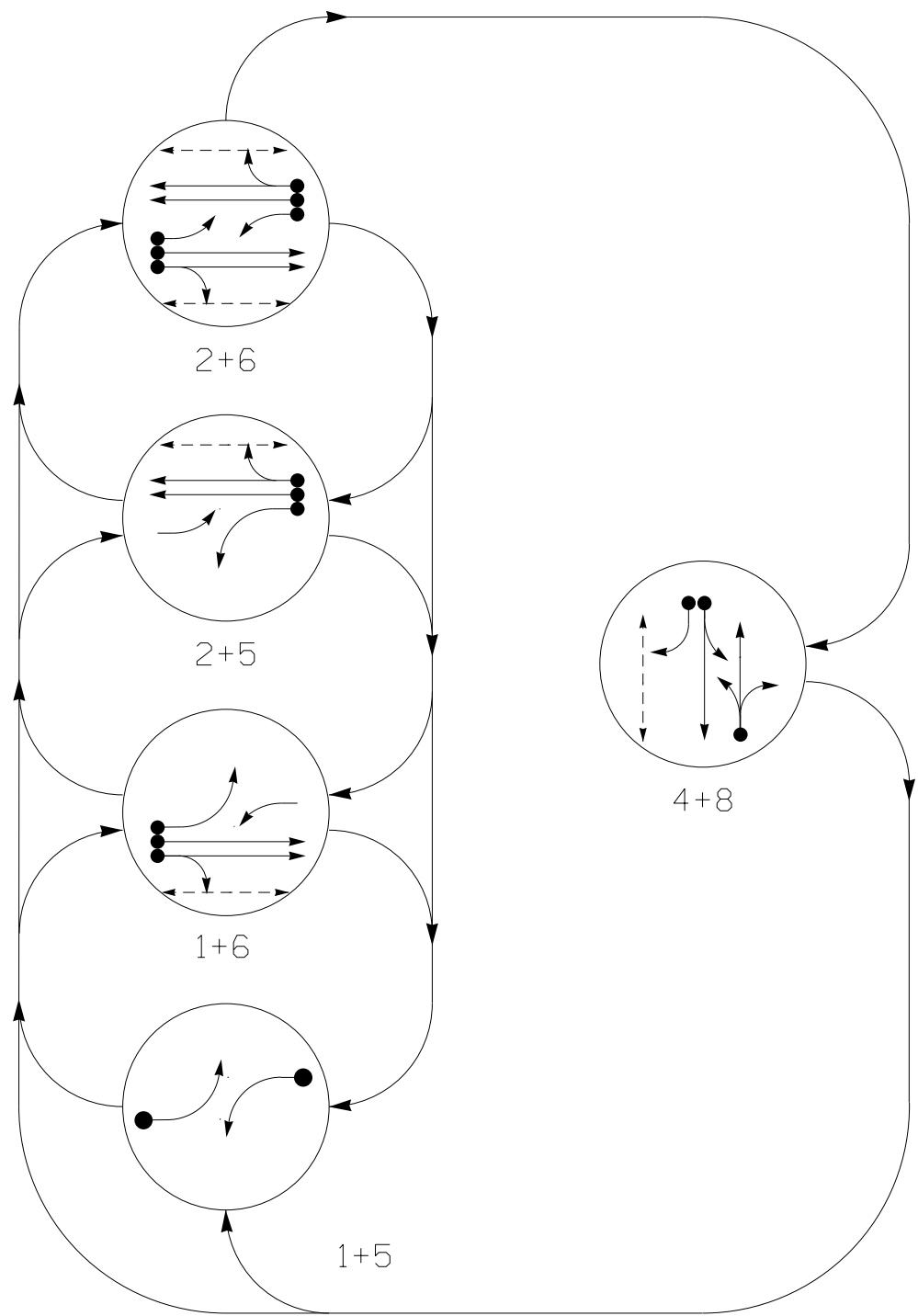


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

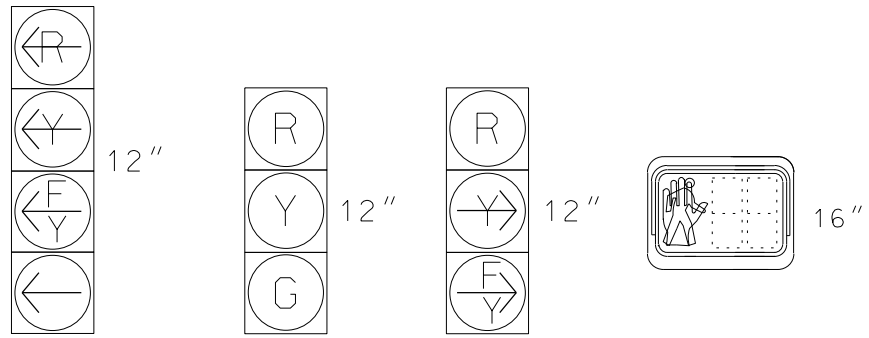
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE					FLASH
	1 + 5	1 + 6	2 + 5	2 + 6	4 + 8	
11	←	←	←	←	←	←
21,22	R	R	G	G	R	R
41,42	R	R	R	R	G	R
51	←	←	←	←	←	←
61,62	R	G	R	G	R	R
81,82	R	R	R	R	G	R
83	R	R	R	R	←	R
P21,P22	DW	DW	W	W	DW	DRK
P61,P62	DW	W	DW	W	DW	DRK
P81,P82	DW	DW	DW	DW	W	DRK

SIGNAL FACE I.D.

All Heads L.E.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	*	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	*
8A	*	0	*	X	8	3.0	-	X	-	X	*

* Multi-Zone Microwave Detection Zone

5 Phase
Fully Actuated
(NC 107-D14-14)

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.
- 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.

LEGEND

PROPOSED	EXISTING

MAXTIME TIMING CHART

FEATURE	PHASE					
	1	2	4	5	6	8
Walk *	-	14	-	-	14	14
Ped Clear	-	21	-	-	9	21
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	35
Yellow Change	3.0	4.7	3.5	3.0	4.7	3.5
Red Clear	3.2	2.6	2.9	3.4	2.6	2.9
Added Initial *	-	-	-	-	-	-
Maximum Initial *	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-
Advance Walk	-	7	-	-	7	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	Y
Estimated Time of Arrival (sec)	2.5-6.5	2.5-6.5

Signal Upgrade - Final Design

Prepared for:

TRANSFORMATION MOBILITY AND SAFETY DIVISION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section

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: KA Jones

REVIEWED BY: ZM Esposito
REVIEWED BY: BN Groome

REVISIONS

INIT. DATE

DOCUMENT NOT CONSIDERED
FINAL UNLESS ALL
SIGNATURES COMPLETED

SEAL

BRITTANY N. GROOME
ENGINEER
052936

Signed by:
Brittany Groome
8/26/2025

SIG. INVENTORY NO. 14-1200

Plans Prepared By:

DRMP

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SCALE

0 40

1" = 40'