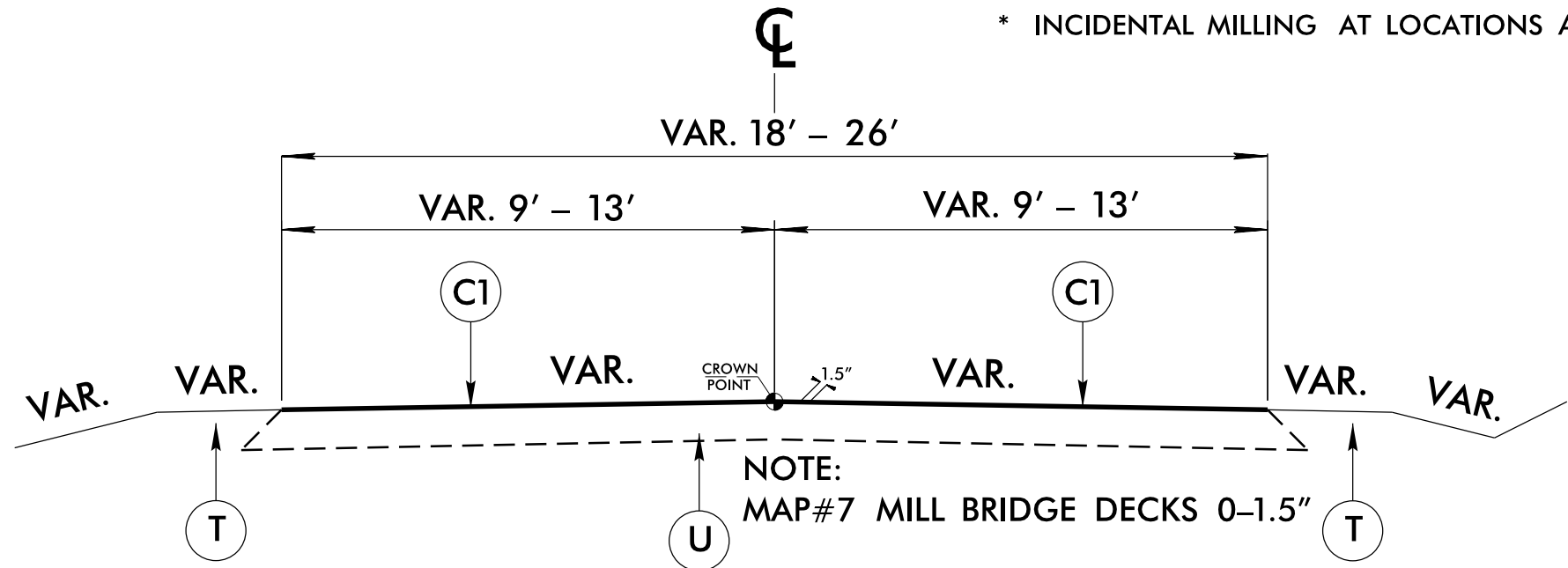


8/17/99

19-OCT-2021 11:03 AM
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 \$\$\$\$15-FINISH\$\$\$\$

* INCIDENTAL MILLING AT LOCATIONS AS DIRECTED BY THE ENGINEER

PROJECT REFERENCE NO. 2022CPT.J1.04.J0971	SHEET NO. 01
--	-----------------



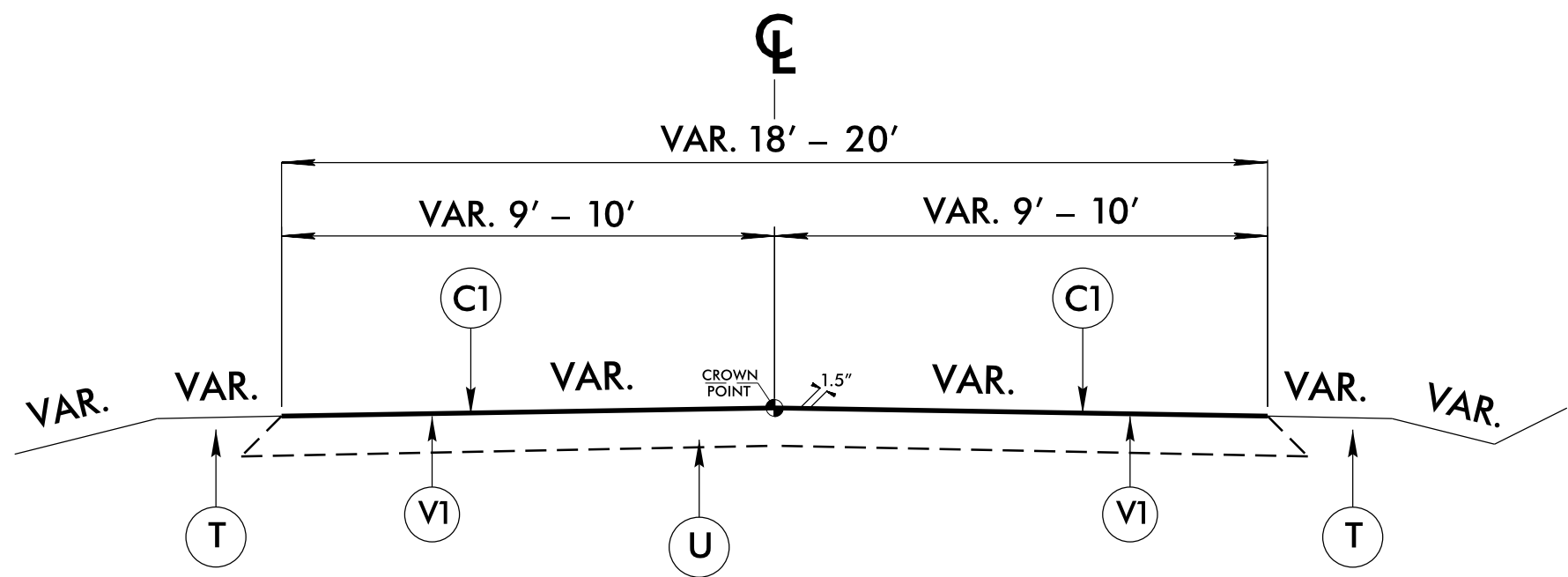
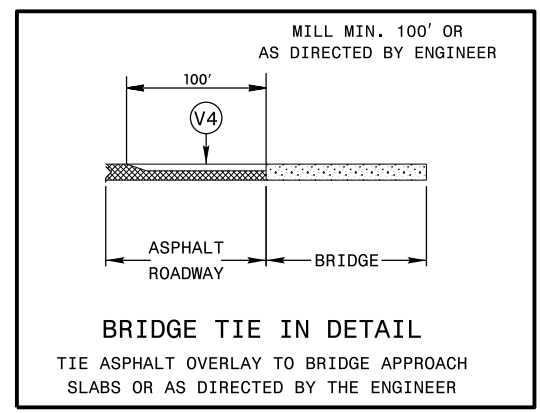
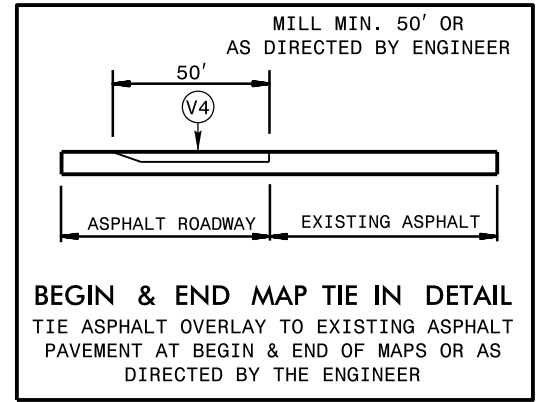
NOTE:
 MAP#7 MILL BRIDGE DECKS 0-1.5"

TYPICAL SECTION NO. 1

MAP 1 - NC HWY 16 FROM US 421 TO SR 1376
 MAP 4 - NC 18/SPARTA RD FROM SR 1717 TO SR 1573

*MAP 7 - PARSONVILLE RD FROM SR 1360 TO SR 1304
 MAP 8 - MOUNTAIN VALLEY CHURCH RD FROM NC 18 TO SR 1544

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1 1/2"
V2	MILLING OF EXISTING ASPHALT PAVEMENT AT VAR. DEPTH OF 0" - 1 1/2"
V4	INCIDENTAL MILLING (See Tie in Detail)



TYPICAL SECTION NO. 2

MAP 9 - MOUNTAIN VALLEY CHURCH RD FROM SR 1544 TO SR 1540

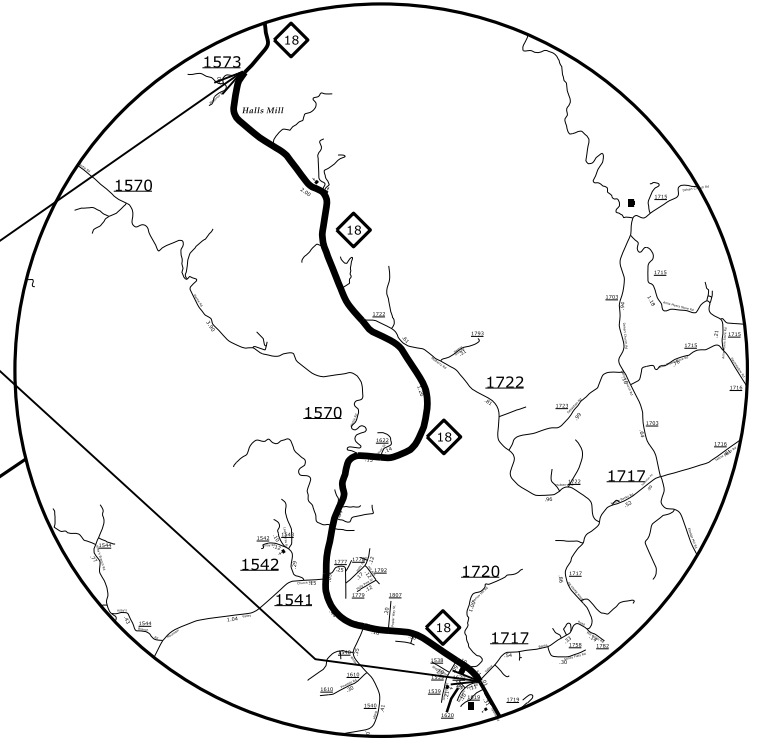
WILKES COUNTY PRIMARY & SECONDARY ROADS ASPHALT RESURFACING														
<table border="1"> <thead> <tr> <th>REVISIONS</th> <th>INT.</th> <th>DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>				REVISIONS	INT.	DATE								
REVISIONS	INT.	DATE												
N.C. DEPARTMENT of TRANSPORTATION DIVISION of HIGHWAYS DIVISION ELEVEN			SCALE: N/A DATE: 10/18/2021 PREPARED BY: GKirby REVIEWED BY: REVIEWED BY:											

