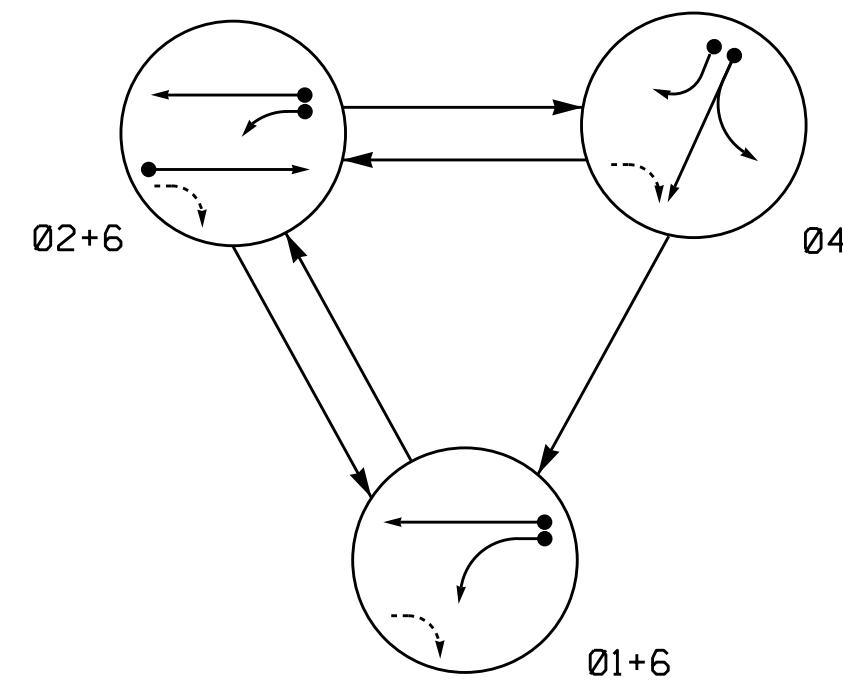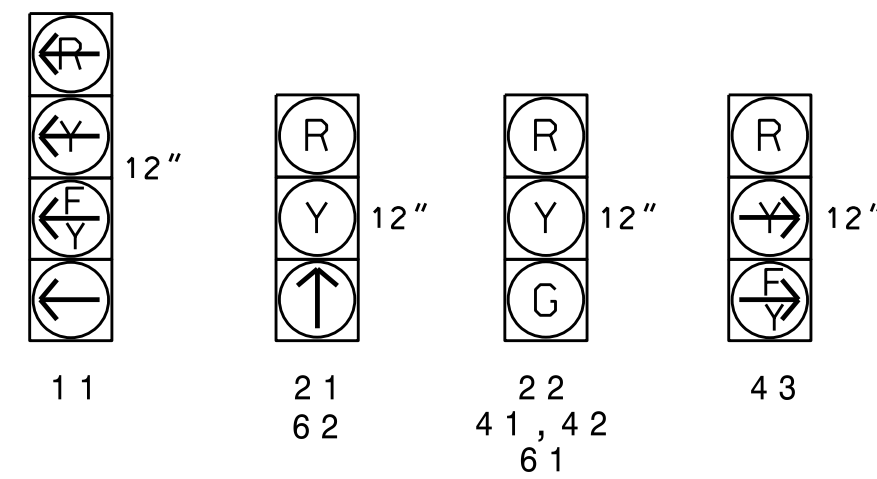## PHASING DIAGRAM

