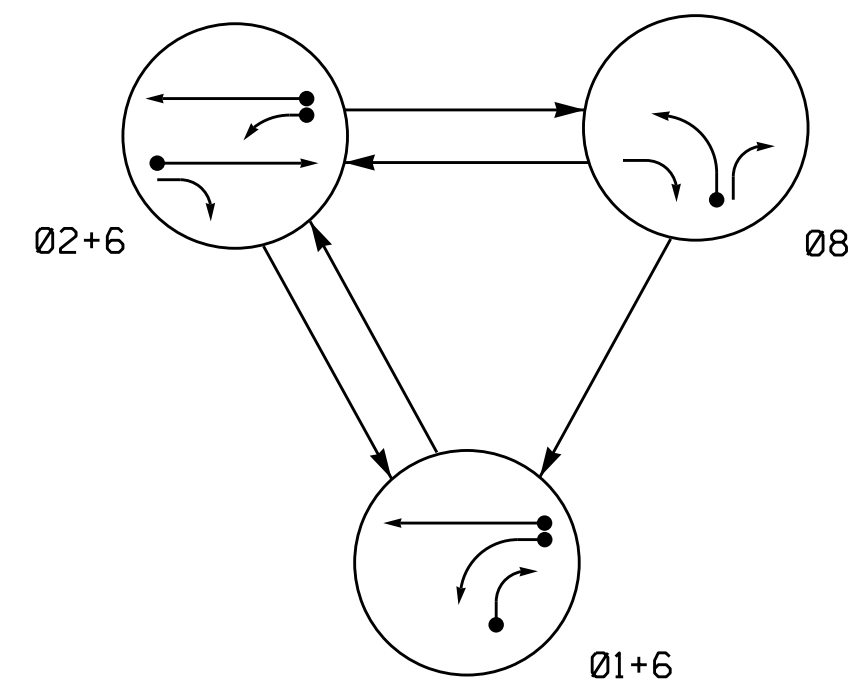
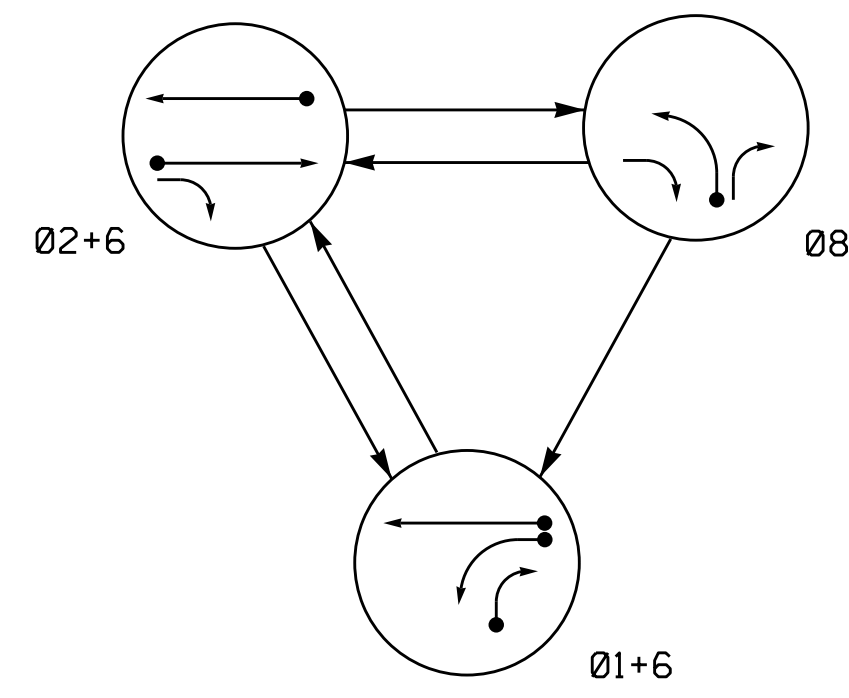