WILKES COUNTY

2022 RESURFACING
 MAP # 1 THROUGH # 4 , #8 & #9

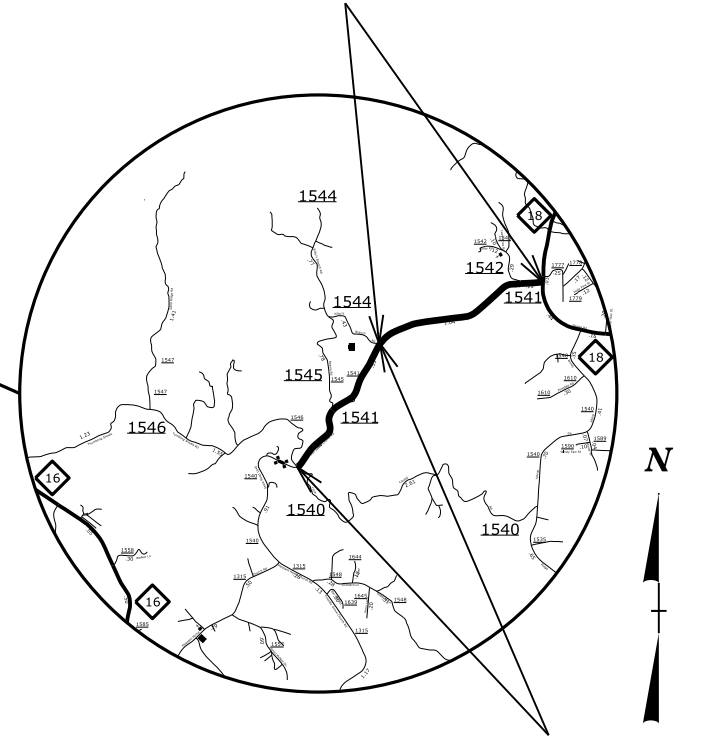
MAP #4

★ NC 18 SPARTA RD.
 FROM SR 1717 TO SR 1573



MAP #8

★ SR 1541 MTN. VALLEY CHURCH RD.
 FROM NC 18 TO SR 1544

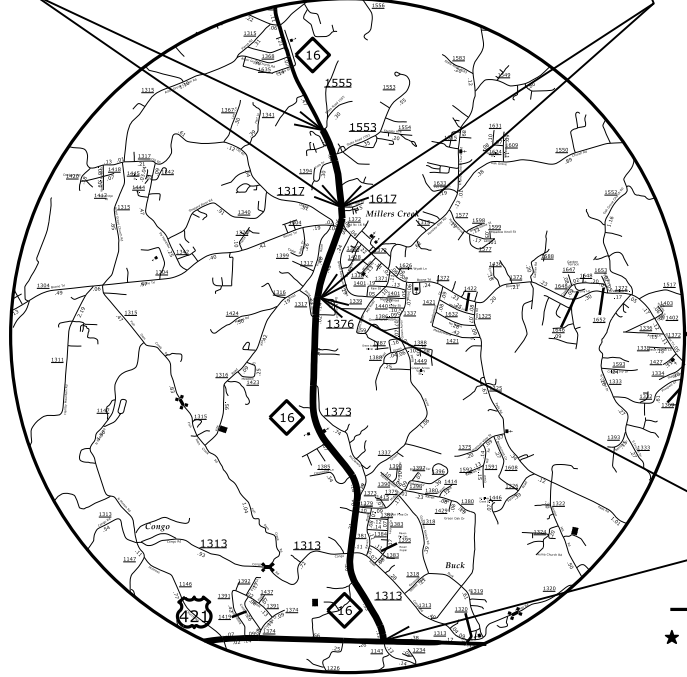


MAP #9

★ SR 1541 MTN. VALLEY CHURCH RD.
 FROM SR 1544 TO SR 1540

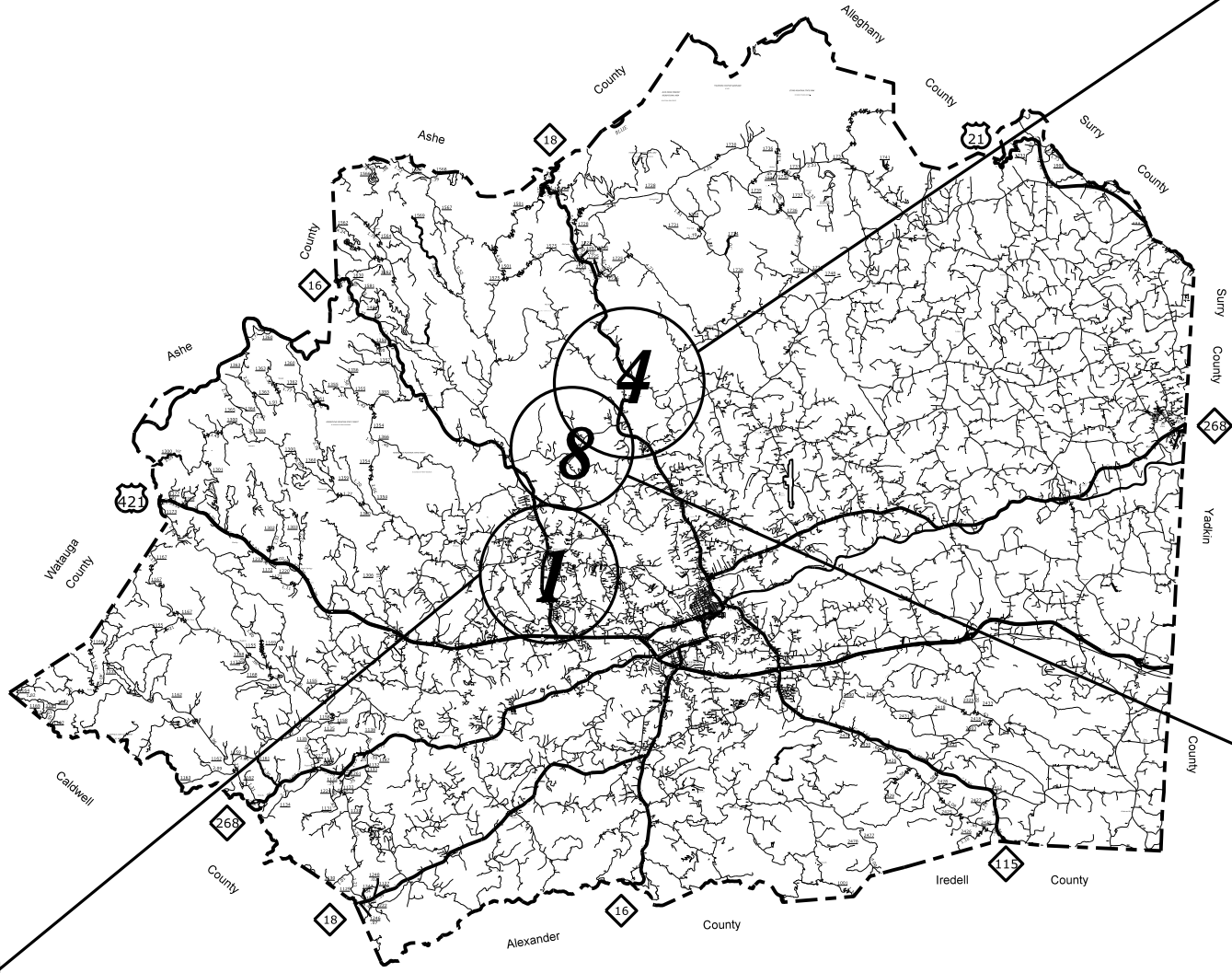
MAP #2 & MAP#3

★ NC 16 HWY 16
 FROM SR 1376 TO SR 1617
 ★ NC 16 HWY 16
 FROM SR 1617 TO SR 1555



MAP #1

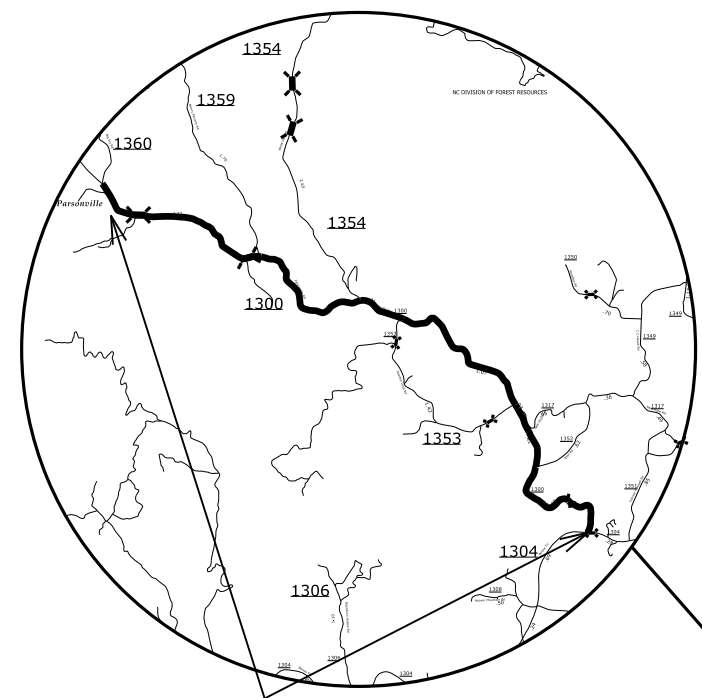
★ NC 16 HWY 16
 FROM US 421 TO SR 1376



8/17/99
19-OCT-2021 11:04
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\$\$\$\$\$15-FINISH\$\$\$\$\$

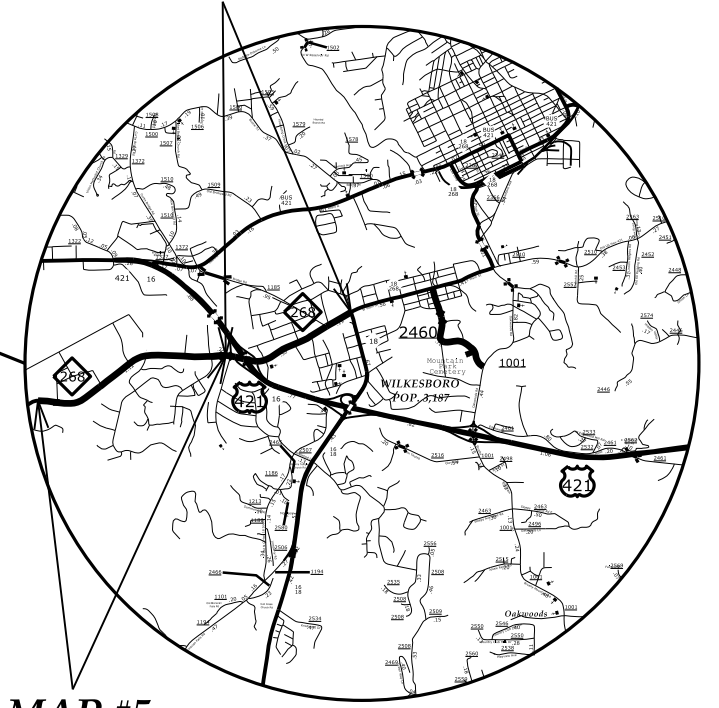
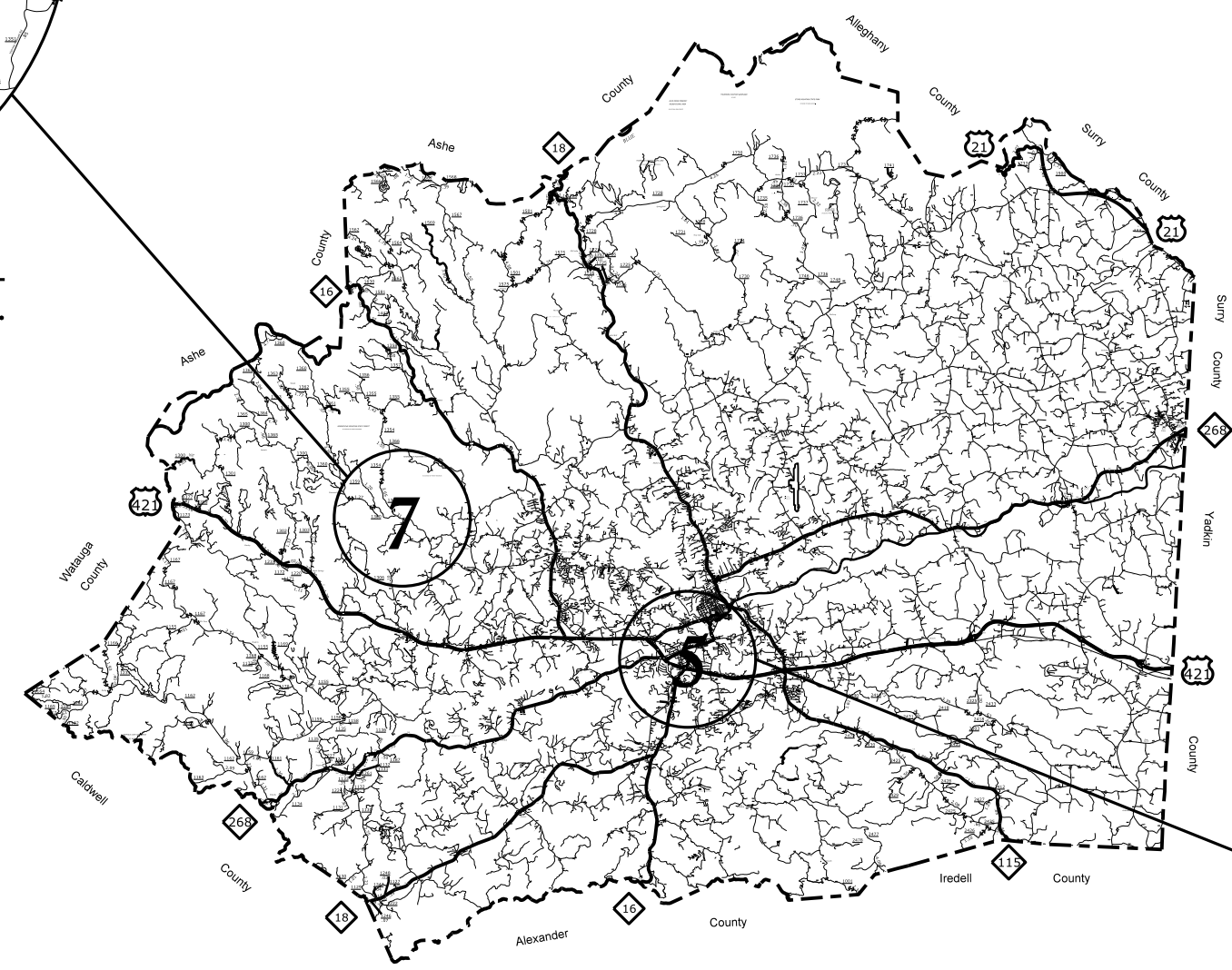
WILKES COUNTY

