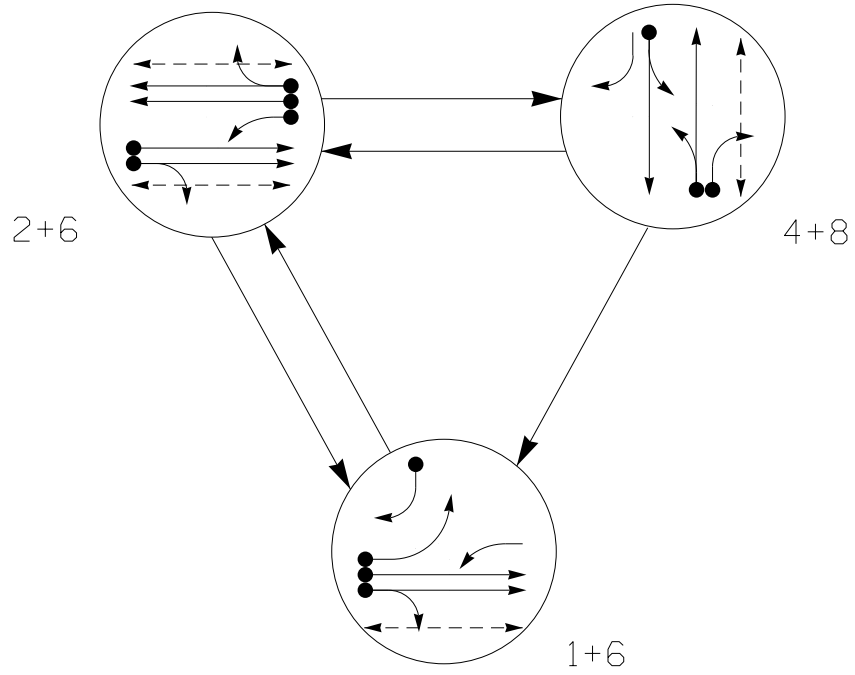


PHASING DIAGRAM



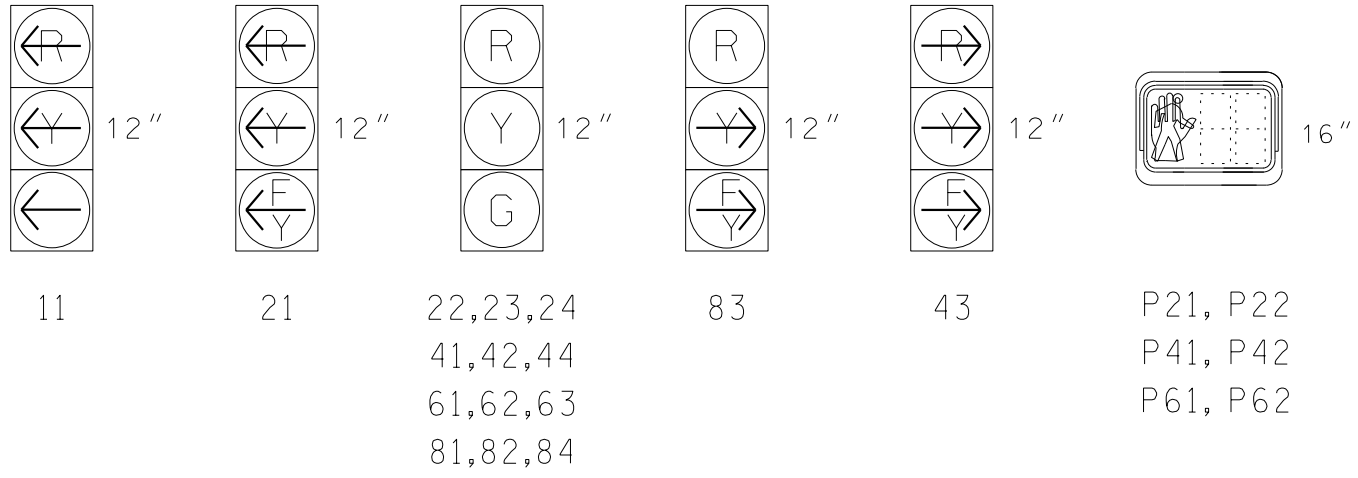
PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE			
	1 + 6	2 + 6	4 + 8	FLASH
11	←	←	←	←
21	←	←	←	←
22, 23, 24	R	G	R	R
41, 42, 44	R	R	C	R
43	←	←	←	←
61, 62, 63	G	G	R	R
81, 82, 84	R	R	G	R
83	←	←	←	←
P21, P22	DW	W	DW	DRK
P41, P42	DW	DW	W	DRK
P61, P62	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	DELAY DURING GREEN	NEW CARD
1A	*	0	*	X	1	3.0	-	X	-	X	-	*
1B	*	0	*	X	1	-	-	X	-	X	-	*
2B	*	0	*	X	2	3.0	-	X	-	X	-	*
4A	*	0	*	-	4	3.0	-	X	-	X	-	*
4B	*	0	*	-	4	-	-	X	-	X	-	*
4C	*	0	*	-	4	-	-	X	-	X	-	*
8A	*	0	*	X	8	3.0	-	X	-	X	-	*

