

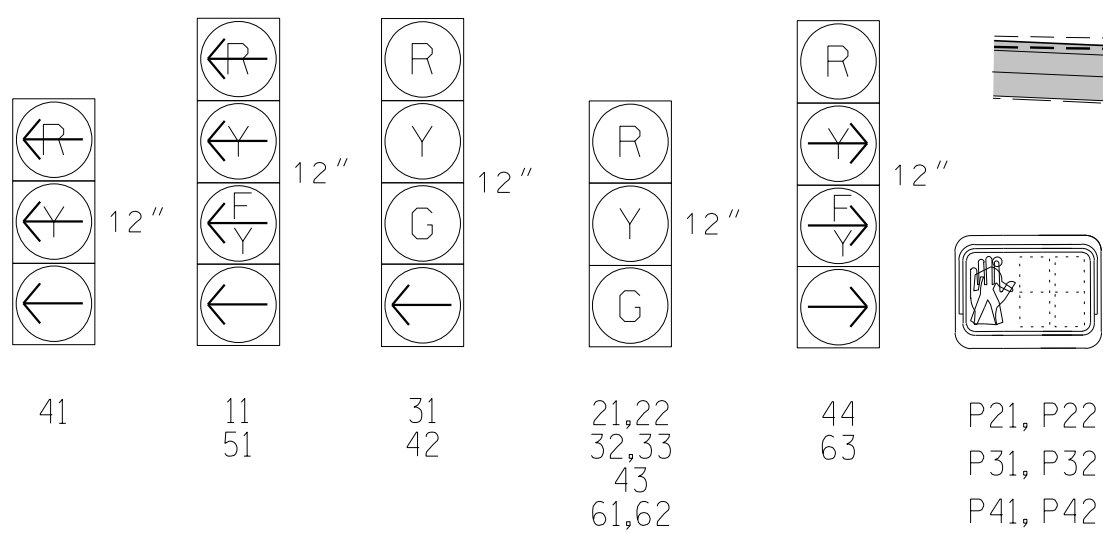
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. The order of phase 3 and phase 4 may be reversed.
5. Bag and disconnect pedestrian head and pushbutton for P41.
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. 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.
9. The Division Traffic Engineer will determine the hours of use for each phasing plan.
10. This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
11. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

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	*	-	1 6#	15.0**	-	X	-	X	-	*
3A	*	0	*	-	3	5.0	-	X	-	X	-	*
4A	*	0	*	-	4	3.0	-	X	-	X	-	*
4B	*	0	*	-	4	-	-	X	-	X	-	*
5A	*	0	*	-	5 2#	15.0**	-	X	-	X	-	*
5B	*	0	*	-	5	15.0	-	X	-	X	-	*

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* Multi-Zone Microwave Detection Zone
** Disable delay during Alternate Phase Operation.
# Disable Phase call for loop during Alternate
  Phasing Operation.
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	DETECTED MOVEMENT
	UNDETECTED MOVEMENT (OVERLAP)
	UNSIGNALIZED MOVEMENT
	PEDESTRIAN MOVEMENT

All Heads L.E.D.



MAXTIME TIMING CHART						
FEATURE	PHASE					
	1	2	3	4	5	6
Walk *	–	14	14	14	–	–
Ped Clear *	–	20	20	21	–	–
Min Green	7	12	7	7	7	12
Passage *	2.0	2.0	2.0	2.0	2.0	2.0
Max 1 *	45	90	30	40	45	90
Yellow Change	3.0	4.6	4.2	3.8	3.0	4.6
Red Clear	2.8	2.5	2.8	2.4	3.1	2.5
Added Initial *	–	–	–	–	–	–
Maximum Initial *	–	–	–	–	–	–
Time Before Reduction *	–	–	–	–	–	–
Time To Reduce *	–	–	–	–	–	–
Minimum Gap	–	–	–	–	–	–
Advance Walk	–	7	7	**	–	–
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 8

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	—

DOCUMENT NOT CONSIDERED
FINAL UNLESS ALL
SIGNATURES COMPLETED

SF AI

NC 116 (Webster Road) /
Alexander Street

Division 14 Jackson County Sylva

Division 14 Jackson County Sylva

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

REVISIONS	INIT.	DATE

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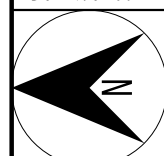
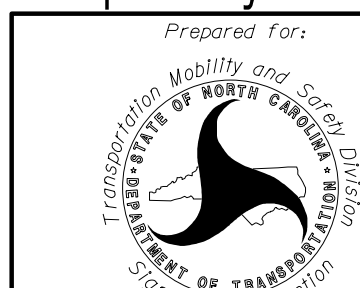
Seal of the State of North Carolina, Professional Engineer, Seal Number 052936, Engineer Name BRITTANY N GROOME.

SIG. INVENTORY NO. 14-0411T

Plans Prepared By:



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0 40

1" = 40'