2022 RESURFACING
MAP # 5 THROUGH # 7



MAP #7

★ SR 1300 PARSONSVILLE RD.
FROM SR 1360 TO SR 1304

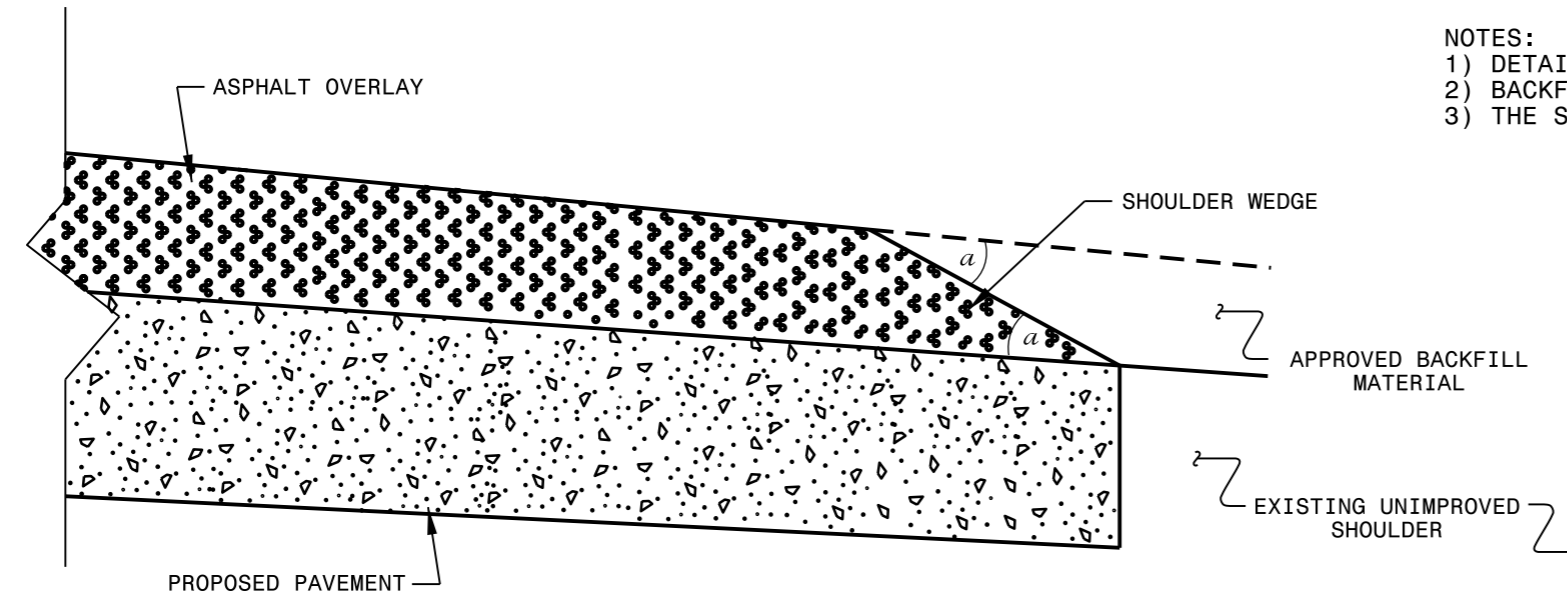


MAP #5

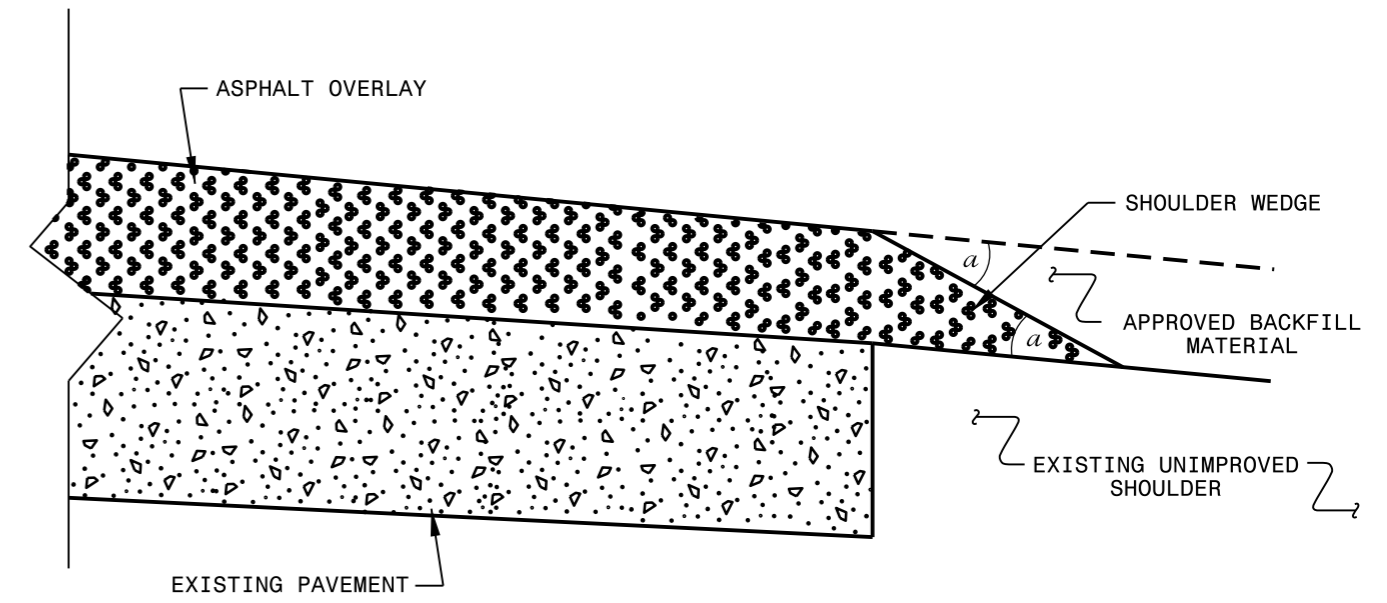
★ NC 268 RIVER STREET
FROM BEGIN 3-LANE TO BRIDGE#73

MAP #6
★ NC 268 RIVER STREET
FROM BRIDGE#73 TO NC 18

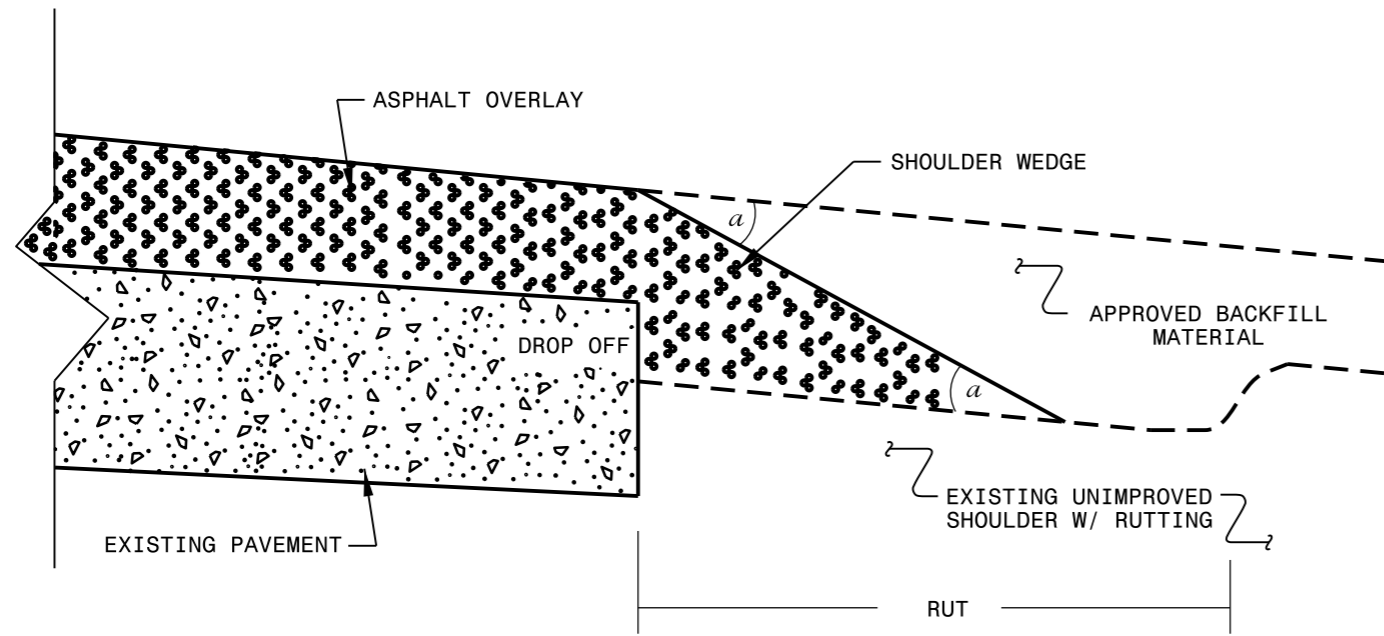
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFAC AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ Widening or
 with Existing Paved Shoulder having no dropoffs)



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL
 (Resurfacing Adjacent to
 Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

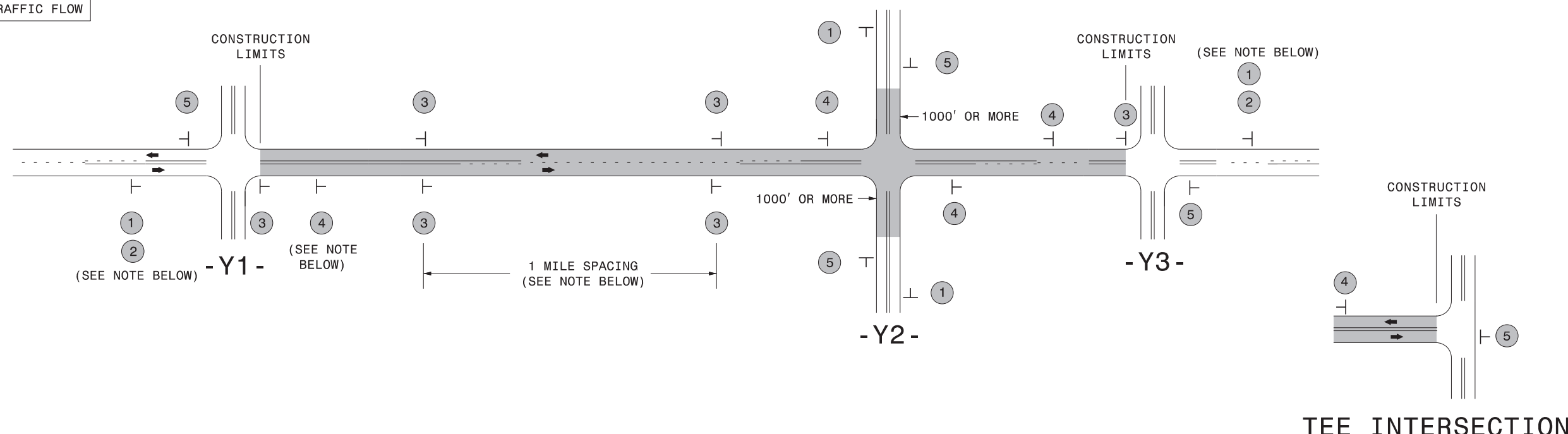
**CONTRACT STANDARDS
 AND DEVELOPMENT UNIT**
 Office 919-707-6950 FAX 919-250-4119

**SHOULDER WEDGE
 DETAILS**

ORIGINAL BY: T. SPELL DATE: 7-19-11
 MODIFIED BY: DATE: 10/16/12
 CHECKED BY: DATE:
 FILE SPEC.: s:\usr\details\stand\shoulderwedgedetail.dgn

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

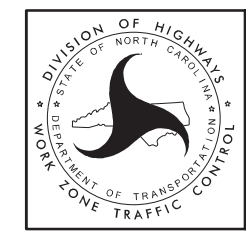
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> W20-1 48" X 48" PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> W20-7 A 48" X 48" PLACED 250' IN ADVANCE OF FLAGGER. </div> </div>
	2		#2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	
	3		- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.	
	4		- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. - DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. - INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. - FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. - A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.	
	5		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

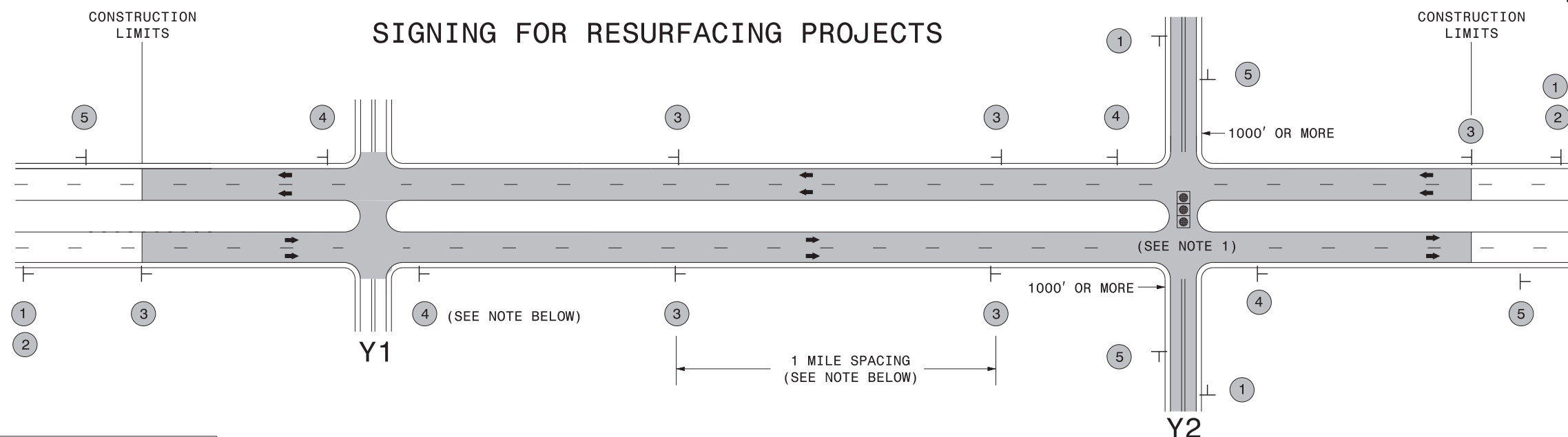
THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

MAPS LESS THAN 2 MILES

FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.



ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING



LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW

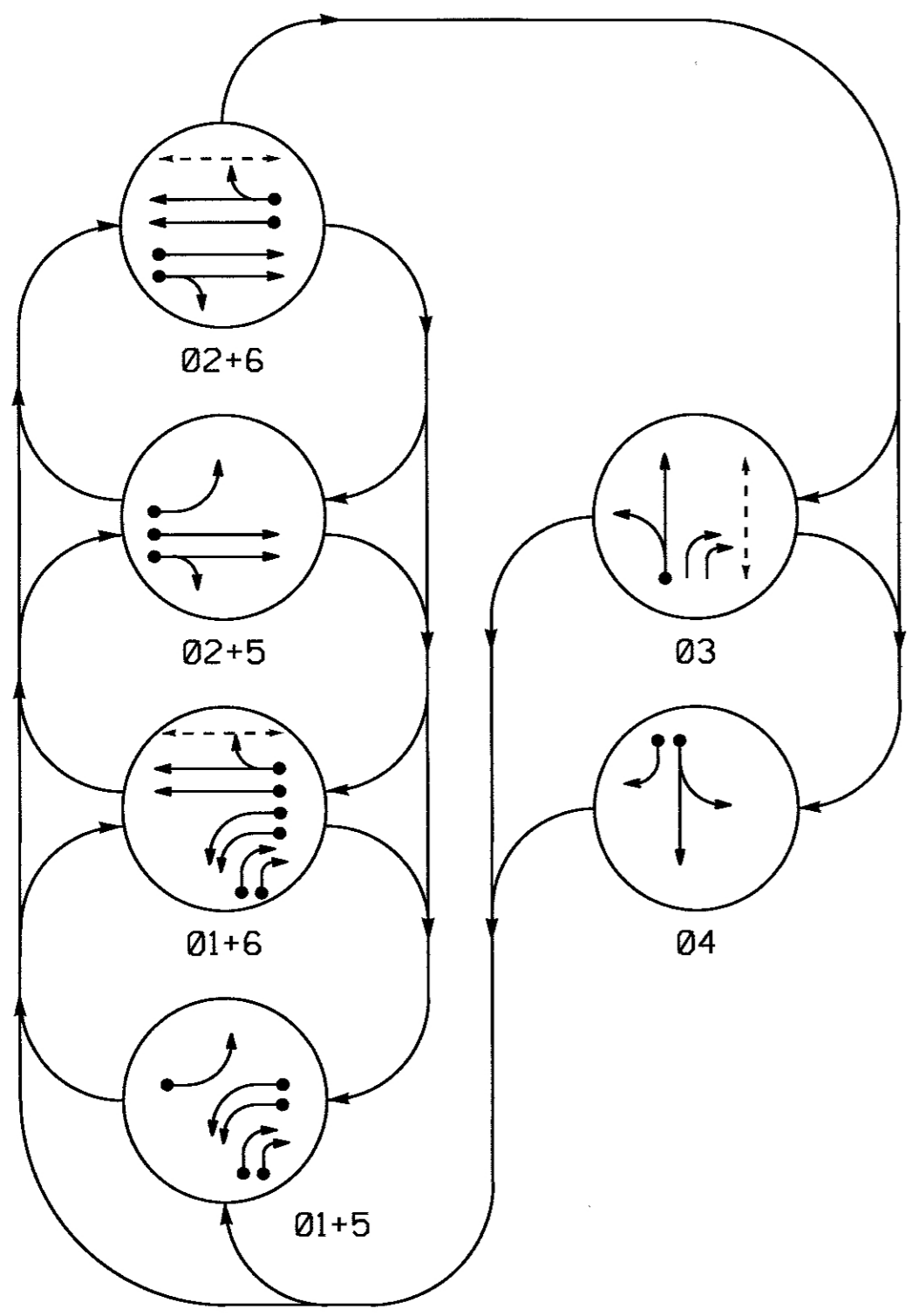
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	 	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)</p>	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p> <p>NOTES:</p> <ol style="list-style-type: none"> 1) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
		<p>PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.</p>	
		<p>THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</p>	
		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	

**RESURFACING
ADVANCE WARNING SIGNS
FOR RURAL AND SUBURBAN
MULTI-LANE ROADWAYS
W/ SHOULDER SECTIONS**

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	03	04
11,12	---	---	RR	RR	RR	RR
21,22	R	R	G	C	R	R
31	R	R	R	R	C	R
32,33	R	R	R	R	G	R
41	R	R	R	R	R	C
42	R	R	R	R	R	G
51	---	RR	---	RR	RR	RR
61,62	R	G	R	G	R	R
P31,P32	DW	DW	DW	DW	W	DW DRK
P61,P62	DW	W	DW	W	DW	DW DRK

W - Walk
DW - Don't Walk
DRK - Dark

OASIS 2070L LOOP & DETECTOR INSTALLATION CHART

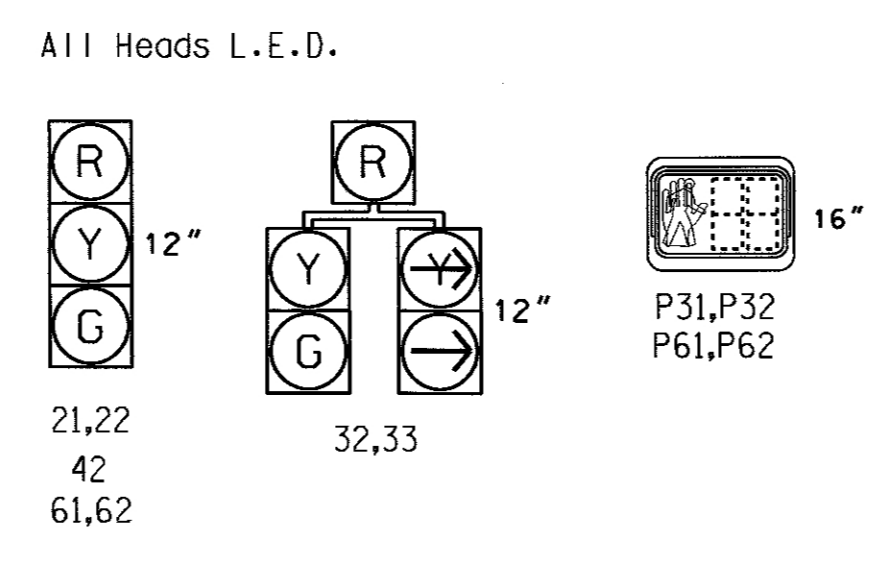
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD		
1A	6X40	0	2-4-2	-	1	Y	Y	-	-	3	-	Y
1B	6X40	0	2-4-2	-	1	Y	Y	-	-	3	-	Y
1C	6X60	0	2-4-2	-	1	Y	Y	-	-	15	-	Y
1D	6X60	0	2-4-2	-	1	Y	Y	-	-	20	-	Y
2A,2B	6X6	70	4	-	2	Y	Y	-	-	-	-	Y
3A	6X60	0	2-4-2	-	3	Y	Y	-	-	3	-	Y
4A	6X60	+2	2-4-2	-	4	Y	Y	-	-	3	-	Y
4B	6X60	+2	2-4-2	-	4	Y	Y	-	-	10	-	Y
4C	6X6	+2	3	-	4	Y	Y	-	-	15	-	Y
5A	6X60	0	2-4-2	-	5	Y	Y	-	-	3	-	Y
6A,6B	6X6	70	4	-	6	Y	Y	-	-	-	-	Y
S7	6X6	+130	3	-	-	-	-	-	-	-	-	Y
S8	6X6	+130	3	-	-	-	-	-	-	-	-	Y

6 Phase Fully Actuated (NC 268 Closed Loop System)

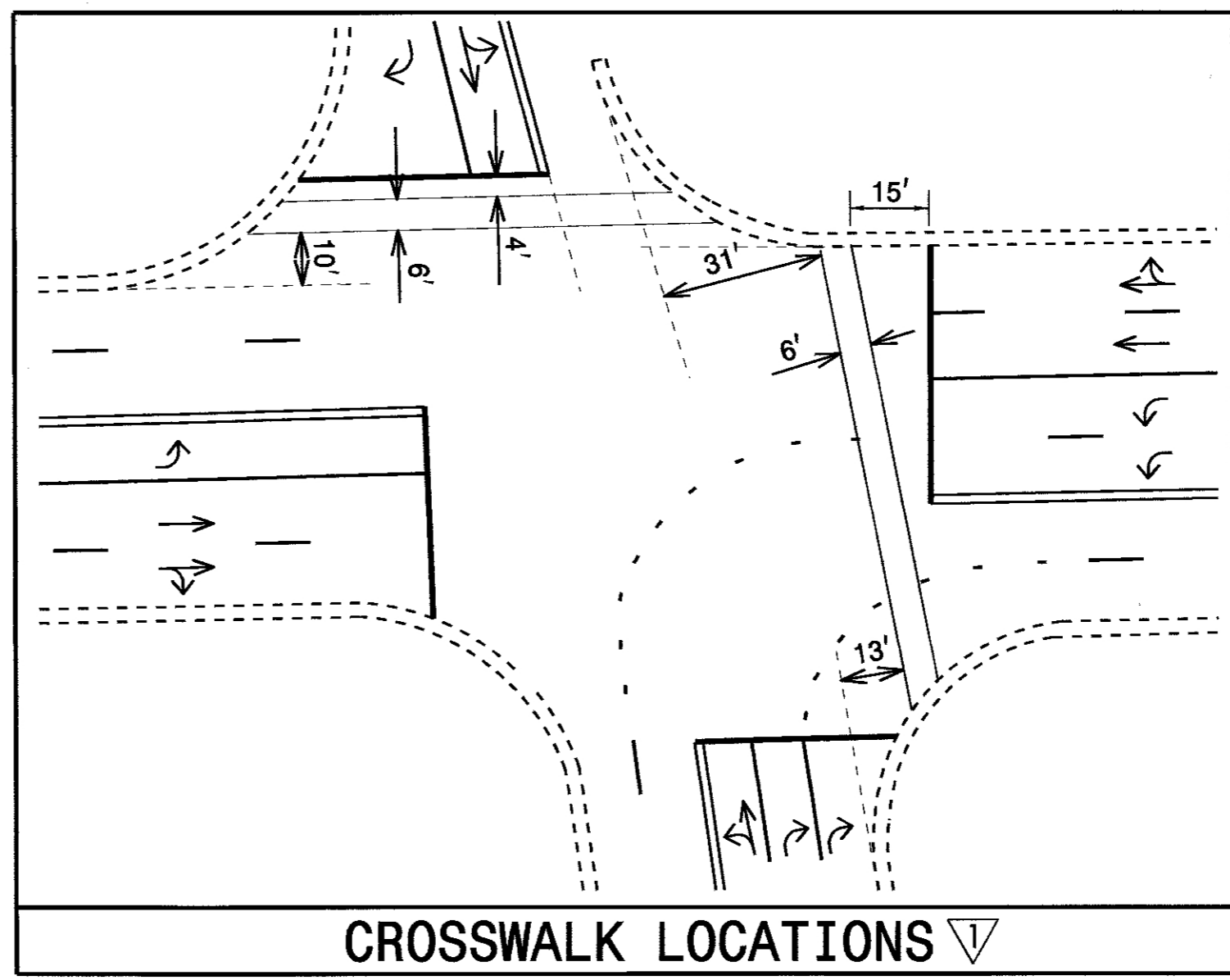
NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated July 2006 and "Standard Specifications for Roads and Structures" dated July 2006.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- The order of phase 3 and phase 4 may be reversed.
- 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.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Closed loop system data: Controller Asset #: 0072.

SIGNAL FACE I.D.



