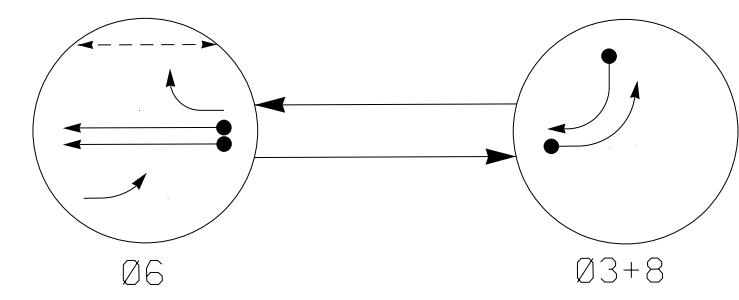


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE I.D.

All Heads L.E.D.

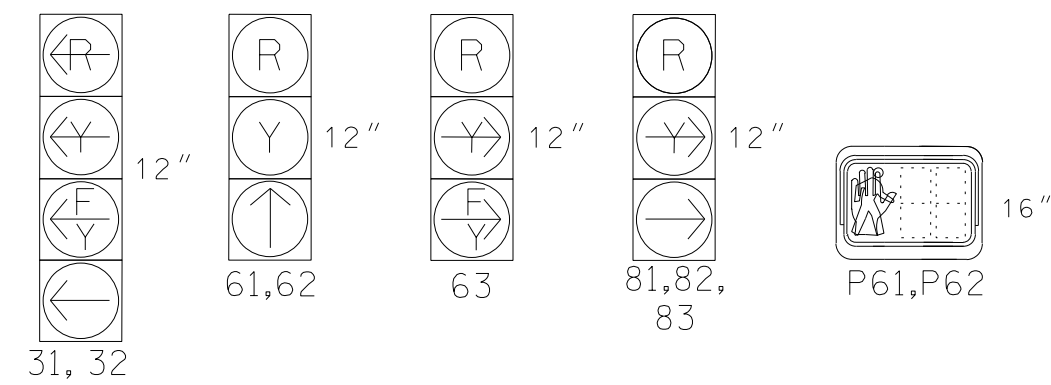


TABLE OF OPERATION

SIGNAL FACE	PHASE		
	06	03+8	FLASH
31, 32	Y	Y	Y
61, 62	↑	R	Y
63	Y	R	Y
81, 82, 83	R	→	R
P61, P62	W	D	DRK

MAXTIME DETECTOR INSTALLATION CHART

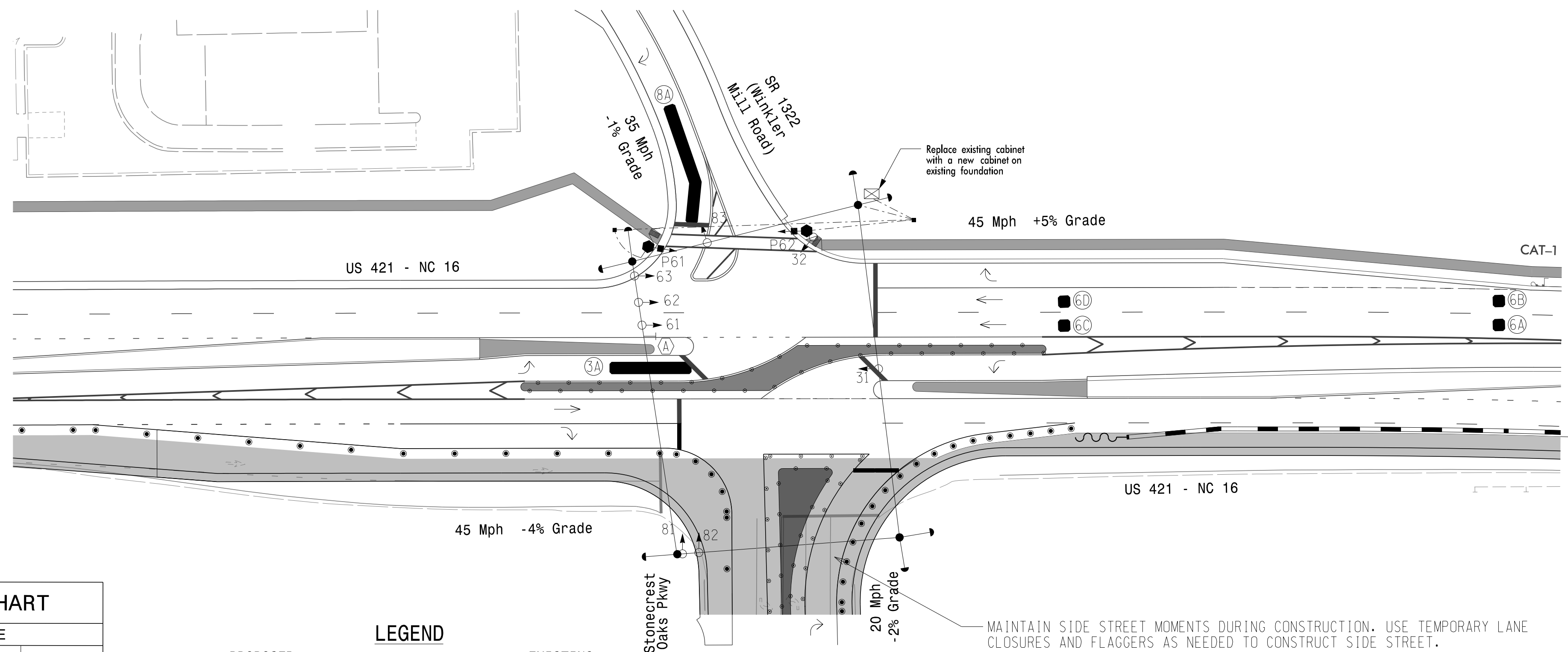
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL CALL	DELAY DURING GREEN	NEW CARD	
3A	*	0	*	*	3	15.0	-	X	-	X	-	*
6A, 6B	*	300	*	*	6	-	1.6	X	-	X	-	*
6C, 6D	*	90	*	*	6	-	-	X	-	X	-	*
8A	*	0	*	*	8	15.0	-	X	-	X	-	*

*Video Detection Zone

2 Phase Fully Actuated (Isolated)

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 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.
- This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
- Omit "walk" and flashing "Don't Walk" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- To provide a leading pedestrian interval on phase 2, program FYA heads 31, 32 and 63 to delay for 3 seconds after the start of the phase 6 walk interval. See electrical details.
- Refer to Pavement Marking Plans for proposed stop bar locations.



