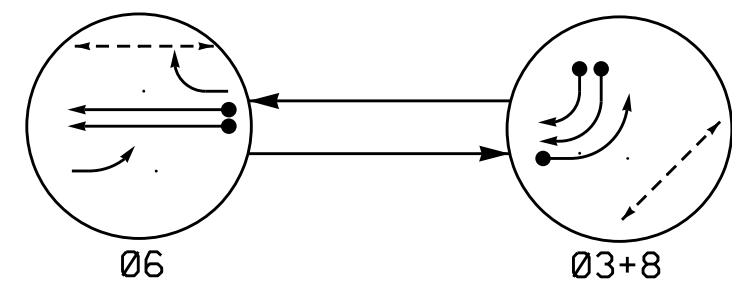
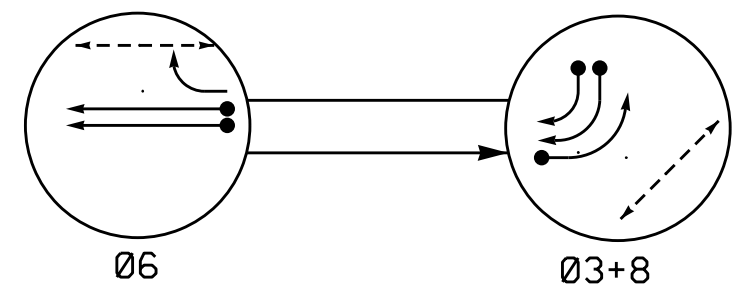


2 Phase Fully Actuated W/ Alternate Phasing Operation Wilkesboro Closed Loop System

DEFAULT PHASING DIAGRAM



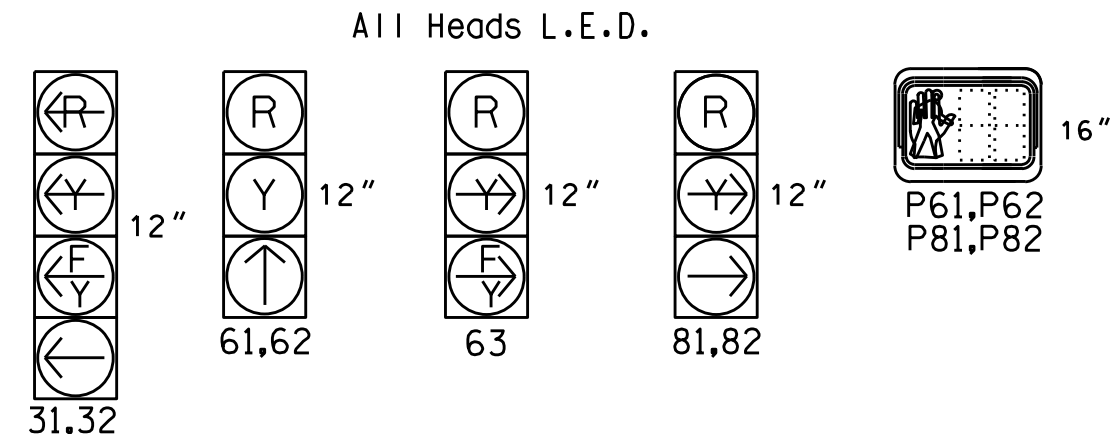
ALTERNATE PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE I.D.



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE		
	06	03+8	FLASH
31,32	F	Y	Y
61,62	↑	R	Y
63	F	R	Y
81,82	R	→	R
P61,P62	W	DW	DRK
P81,P82	DW	W	DRK

ALTERNATE PHASING TABLE OF OPERATION

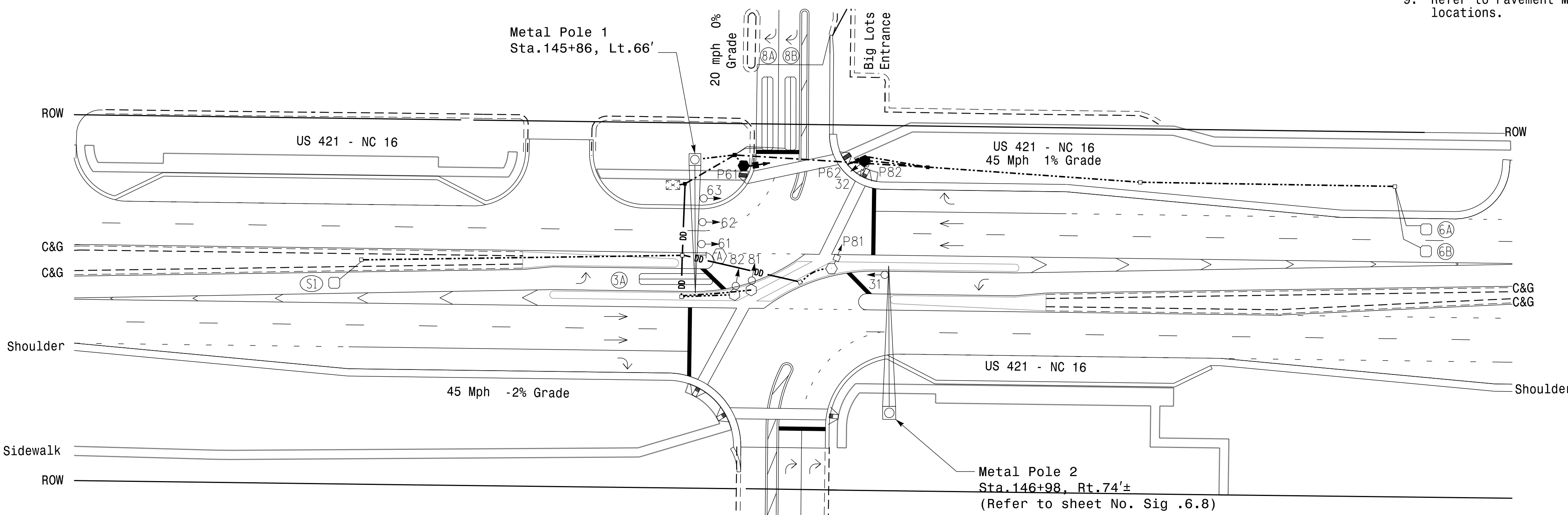
SIGNAL FACE	PHASE		
	06	03+8	FLASH
31,32	↑	Y	Y
61,62	↑	R	Y
63	F	R	Y
81,82	R	→	R
P61,P62	W	DW	DRK
P81,P82	DW	W	DRK

