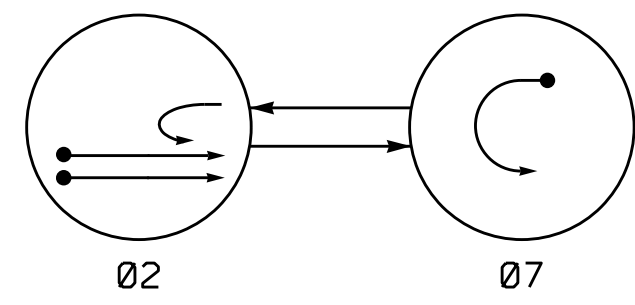
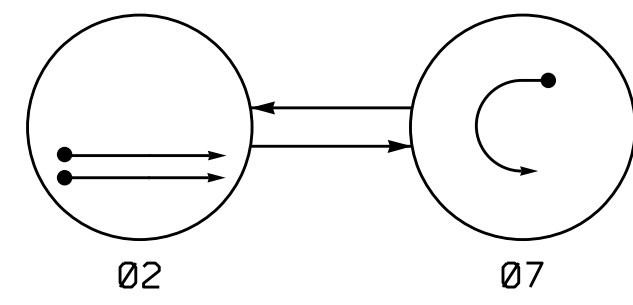


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM

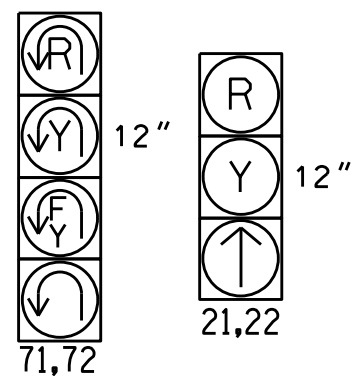


PHASING DIAGRAM DETECTION LEGEND

- ←● DETECTED MOVEMENT
- ← UNDETECTED MOVEMENT (OVERLAP)
- ←- UN SIGNALIZED MOVEMENT
- ←- - PEDESTRIAN MOVEMENT

SIGNAL FACE I.D.

All Heads L.E.D.



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02	07	FLASH
21,22	↑	R	Y
71,72	←	←	←

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02	07	FLASH
21,22	↑	R	Y
71,72	←	←	←

MAXTIME DETECTOR INSTALLATION CHART

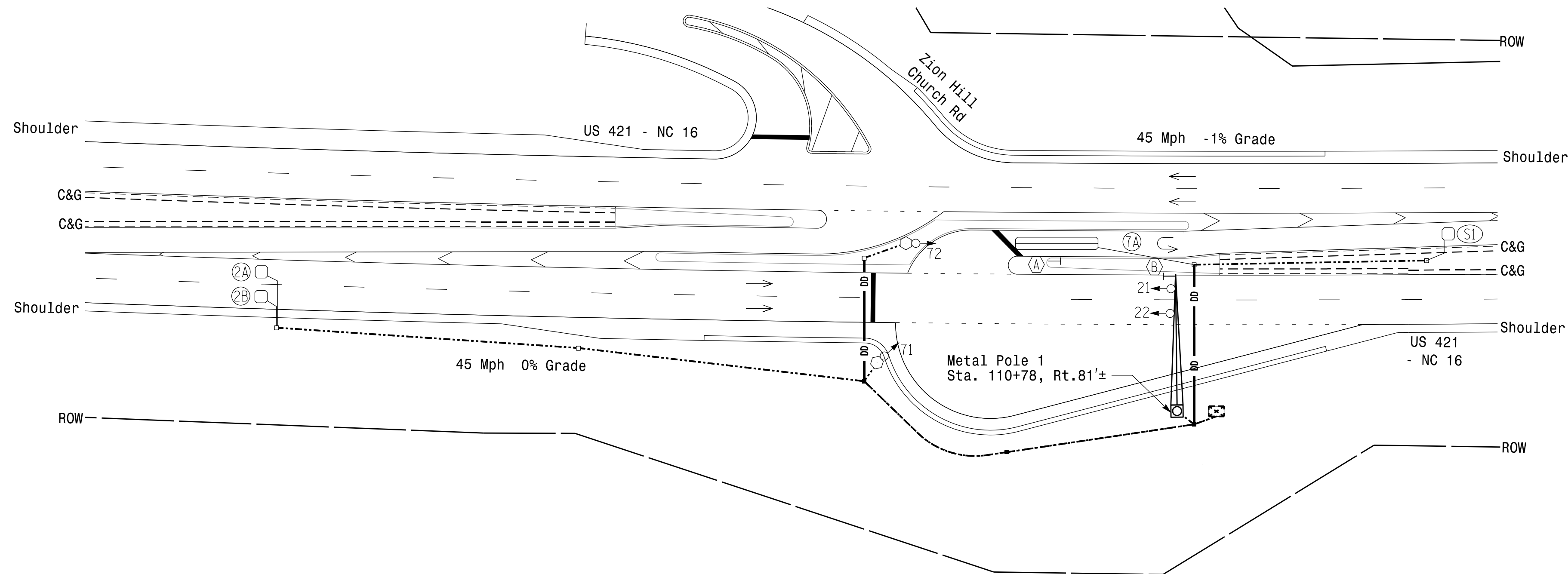
LOOP	DETECTOR				PROGRAMMING							
	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD
2A	6X6	300	5	X	2	-	-	X	X	X	-	X
2B	6X6	300	5	X	2	-	-	X	X	X	-	X
7A	6X40	0	2-4-2	X	7	15.0*	-	X	-	X	-	X
S1	6X6	200	3	-	-	-	-	-	-	-	-	-