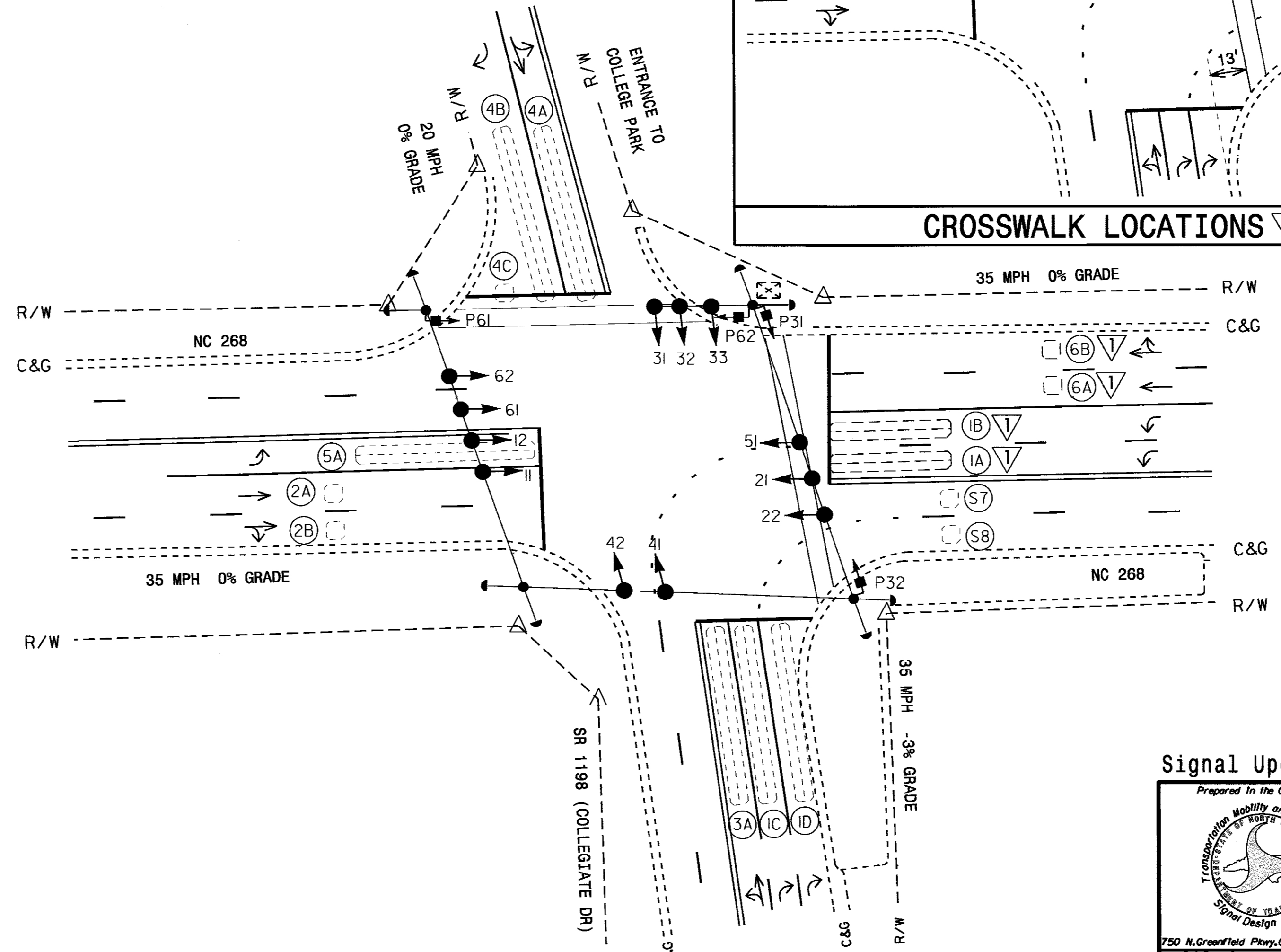
Contract DK00318:
All existing loops size 6 X 60 shall be replaced with size 6 X 40, plans are for illustrative purposes only.



OASIS 2070L TIMING CHART

FEATURE	PHASE					
	1	2	3	4	5	6
Min Green 1 *	7	10	7	7	7	10
Extension 1 *	1.0	3.0	1.0	1.0	1.0	3.0
Max Green 1 *	15	45	20	15	15	45
Yellow Clearance	3.0	3.8	4.1	3.0	3.0	3.8
Red Clearance	2.4	1.7	2.1	3.3	1.9	1.9
Walk 1 *	-	-	7	-	-	7
Don't Walk 1	-	-	23	-	-	21
Seconds Per Actuation *	-	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW
Dual Entry	-	-	-	-	-	-
Simultaneous Gap	ON	ON	ON	ON	ON	ON

* 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	● → N/A
● → Modified Signal Head	○ → N/A
⊥ → Sign	⊥ → N/A
⊥ ⊕ → Pedestrian Signal Head With Push Button & Sign	⊥ ⊕ → N/A
⊥ ⊕ → Signal Pole with Guy	⊥ ⊕ → N/A
⊥ ⊕ → Signal Pole with Sidewalk Guy	⊥ ⊕ → N/A
⊠ → Inductive Loop Detector	⊠ → N/A
⊠ → Controller & Cabinet	⊠ → N/A
⊠ → Junction Box	⊠ → N/A
⊠ → 2-in Underground Conduit	⊠ → N/A
N/A → Right of Way	--- → N/A
→ → Directional Arrow	→ → N/A

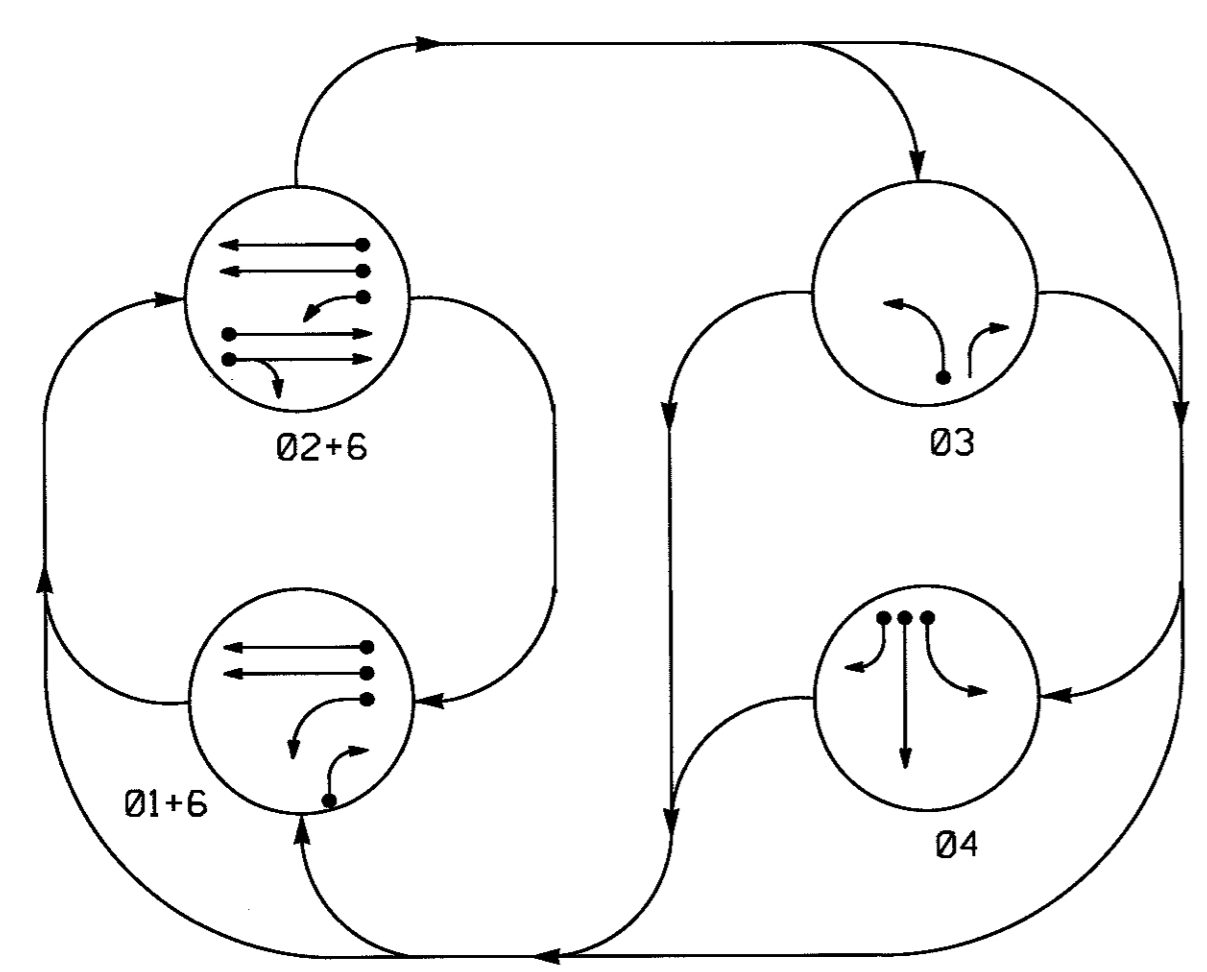
Signal Upgrade

Prepared in the Offices of:

NC 268 (River Street) at SR 1198 (Collegiate Drive)
 Division 11 Wilkes County Wilkesboro
 PLAN DATE: February 2011 REVIEWED BY:
 PREPARED BY: B.E. Wynn REVIEWED BY:
 SCALE: 1"=30'
 REVISIONS: V. Revise crosswalk location & stopbar, place new loops 1A, 1B, 6A and 6B and revise clearance times.
 DATE: 3/24/11
 SIGNATURE: [Signature]
 DATE: 3/24/11
 SIG. INVENTORY NO. 11-0072

13-JUL-2011 15:27:13
 C:\Users\jgall\Documents\Projects\Signal Design\sect\con\western Region\01-11-11-0072\110072_20080225.dgn
 110072

PHASING DIAGRAM



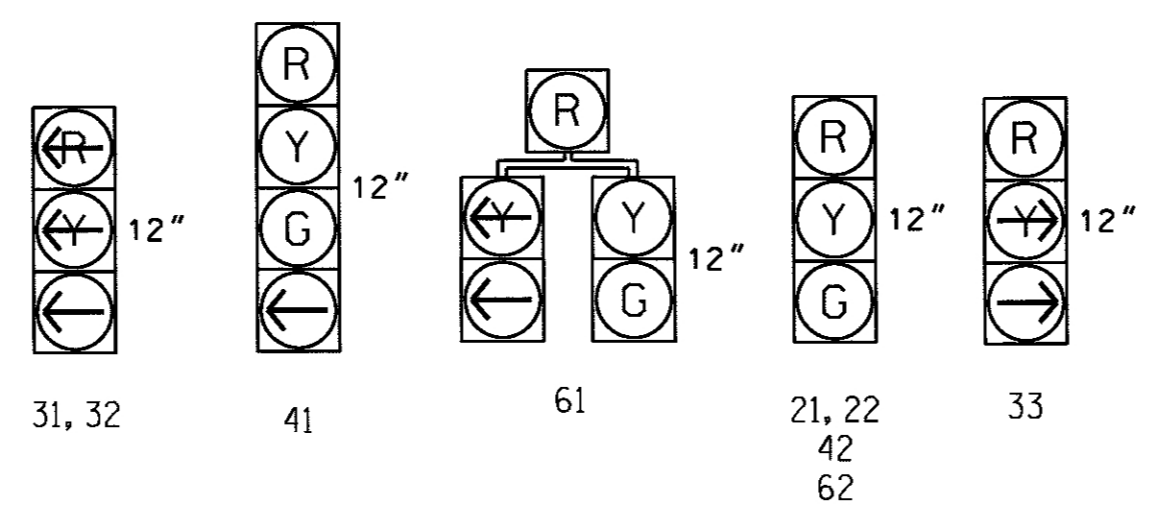
PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE				
	01+6	02+6	03	04	FLASH
21, 22	R	G	R	R	Y
31, 32	←	←	←	←	←
33	←	R	←	R	R
41	R	R	R	G	R
42	R	R	R	G	R
61	G	G	R	R	Y
62	G	G	R	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.