02+6   04

01+6

PHASING DIAGRAM DETECTION LEGEND

- ●——▶ DETECTED MOVEMENT
- ——▶ UNDETECTED MOVEMENT (OVERLAP)
- ––▶ UNSIGNALIZED MOVEMENT
- ‹– – –› PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE 01+6	PHASE 02+6	PHASE 04	FLASH
11	←	F Y	R	Y
21	R	↑	R	Y
22	R	G	R	Y
41,42	R	R	G	R
43	R	R	F Y	R
61	G	G	R	Y
62	↑	↑	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.
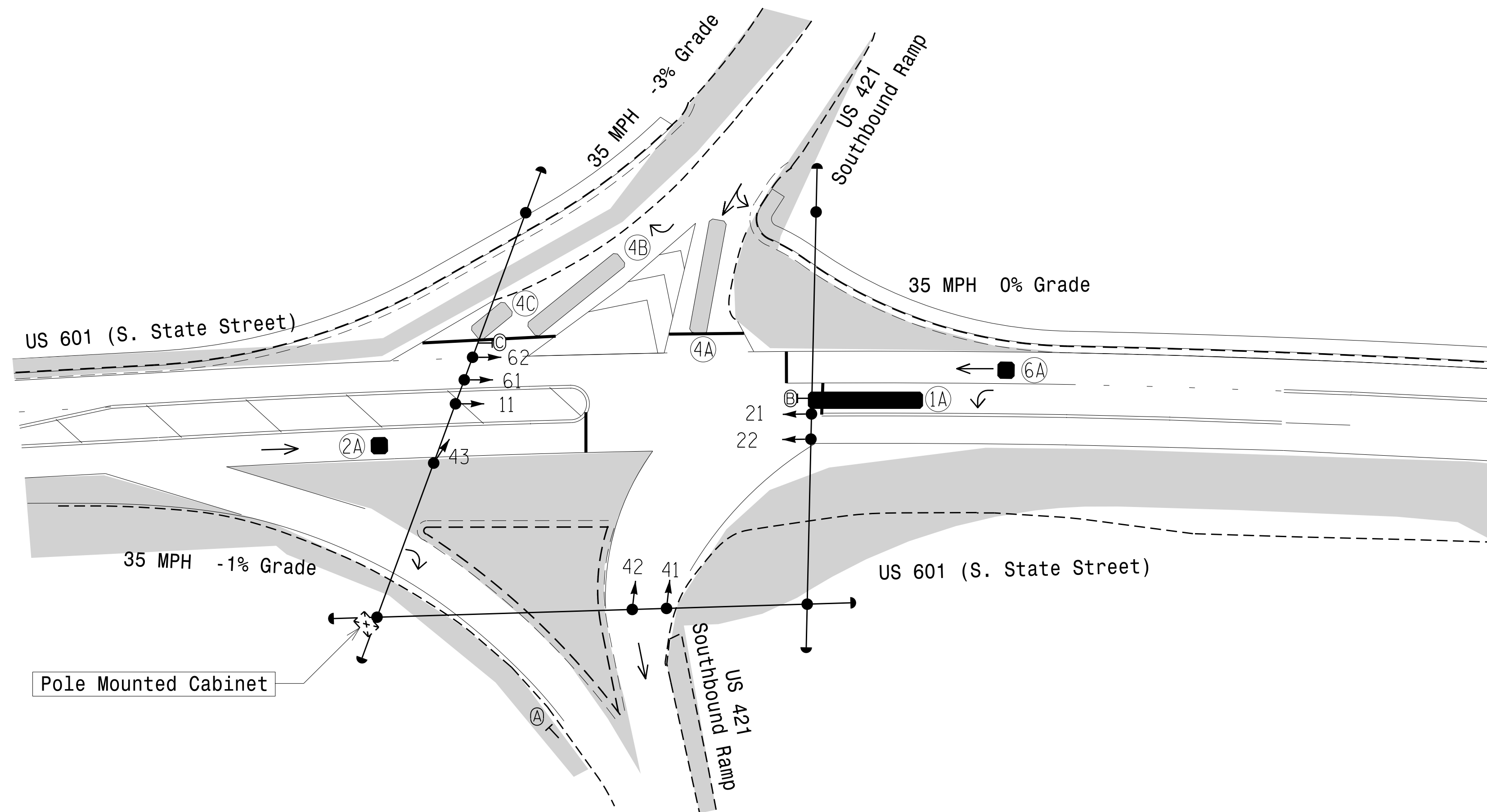