DEFAULT PHASING DIAGRAM



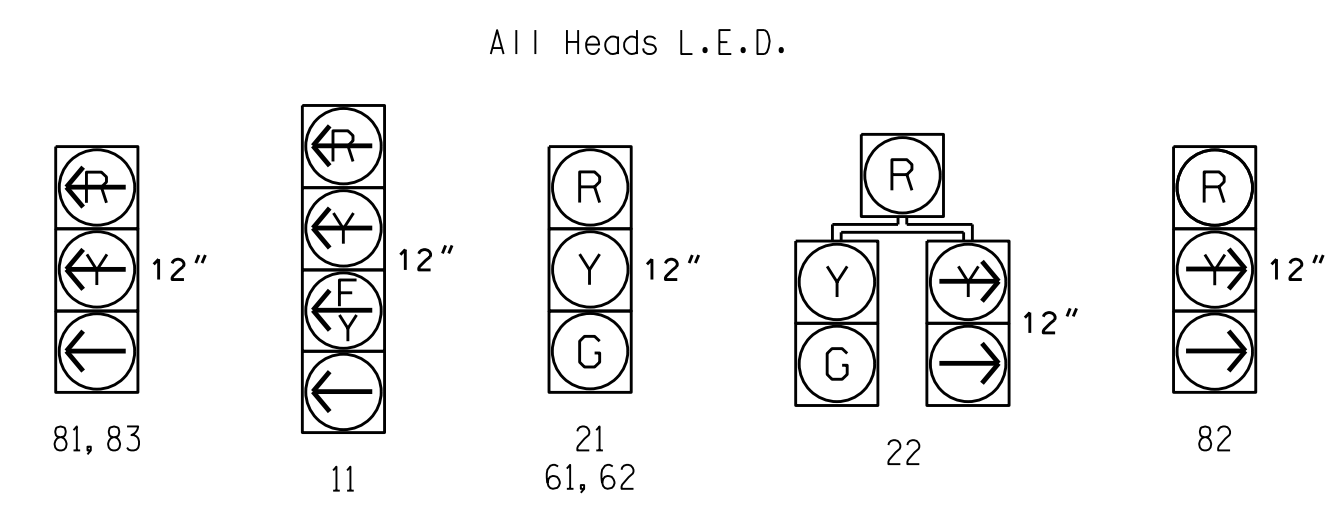
SIGNAL FACE	PHASE			
	01+6	02+6	08	FLASH
11	←	←	←	←
21	R	G	R	Y
22	R	G	R	Y
61, 62	G	G	R	Y
81, 83	←	←	←	←
82	→	R	→	R

ALTERNATE PHASING DIAGRAM



SIGNAL FACE	PHASE			
	01+6	02+6	08	FLASH
11	←	←	←	←
21	R	G	R	Y
22	R	G	R	Y
61, 62	G	G	R	Y
81, 83	←	←	←	←
82	→	R	→	R

SIGNAL FACE I.D.