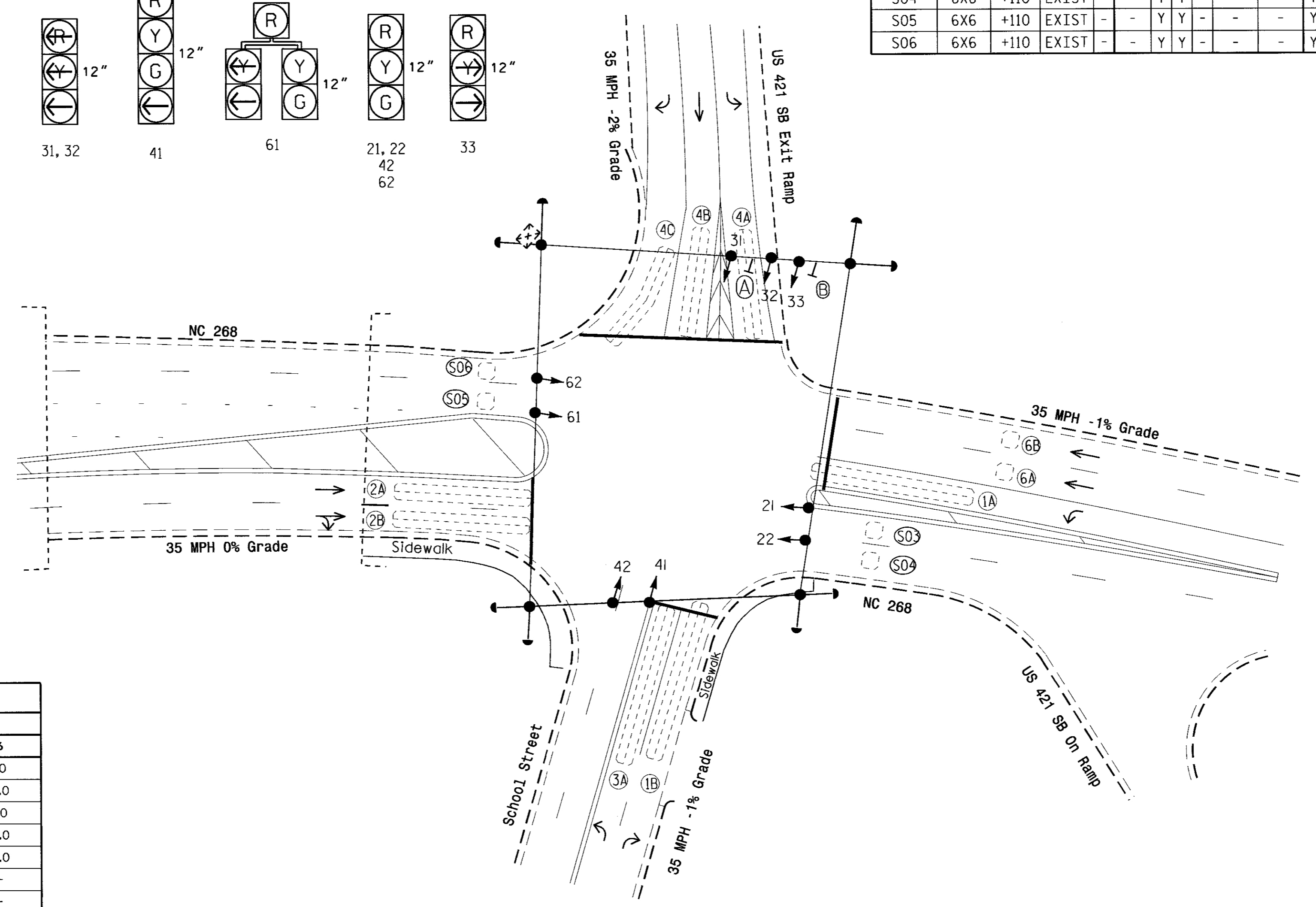


OASIS 2070L LOOP & DETECTOR INSTALLATION CHART												
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X60	+5	2-4-2	-	1	Y	Y	-	-	15	-	-
1B	6X60	+5	2-4-2	-	1	Y	Y	-	-	25	-	-
2A	6X50	0	2-4-2	-	2	Y	Y	-	-	-	-	-
2B	6X50	0	2-4-2	-	2	Y	Y	-	-	-	-	-
3A	6X60	0	2-4-2	-	3	Y	Y	-	-	3	-	-
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	-	-	-
4B	6X40	0	2-4-2	-	4	Y	Y	-	-	-	-	-
4C	6X40	+5	2-4-2	-	4	Y	Y	-	-	25	-	-
6A	6X6	70	EXIST	-	6	Y	Y	-	-	-	-	-
6B	6X6	70	EXIST	-	6	Y	Y	-	-	-	-	-
S03	6X6	+110	EXIST	-	-	Y	Y	-	-	-	Y	-
S04	6X6	+110	EXIST	-	-	Y	Y	-	-	-	Y	-
S05	6X6	+110	EXIST	-	-	Y	Y	-	-	-	Y	-
S06	6X6	+110	EXIST	-	-	Y	Y	-	-	-	Y	-

4 Phase Fully Actuated NC 268 CLS

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 may be lagged.
- Set all detector units to presence mode.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Closed loop system data: Controller Asset #957.



OASIS 2070L TIMING CHART					
FEATURE	PHASE				
	1	2	3	4	6
Min Green 1 *	7	10	7	7	10
Extension 1 *	1.0	3.0	1.0	2.0	3.0
Max Green 1 *	12	40	12	30	40
Yellow Clearance	4.0	4.0	4.0	4.5	4.0
Red Clearance	2.0	2.0	2.0	1.5	2.0
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
Seconds Per Actuation *	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-
Time To Reduce *	-	-	-	-	-
Minimum Gap	-	-	-	-	-
Recall Mode	-	MIN RECALL	-	-	MIN RECALL
Vehicle Call Memory	-	YELLOW	-	-	YELLOW
Dual Entry	-	-	-	-	-
Simultaneous Gap	ON	ON	ON	ON	ON

* 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.

Contract DK00318:
All existing loops size 6 X 60 shall be replaced with size 6 X 40, plans are for illustrative purposes only. Loops size 6 X 50 shall remain 6 X 50.

Plan of Record

PREPARED BY: B.E. Wynn DATE: July 2013
 REVIEWED BY: M. Little DATE: July 2013
 SIGNATURE: [Signature] DATE: 8/5/13

COMMENTS: Changed loops 4A, 4B and 4C to 6X40 quads.

Plan of Record

Prepared in the Offices of:

 750 N. Greenfield Pkwy, Corner, NC 27529

NC 268 at US 421 Southbound Exit Ramp / School Street

Division 11 Wilkes County Wilkesboro

PLAN DATE: January 2000 REVIEWED BY: D. Wagner
 PREPARED BY: A. Pytcher REVIEWED BY: C. Johnson

REVISIONS: [Table with columns for REVISIONS, INIT., DATE]

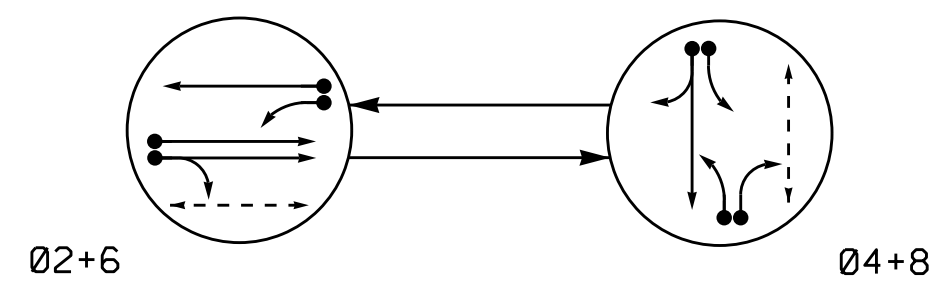
SCALE: 1"=30'

Not a certified document. This document originally issued and sealed by Charles A. Johnson III, PE #20675 on February 5, 2000. This document shall not be considered a certified document.

SIG. INVENTORY NO. II-0957

05-AUG-2013 12:12 S:\TSS\54115 S:\pals\signal Design Section\Western Reg\0957\10957_s1g_pdr_2013xxxx.dgn bwm

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

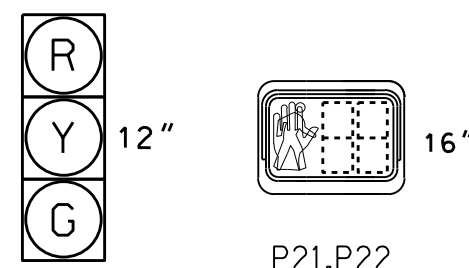
- ● DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE		
	Ø2+6	Ø4+8	FLASH
21,22	G	R	Y
41,42	R	G	R
61,62	G	R	Y
81,82	R	G	R
P21,P22	W	DW	DRK
P81,P82	DW	W	DRK

W - Walk
 DW - Don't Walk
 DRK - Dark

SIGNAL FACE I.D.

All Heads L.E.D.



21,22
 41,42
 61,62
 81,82

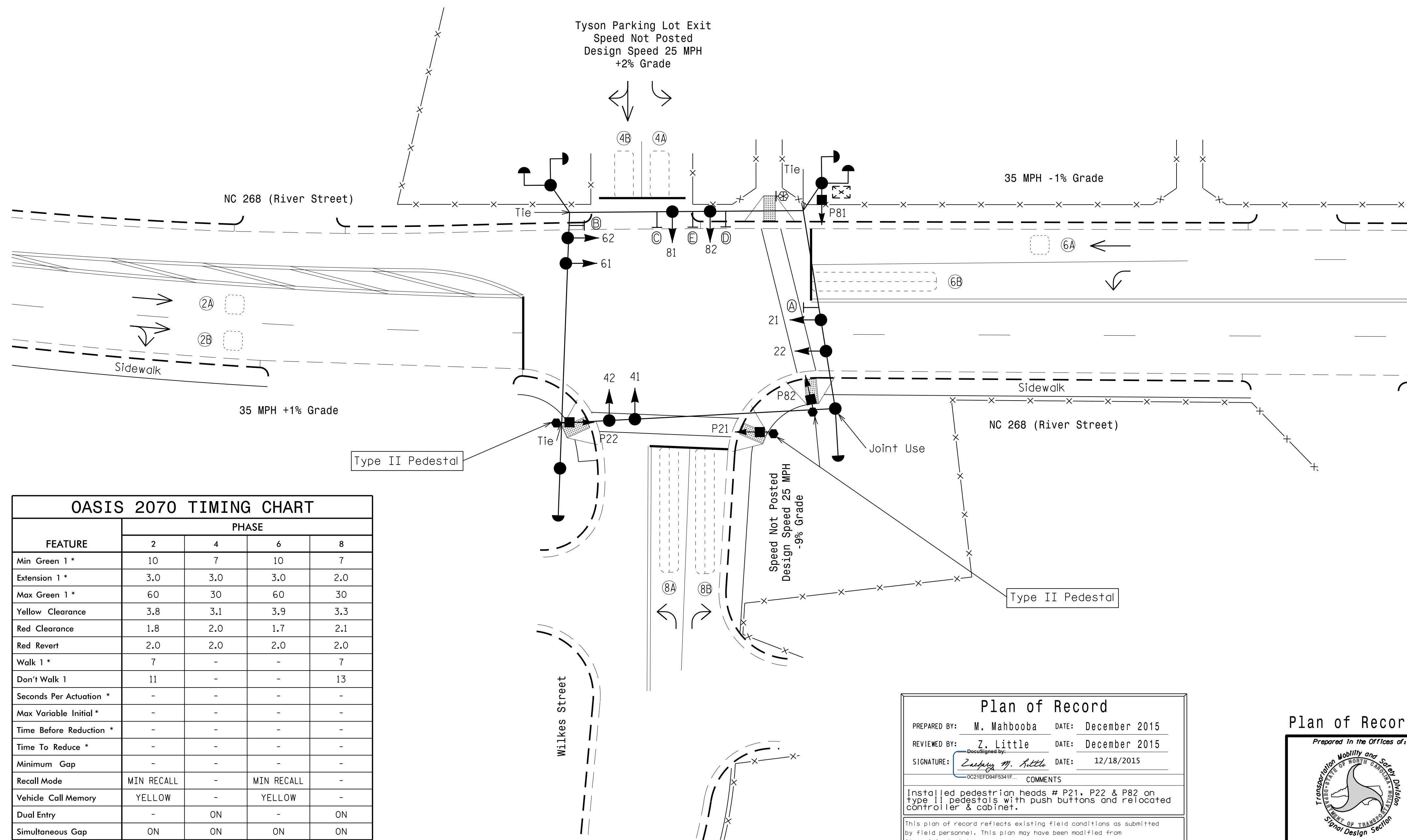
P21,P22
 P81,P82

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
INDUCTIVE LOOPS				DETECTOR PROGRAMMING								
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A,2B	6x6	70	3	-	2	Y	Y	-	-	-	-	-
4A	6x15	0	3	-	4	Y	Y	-	-	5	-	-
4B	6x15	0	3	-	4	Y	Y	-	-	10	-	-
6A	6x6	70	3	Y	6	Y	Y	-	-	-	-	-
6B	6x40	0	2-4-2	-	6	Y	Y	-	-	-	-	-
8A	6x40	0	2-4-2	-	8	Y	Y	-	-	3	-	-
8B	6x40	0	2-4-2	-	8	Y	Y	-	-	15	-	-

2 Phase
 Fully Actuated
 Isolated

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
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. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
5. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
6. Pavement markings are existing.