MAXTIME TIMING CHART

FEATURE	PHASE		
	3	6	8
Walk *	-	7	-
Ped Clear *	-	16	-
Min Green	7	12	7
Passage *	2.0	2.0	2.0
Max I *	30	60	30
Yellow Change	3.0	4.9	2.1
Red Clear	2.3	1.6	1.0
Added Initial *	-	X	-
Maximum Initial *	-	X	-
Time Before Reduction *	-	X	-
Time To Reduce *	-	X	-
Minimum Gap	-	X	-
Advance Walk	-	**	-
Non Lock Detector	X	-	X
Vehicle Recall	-	MIN RECALL	-
Dual Entry	X	-	X

LEGEND

- | | |
|-----------------|-----------------|
| PROPOSED | EXISTING |
| | |
| | |
| | |
| | |
| | |
| | N/A |
| | |
| | |
| | |
| | |
| | |
| | |
| | N/A |
| | |
| | |
| | N/A |
| | N/A |

* 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



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Signal Upgrade - Temporary Design 4 (Phase 13)

	<p>US 421 - NC 16 at SR 1322 (Winkler Mill Road)</p>		
	<p>Division 11 Wilkes County Wilkesboro</p> <p>PLAN DATE: May 2023 REVIEWED BY: M.L. Stygles</p> <p>PREPARED BY: S.R. Chiluka REVIEWED BY: J. Ma</p>	<p>750 N. Greenfield Pkwy, Garner, NC 27529</p> <p>SCALE: 0 40 1"=40'</p>	
<p>Signature: </p>		<p>Signature: </p>	<p>DATE: 5/24/2023</p>