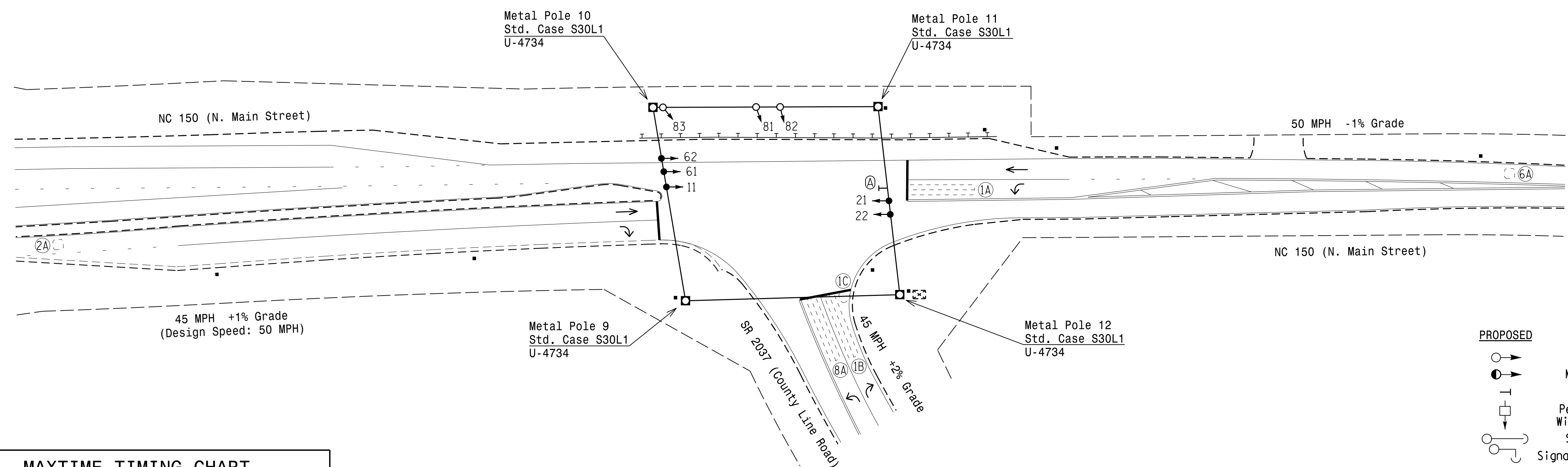
PHASING DIAGRAM DETECTION LEGEND

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

3 Phase Fully Actuated  
(NC 150 at Macy Grove Road and County Line Road CLS)  
Signal System #: D09-28\_Kernersville

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.
- Phase 1 may be lagged.
- Set all detector units to presence mode.
- Install new controller in existing cabinet.
- Pavement markings are existing.
- 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.
- Closed loop system data:  
Controller Asset #: 1129.



FEATURE	PHASE			
	1	2	6	8
Walk *	-	-	-	-
Ped Clear	-	-	-	-
Min Green *	7	14	14	7
Passage *	2.0	6.0	6.0	2.0
Max 1 *	15	90	90	30
Yellow Change	3.0	4.9	4.9	3.0
Red Clear	2.9	2.1	2.1	3.5
Added Initial *	-	2.5	2.5	-
Maximum Initial *	-	39	39	-
Time Before Reduction *	-	20	20	-
Time To Reduce *	-	40	40	-
Minimum Gap	-	3.0	3.0	-
Advance Walk	-	-	-	-
Non Lock Detector	X	-	-	X
Vehicle Recall	-	MIN RECALL	MIN RECALL	-
Dual Entry	-	-	-	-

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	
1A	6X40	0	2-4-2	-	1	15*	-	X	-	X	-	-	-
1B	6X40	0	2-4-2	-	1	15	-	X	-	X	-	-	-
1C	6X6	0	EXIST	-	1	15	-	X	-	X	-	-	-
2A	6X6	355	EXIST	-	2	-	-	X	X	X	-	-	-
6A	6X6	355	EXIST	-	6	-	-	X	X	X	-	-	-
8A	6X40	0	2-4-2	-	8	3	-	X	-	X	-	-	-

\* Disable Delay During Alternate Phasing Operation.  
# Disable Phase Call For Loop(s) During Alternate Phasing Operation.

\* 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.

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	□ Inductive Loop Detector
□ Controller & Cabinet	□ Controller & Cabinet
□ Junction Box	□ Junction Box
--- 2-in Underground Conduit	--- 2-in Underground Conduit
--- Right of Way	--- Right of Way
→ Directional Arrow	→ Directional Arrow
○ Metal Strain Pole	○ Metal Strain Pole
○ Guardrail	○ Guardrail
△ No U-Turn Sign (R3-4)	△ No U-Turn Sign (R3-4)

Signal Upgrade

Prepared in the Offices of:  
TRANSPORTATION MOBILITY AND SAFETY DIVISION  
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
SIGNAL DESIGN SECTION

750 N. Greenfield Pkwy, Garner, NC 27529

NC 150 (N. Main Street) at SR 2037 (County Line Road)

Division 9 Forsyth County Kernersville

PLAN DATE: June 2023 REVIEWED BY: [Signature]

PREPARED BY: J.A. Lohr REVIEWED BY: [Signature]

SCALE: 1" = 40'

REVISIONS: [Table]

INIT. DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: ROBERT J. ZITMAN, PROFESSIONAL ENGINEER, SEAL 026486, DATE 08/10/2023

SIG. INVENTORY NO. 09-1129

10-AUG-2023 1:25:56 \\P01\refar\root101\groups-TECC\KITS\SUITS\SIGNAL\_Design\_Section\Central\_Region\01\U-6003\001129-1.sig.dsn,2023rmedd.dgn JAL:DF