- 11 12"
- 21, 62
- 22, 41,42, 61
- 43 12"

MAXTIME DETECTOR INSTALLATION CHART

LOOP	DETECTOR 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 *	6X40	+5	*	*	1	15.0	-	X	-	X	-	-
					6	-	-	X	-	X	-	-
2A *	6X6	70	*	*	2	-	-	X	-	X	-	-
4A *	6X40	0	*	-	4	-	-	X	-	X	-	-
4B *	6X40	0	*	-	4	15.0	-	X	-	X	-	-
4C *	6X15	0	*	-	4	15.0	-	X	-	X	-	-
6A *	6X6	70	*	*	6	-	-	X	-	X	-	-

* Video Detection Zone

3 Phase
Fully Actuated
US 601 (Yadkinville) System 1 (TBC)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 may be lagged.
4. Set all detector units to presence mode.
5. Program controller to operate using FYA compact mode.
6. Refer to Pavement Marking Plan for stop line locations.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
8. This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
9. Time Based system data: Controller Asset #: 1208.
10. Reposition existing signal heads numbered 21 and 22.

US 421 Southbound Ramp

35 MPH -3% Grade

35 MPH 0% Grade

US 601 (S. State Street)

35 MPH -1% Grade

US 601 (S. State Street)

US 421 Southbound Ramp

Pole Mounted Cabinet

MAXTIME TIMING CHART

FEATURE	PHASE 1	PHASE 2	PHASE 4	PHASE 6
Walk *	–	–	–	–
Ped Clear	–	–	–	–
Min Green *	7	10	7	10
Passage *	2.0	3.0	2.0	3.0
Max 1 *	15	60	30	60
Yellow Change	3.0	3.9	4.1	3.9
Red Clear	2.8	2.8	1.2	2.8
Added Initial *	–	–	–	–
Maximum Initial *	–	–	–	–
Time Before Reduction *	–	–	–	–
Time To Reduce *	–	–	–	–
Minimum Gap	–	–	–	–
Advance Walk	–	–	–	–
Non Lock Detector	X	–	X	–
Vehicle Recall	–	MIN RECALL	–	MIN RECALL
Dual Entry	–	–	–	–

* These values may be field adjusted. Do not adjust Min Green and Passage 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	—▶
●—▶	Modified Signal Head	N/A
⊣	Sign	⊣
⊡	Pedestrian Signal Head With Push Button & Sign	■
○—	Signal Pole with Guy	●
○—<	Signal Pole with Sidewalk Guy	●
▭	Inductive Loop Detector	⬚
⊠	Controller & Cabinet	⊠
□	Junction Box	■
– – –	2-in Underground Conduit	– – –
N/A	Right of Way	– –
—▶	Directional Arrow	—▶
▬	Video Detection Zone	
	Construction Zone	N/A
Ⓐ	"YIELD" Sign (R1-2)	Ⓐ
Ⓑ	No Left Turn Sign (R3-2)	Ⓑ
N/A	Guardrail	

Signal Upgrade - Temporary Design 2 - Phase II

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

US 601 (S. State Street)
at
US 421 Southbound Ramp

Division 11   Yadkin County   Yadkinville

PLAN DATE: February 2024	REVIEWED BY: R.N. Zinser
PREPARED BY: T.A. Kenion	REVIEWED BY:

SEAL
NORTH CAROLINA
PROFESSIONAL
SEAL
043914
ENGINEER
RICHARD N. ZINSER

DocuSigned by:
R. Nicholas Zinser 03/04/2024
DATE
F1B8607347724BF...

REVISIONS	INIT.	DATE

SCALE
0 ___ 30
1"=30'

SIG. INVENTORY NO. 11-1208T2

3856.16