LEGEND

- | PROPOSED | EXISTING |
|--|----------|
| ○ → Traffic Signal Head | ● → N/A |
| ○ → Modified Signal Head | ○ → N/A |
| ○ → Sign | ○ → N/A |
| ○ → Pedestrian Signal Head With Push Button & Sign | ○ → N/A |
| ○ → Signal Pole with Guy | ○ → N/A |
| ○ → Signal Pole with Sidewalk Guy | ○ → N/A |
| ○ → Inductive Loop Detector | ○ → N/A |
| ○ → Controller & Cabinet | ○ → N/A |
| ○ → Junction Box | ○ → N/A |
| ○ → 2-in Underground Conduit | ○ → N/A |
| ○ → Right of Way | ○ → N/A |
| ○ → Directional Arrow | ○ → N/A |
| ○ → Fence | ○ → N/A |
| ○ → Type II Signal Pedestal | ○ → N/A |
| ○ → Type I Pushbutton Post | ○ → N/A |
| ○ → No Left Turn Sign (R3-2) | ○ → N/A |
| ○ → No Right Turn Sign (R3-1) | ○ → N/A |
| ○ → Left Arrow "ONLY" Sign (R3-5L) | ○ → N/A |
| ○ → Right Arrow "ONLY" Sign (R3-5R) | ○ → N/A |
| ○ → "DO NOT ENTER" Sign (R5-1) | ○ → N/A |

OASIS 2070 TIMING CHART				
FEATURE	PHASE			
	2	4	6	8
Min Green 1 *	10	7	10	7
Extension 1 *	3.0	3.0	3.0	2.0
Max Green 1 *	60	30	60	30
Yellow Clearance	3.8	3.1	3.9	3.3
Red Clearance	1.8	2.0	1.7	2.1
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	7	-	-	7
Don't Walk 1	11	-	-	13
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Recall Mode	MIN RECALL	-	MIN RECALL	-
Vehicle Call Memory	YELLOW	-	YELLOW	-
Dual Entry	-	ON	-	ON
Simultaneous Gap	ON	ON	ON	ON

* 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.

Plan of Record

PREPARED BY: M. Mahbooba DATE: December 2015
 REVIEWED BY: Z. Little DATE: December 2015
 SIGNATURE: *Zachary M. Little* DATE: 12/18/2015

COMMENTS:
 Installed pedestrian heads # P21, P22 & P82 on Type II pedestals with push buttons and relocated controller & cabinet.

Plan of Record

Prepared In the Offices of:

 TRANSPORTATION MOBILITY AND SAFETY SOLUTIONS, INC.
 ENGINEERS OF TRANSPORTATION SIGNAL DESIGN SECTION

750 N. Greenfield Pkwy, Garner, NC 27529

NC 268 (River Street)
 at
 Wilkes Street /
 Tyson Parking Lot Exit

Division 11 Wilkes County Wilkesboro

PLAN DATE: July 2014 REVIEWED BY: Z.M. Little
 PREPARED BY: C.L. Sweeney REVIEWED BY:

REVISIONS: INIT. DATE

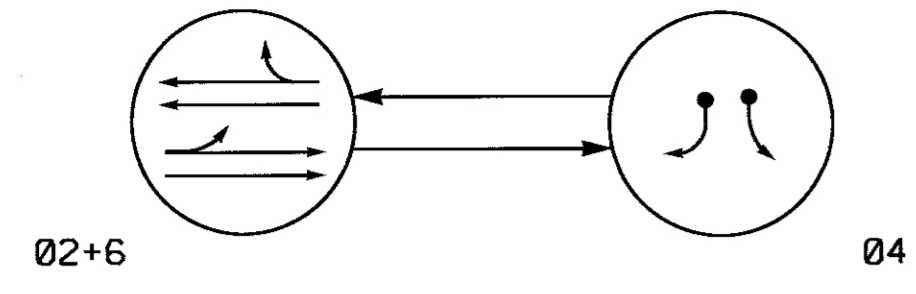
Not a certified document. This document originally issued and sealed by Zachary Little, PE 030530 on 8/5/2014. This document shall not be considered a certified document.

SCALE: 1"=20'

SIG. INVENTORY NO. 11-1433

18-066-2015-09-26
 S:\MIS\Signal Design\Section\Western Region\04\11\11-1433\11-1433_s1.dwg por_20151218.dwg
 mmahbooba

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

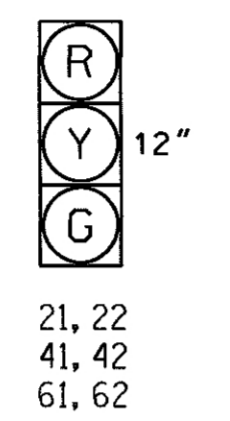
- ←● DETECTED MOVEMENT
- ← UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ←- - - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02+6	04	FLIGHT
21, 22	G	R	Y
41, 42	R	G	R
61, 62	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



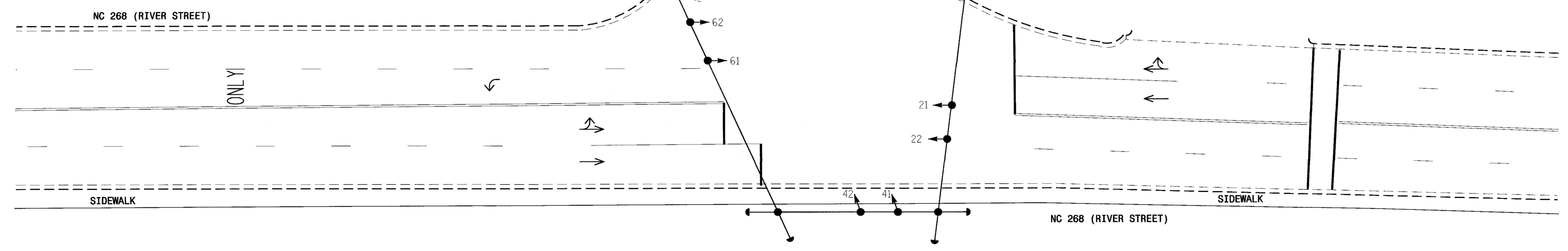
OASIS 2070L LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING			
					PHASE	CALLING	EXTENSION	FULL TIME DELAY
4A	6X60	0	EXISTING	-	4	Y	Y	-
4B	6X40	+5	EXISTING	-	4	Y	Y	-

2 PHASE SEMI-ACTUATED (ISOLATED)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated July 2006 and "Standard Specifications for Roads and Structures" dated July 2006.
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. Pavement markings are existing.



OASIS 2070L TIMING CHART

FEATURE	PHASE		
	2	4	6
Min Green 1 *	10	10	10
Extension 1 *	0.0	1.0	0.0
Max Green 1 *	37	25	37
Yellow Clearance	4.5	5.0	4.5
Red Clearance	1.1	2.0	1.1
Walk 1 *	-	-	-
Don't Walk 1	-	-	-
Seconds Per Actuation *	-	-	-
Max Variable Initial *	-	-	-
Time Before Reduction *	-	-	-
Time To Reduce *	-	-	-
Minimum Gap	-	-	-
Recall Mode	MAX RECALL	-	MAX RECALL
Vehicle Call Memory	-	-	-
Dual Entry	-	-	-
Simultaneous Gap	ON	ON	ON

* 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.

Contract DK00318:
All existing loops size 6 X 60 shall be replaced with size 6 X 40, plans are for illustrative purposes only.

LEGEND

- | PROPOSED | EXISTING |
|----------|----------|
| ○ → | ● → |
| ● → | N/A |
| ⊥ | ⊥ |
| ⊥ □ | ⊥ □ |
| ○ ⊥ | ○ ⊥ |
| ○ ⊥ □ | ○ ⊥ □ |
| □ | □ |
| □ ⊗ | □ ⊗ |
| ⊥ ⊗ | ⊥ ⊗ |
| N/A | ⊥ |
| → | → |

Plan of Record

PREPARED BY: C. L. CARPER DATE: MAY 2010
 REVIEWED BY: B. E. WYNN DATE: SEPT. 2010
 SIGNATURE: B.E. Wynn DATE: 9-17-10

COMMENTS
 Upgraded equipment to 2070.

This plan of record reflects existing field conditions as submitted by field personnel. This plan may have been modified from its original state.

Plan of Record

Prepared In the Offices of:
NC 268 AT SR 1185 (CURTIS BRIDGE ROAD)
 DIVISION 11 WILKES COUNTY WILKESBORO

PLAN DATE: _____ REVIEWED BY: _____
 PREPARED BY: _____ REVIEWED BY: _____

SCALE: 1"=30'

REVISIONS: _____ INIT. DATE

Not a certified document. This document originally issued and approved.
This document shall not be considered a certified document.

SIG. INVENTORY NO. 11-0950

I:\SEP2010\10157\S417ES\ASUP\155\plan\asig\signal\design\sect\10\western_Reg\crd\01v-11-11-0950\m110950pwr-sig.dwg, 2010xxxx.dgn
 GRC/DWAS

PHASING DIAGRAM

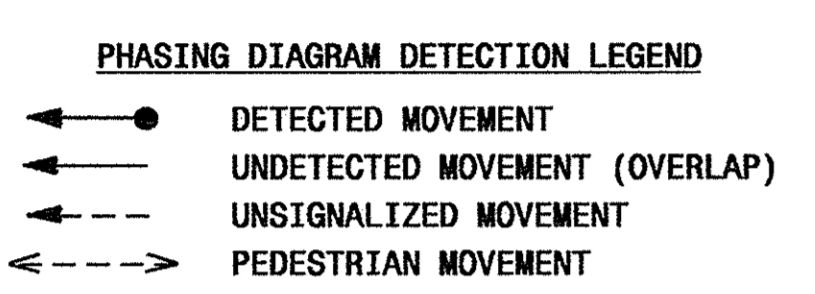
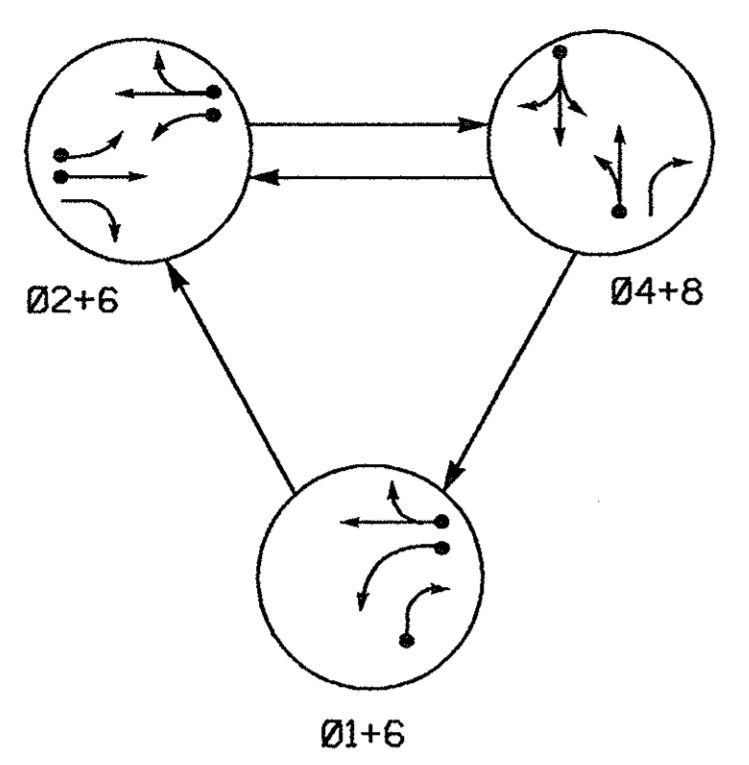
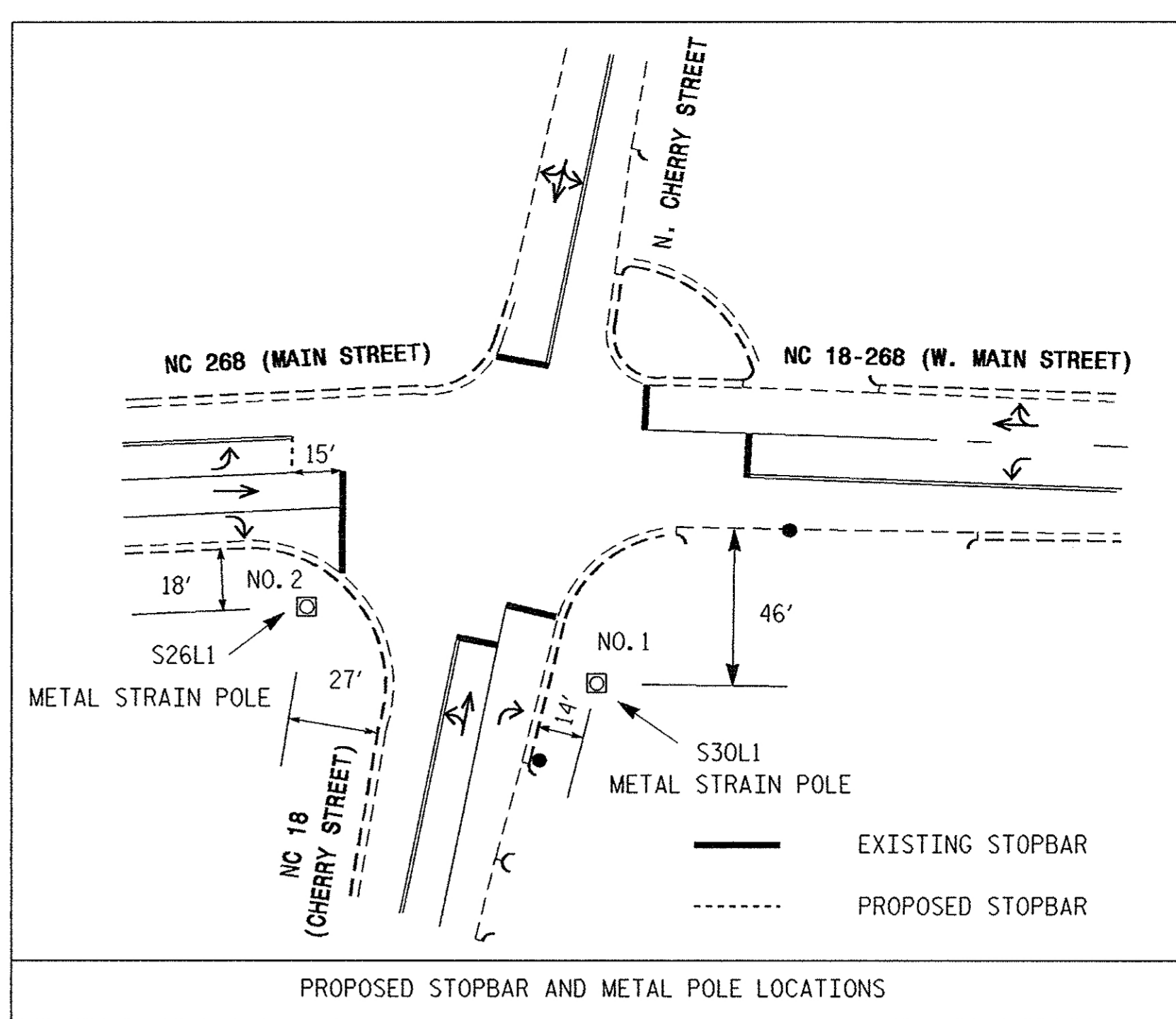
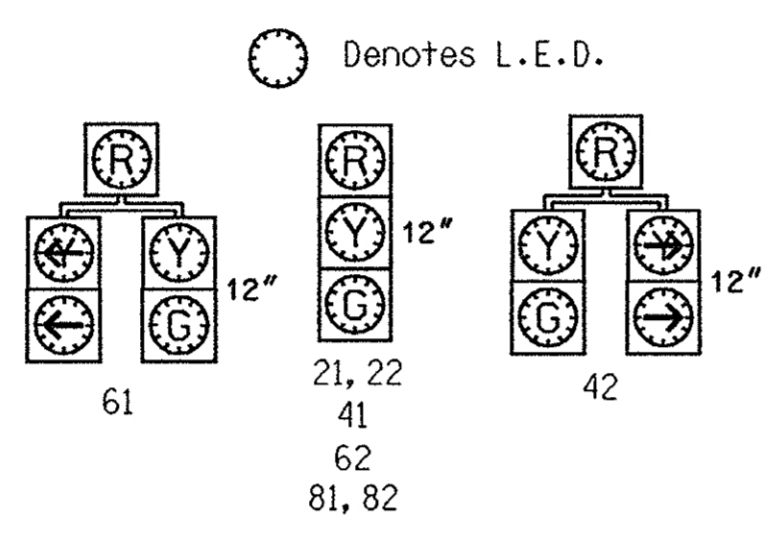