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	6X40	0	2-4-2	X	3	15.0*	-	X	-	X	-	X
6A	6X6	300	5	X	6	-	-	X	X	X	-	X
6B	6X6	300	5	X	6	-	-	X	X	X	-	X
8A	6X40	0	2-4-2	X	8	15.0	-	X	-	X	-	X
S1	6X6	200	3	X	-	-	-	-	-	-	-	X

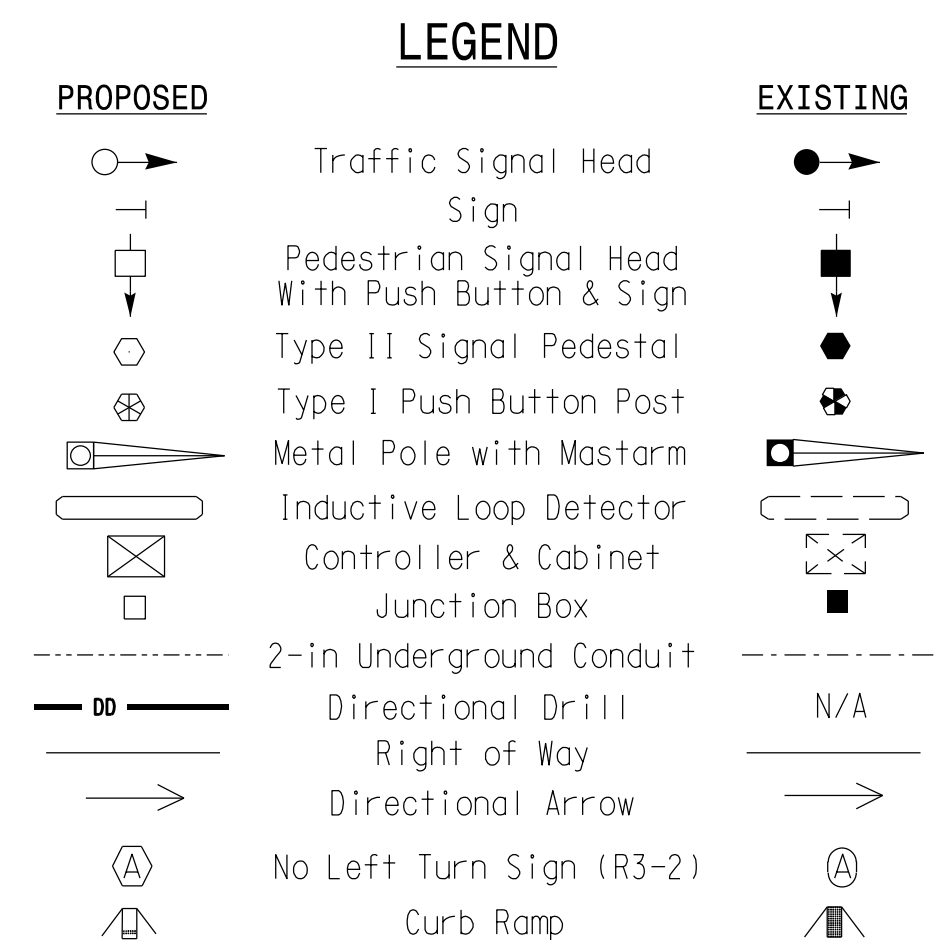
* Disable delay during alternate phasing operation

- 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.
 - 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 6, program FYA heads 31, 32, and 63 to delay for 3 seconds after the start of the phase 6 walk interval. See electrical details.
 - 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		
	3	6	8
Walk *	-	7	7
Ped Clear *	-	10	10
Min Green	7	12	7
Passage *	2.0	6.0	2.0
Max 1 *	30	60	30
Yellow Change	3.0	4.4	3.0
Red Clear	2.4	1.0	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	-	X
Vehicle 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.
 ** See note 6

Signal Upgrade - Final Design

US 421-NC 16 at Addison Ave/Big Lots Entrance

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

SEAL

NORTH CAROLINA PROFESSIONAL ENGINEER

SRI LATHA R. CHILUKA

047250

5/24/2023

SIG. INVENTORY NO. 11-1077

5/23/2023 5:47:00 PM R:\Traffic\Signals\Design\Plans\110777_sig_dsn_202305.dgn schiluka