* Multi-zone Microwave Detection Zone

3 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 may be lagged.
- Reposition existing signal heads numbered 11, 21, 22 and 23.
- Set all detector units to presence mode.
- This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection. Coordinatated signal system timing values supersede these values.
- 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

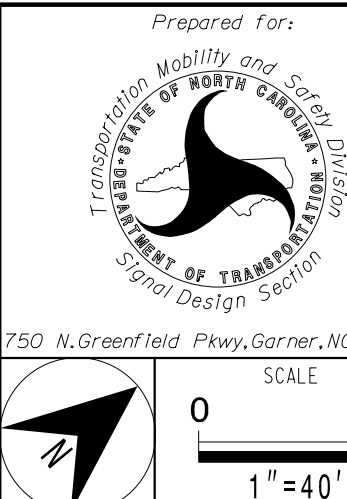
FEATURE	PHASE				
	1	2	4	6	8
Walk *	-	14	14	14	-
Ped Clear *	-	15	26	22	-
Min Green	7	12	7	12	7
Passage *	2.0	2.0	2.0	2.0	2.0
Max 1 *	25	40	25	40	25
Yellow Change	3.0	5.1	3.9	5.1	3.9
Red Clear	3.4	2.0	3.4	2.0	3.4
Red Revert	2.0	2.0	2.0	2.0	2.0
Added Initial *	-	-	-	-	-
Maximum Initial *	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-
Time To Reduce *	-	-	-	-	-
Minimum Gap	-	-	-	-	-
Advance Walk	-	7	7	7	-
Non Lock Detector	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

FUNCTION	Sensor 1		Sensor 2	
	2A	6A	2A	6A
Channel	1	1	1	1
Phase	2	6	2	6
Direction of Travel	WB	EB	WB	EB
Type	Priority	Priority	Priority	Priority
Level	2	2	2	2
Detection Zone (ft)	<750	<750	<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	2.5-6.5	2.5-6.5

Signal Upgrade
Temporary Design 4 - TMP Ph3, S1



US 23 Bus. (Asheville Hwy) at SR 1432 (Skyland Drive) / SR 1438 (Dillardtown Road)	
Division 14	Jackson County Sylva
PLAN DATE: August 2025	REVIEWED BY: ZM Esposito
PREPARED BY: DJ White	REVIEWED BY: BN Groome
REVISIONS	INIT. DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
SEAL	SEAL
PROFESSIONAL ENGINEER	PROFESSIONAL ENGINEER
SEAL 052936	SEAL 052936
BRITTANY N. GROOME	BRITTANY N. GROOME
Signed by: Brittany Groome	DATE: 8/26/2025
1E59340E108484	DATE
SIG. INVENTORY NO. 14-072714	