TABLE OF OPERATION

SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 4 + 8	FL HEAD
21, 22	R	G	R	Y
41	R	R	G	R
42	R	R	G	R
61	G	G	R	Y
62	G	G	R	Y
81, 82	R	R	G	R

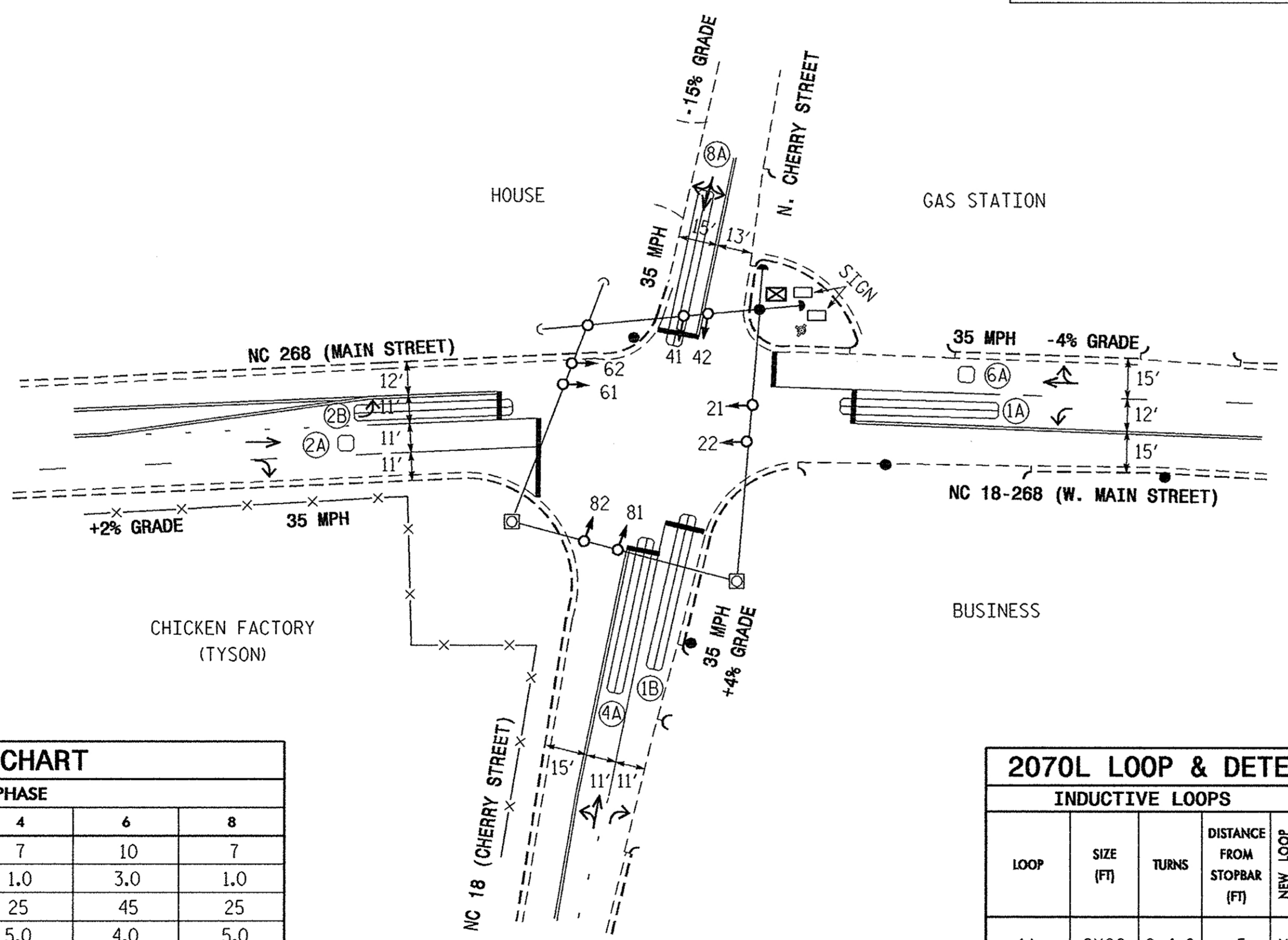
SIGNAL FACE I.D.



3-PHASE FULLY ACTUATED (ISOLATED)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2002 and "Standard Specifications for Roads and Structures" dated January 2002.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Omit phase 1 during phase 2 on.
4. Program controller to clear from phase 2+6 to phase 1+6 by progressing through phase 4+8 (see Electrical Details).
5. Set all detector units to presence mode.
6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
7. Revise pavement markings as shown.



PLAN QUANTITIES

Pay Item	Feet
Signal Cable	460
Messenger Cable	340
Lead-in Cable	940

2070L TIMING CHART

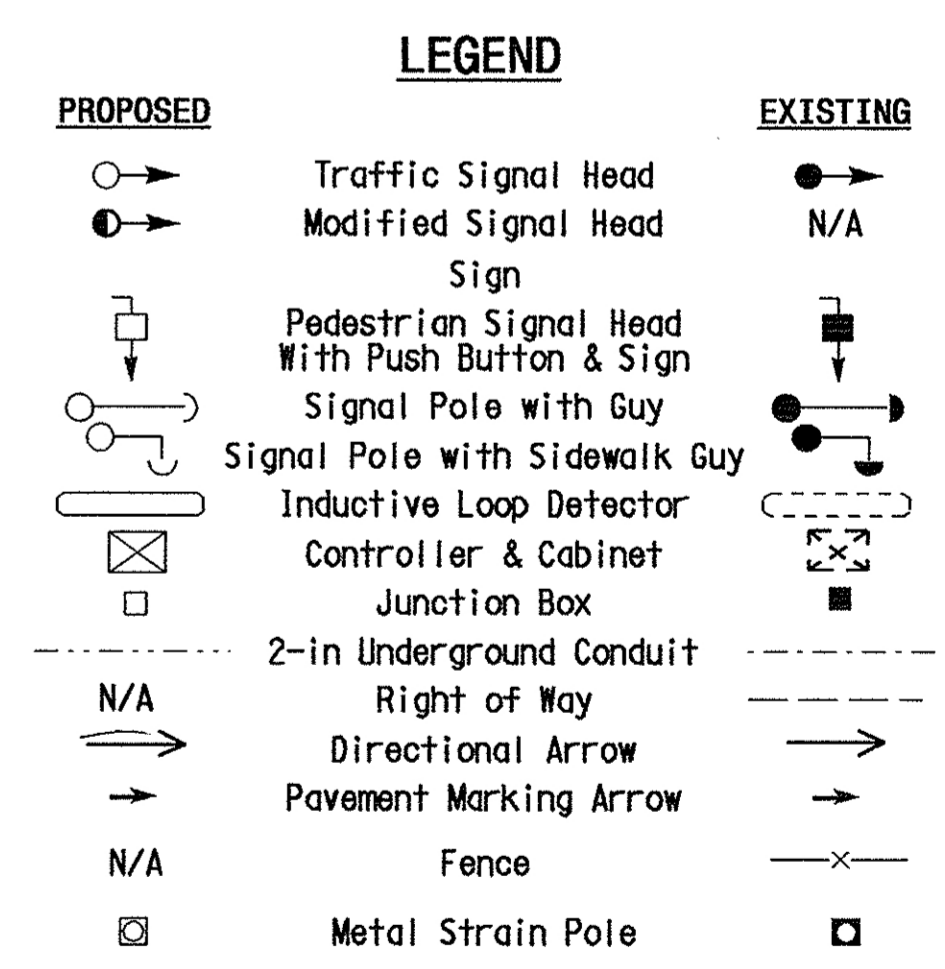
FEATURE	PHASE				
	1	2	4	6	8
Min Green 1 *	7	10	7	10	7
Extension 1 *	1.0	3.0	1.0	3.0	1.0
Max Green 1 *	20	45	25	45	25
Yellow Clearance	4.0	4.0	5.0	4.0	5.0
Red Clearance	2.6	2.2	2.2	2.0	2.2
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
Seconds Per Actuation *	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-
Time To Reduce *	-	-	-	-	-
Minimum Gap	-	-	-	-	-
Recall Mode	-	MIN RECALL	-	MIN RECALL	-
Vehicle Call Memory	-	YELLOW	-	YELLOW	-
Dual Entry	-	-	ON	-	ON
Simultaneous Gap	ON	ON	ON	ON	ON

* 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.

2070L LOOP & DETECTOR INSTALLATION

LOOP	SIZE (FT)	TURNS	DISTANCE FROM STOPBAR (FT)	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	SYSTEM LOOP	STRETCH TIME	DELAY TIME	NEW CARD
1A	6X60	2-4-2	+5	X	1	X	X	-	-	-	15	X
1B	6X60	2-4-2	+5	X	1	X	X	-	-	-	15	X
2A	6X6	4	70	X	2	X	X	-	-	-	-	X
2B	6X60	2-4-2	+5	X	2	X	X	-	-	-	-	X
4A	6X60	2-4-2	+5	X	4	X	X	-	-	-	-	X
6A	6X6	3	70	X	6	X	X	-	-	-	-	X
8A	6X60	2-4-2	+5	X	8	X	X	-	-	-	10	X

Contract DK00318:
All existing loops size 6 X 60 shall be replaced with size 6 X 40, plans are for illustrative purposes only.



SIGNAL UPGRADE

Prepared in the Offices of:
NC 268 (MAIN ST.) / NC 18-268 (W. MAIN STREET)
AT NC 18 (CHERRY ST.) / N. CHERRY ST.
 DIVISION 11 WILKES COUNTY WILKESBORO
 PLAN DATE: JANUARY, 2005 REVIEWED BY: N. Bazzarie
 PREPARED BY: MONIF BAZZARIE REVIEWED BY: [Signature]
 REVISIONS: _____ INIT: _____ DATE: _____
 SCALE: 1" = 40'

 SIG. INVENTORY NO. 11-0893