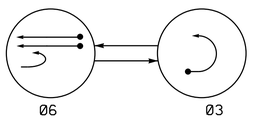
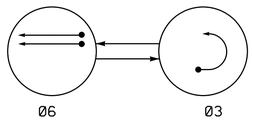
PROJECT REFERENCE NO.	SHEET NO.
U-5312	Sig.4.9

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

DEFAULT PHASING DIAGRAM



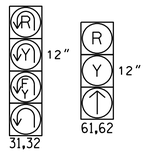
ALTERNATE PHASING DIAGRAM



DETECTED MOVEMENT
UNDETECTED MOVEMENT (OVERLAP)
UNSIGNALIZED MOVEMENT
PEDESTRIAN MOVEMENT

SIGNAL FACE I.D.

All Heads L.E.D.



DEFAULT PHASING TABLE OF OPERATION			
SIGNAL FACE	PHASE Ø3	PHASE Ø6	FLASH
31,32	↰	↑	Y
61,62	R	↑	Y

ALTERNATE PHASING TABLE OF OPERATION			
SIGNAL FACE	PHASE Ø3	PHASE Ø6	FLASH
31,32	↰	R	Y
61,62	R	↑	Y

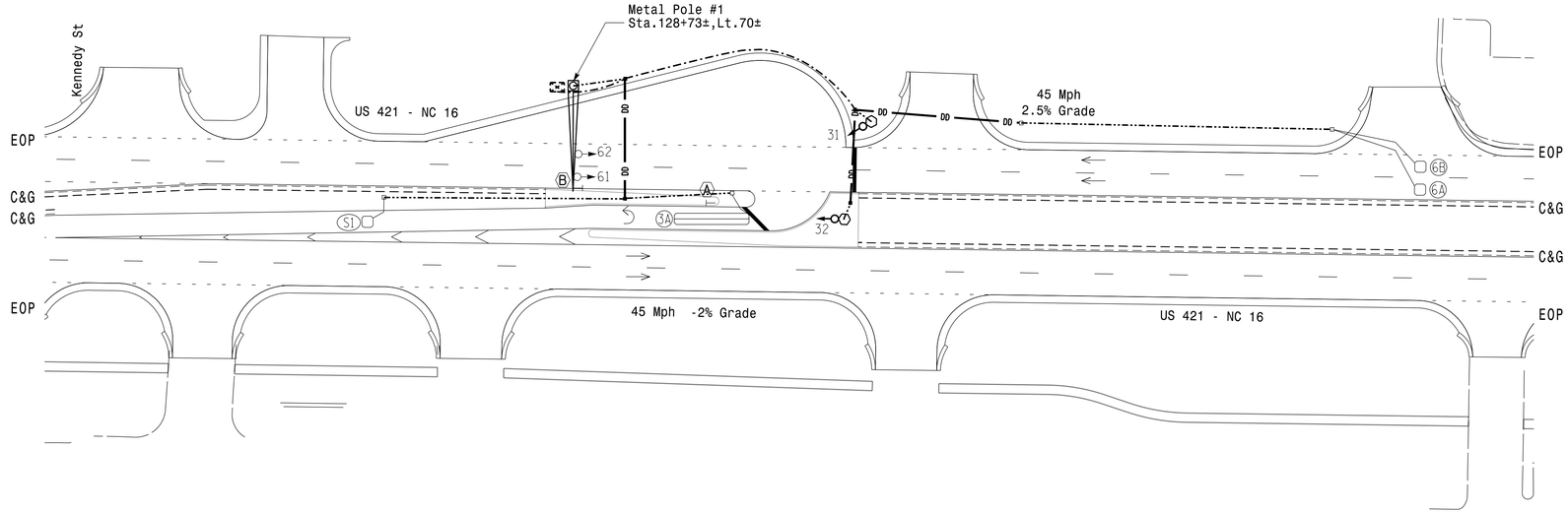
MAXTIME DETECTOR INSTALLATION CHART

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
3A	6X40	0	2-4-2	-	3	15.0*	-	X	-	X	-	X
6A	6X6	300	5	-	6	-	-	X	X	X	-	X
6B	6X6	300	5	-	6	-	-	X	X	X	-	X
S1	6X6	200	3	-	-	-	-	-	-	-	-	X

* Disable delay during alternate phasing.

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Set all detector units to presence mode.
4. The Division Traffic Engineer will determine the hours of use for each phasing plan.
5. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
6. Refer to Pavement Marking Plans for proposed stop bar locations.



MAXTIME TIMING CHART		
FEATURE	PHASE 3	PHASE 6
Walk *	–	–
Ped Clear *	–	–
Min Green	7	12
Passage *	2.0	6.0
Max 1 *	30	60
Yellow Change	3.0	4.3
Red Clear	3.3	1.0
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	●→
	Metal Pole with Mastarm	
⬡	Type II Signal Pedestal	⬢
⊣	Sign	⊣
	Inductive Loop Detector	
⊠	Controller & Cabinet	⊠
	2-in Underground Conduit	
N/A	Right of Way	
→	Directional Arrow	→
□	Pullbox	■
Ⓐ	"Stop Here on Red" Sign (R10-6)	Ⓐ
Ⓑ	No Left Turn Sign (R3-2)	Ⓑ

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DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

New Installation - Final Design

Prepared for the Offices of:
Transportation Mobility and Safety Division
State of North Carolina Department of Transportation
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

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

Divsion 11 Wilkes County Wilksboro

PLAN DATE:	May 2023	REVIEWED BY:	M. Stygles
PREPARED BY:	S.R. Chiluka	REVIEWED BY:	J. Ma

SCALE 0 40

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 047250 ENGINEER SRILATHA R CHILUKA

Developed by SRChiluka
SIGNATURE DATE 5/24/2023

SIG. INVENTORY NO. 11-1468

5/8/2023 6:13:13 PM
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