* Disable delay during alternate phasing operation

2 Phase Fully Actuated W/ Alternate Phasing Operation Wilkesboro Closed Loop System

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- The division Traffic Engineer will determine the hours of use for each phasing plan.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Refer to Pavement Marking Plans for proposed stop bar locations.



MAXTIME TIMING CHART

FEATURE	PHASE	
	2	7
Walk *	-	-
Ped Clear *	-	-
Min Green	12	7
Passage *	6.0	2.0
Max I *	60	30
Yellow Change	4.5	3.0
Red Clear	1.1	4.0
Added Initial *	1.5	-
Maximum Initial *	34	-
Time Before Reduction *	15	-
Time To Reduce *	30	-
Minimum Gap	3.4	-
Advance Walk	-	-
Non Lock Detector	-	X
Vehicle 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.

LEGEND

- | | |
|-------------------------------------|-------------------------------------|
| PROPOSED | EXISTING |
| ○ Traffic Signal Head | ● Traffic Signal Head |
| ○ Metal Pole with Mastarm | ● Metal Pole with Mastarm |
| ○ Type II Signal Pedestal Sign | ● Type II Signal Pedestal Sign |
| □ Inductive Loop Detector | □ Inductive Loop Detector |
| □ Controller & Cabinet | □ Controller & Cabinet |
| □ Junction Box | □ Junction Box |
| --- 2-in Underground Conduit | --- 2-in Underground Conduit |
| - - - Right of Way | - - - Right of Way |
| → Directional Arrow | → Directional Arrow |
| → Directional Drill | N/A |
| (A) "Stop Here on Red" Sign (R10-6) | (A) "Stop Here on Red" Sign (R10-6) |
| (B) No Left Turn Sign (R3-2) | (B) No Left Turn Sign (R3-2) |

New Installation - Final Design

Prepared for the Offices of:

US 421-NC 16 at SR 1323 (Dancy Road)/ Lowe's Entrance West U-Turn

Division 11 Wilkes County Wilkesboro

PLAN DATE: May 2023 REVIEWED BY: M. Stygles

PREPARED BY: S.R. Chiluka REVIEWED BY: J. Ma

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 40

REVISIONS

INIT. DATE

SIGNATURE DATE

SIG. INVENTORY NO. 11-1467

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

NORTH CAROLINA PROFESSIONAL ENGINEER

SRIKANTHA R. CHILUKA

047250

5/24/2023

5/16/2023 5:16:39 AM R:\Traffic\Signals\Design\100% Design Plans\111467_sig_dsn_202305.dgn schi_luka

