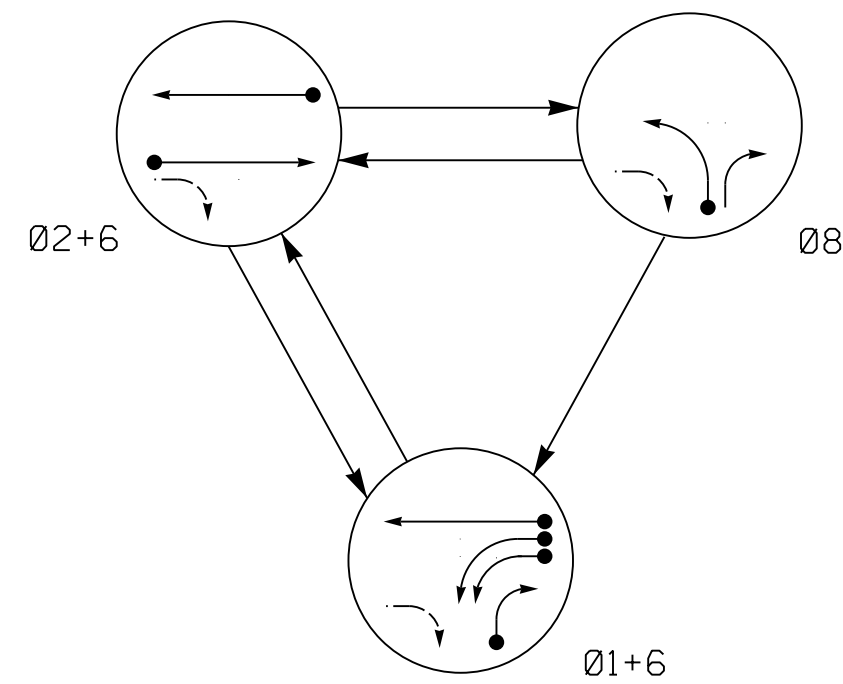


PHASING DIAGRAM



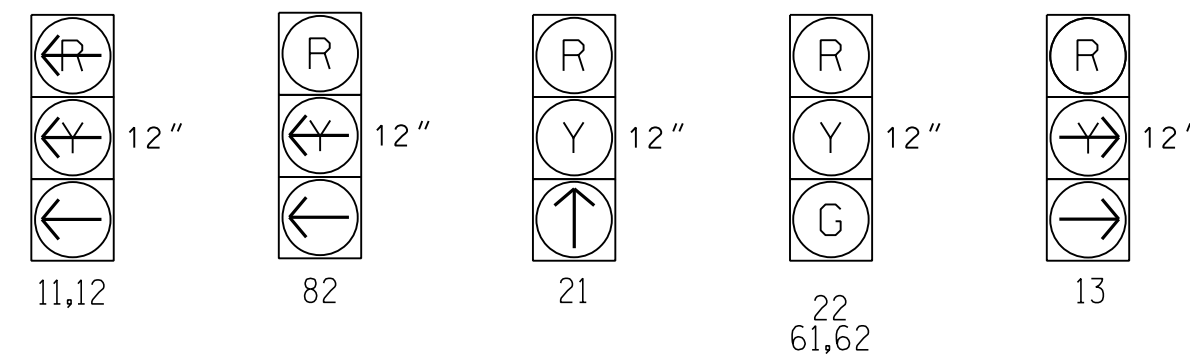
PHASING DIAGRAM DETECTION LEGEND
 ● DETECTED MOVEMENT
 ◄ UNDETECTED MOVEMENT (OVERLAP)
 - - - UNSIGNALIZED MOVEMENT
 - - - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE			
	01+6	02+6	08	FLASH
11,12	←	←	←	←
13	→	R	→	R
21	R	↑	R	Y
22	R	G	R	Y
61,62	G	G	R	Y
82	R	R	←	R

SIGNAL FACE I.D.

All Heads L.E.D.



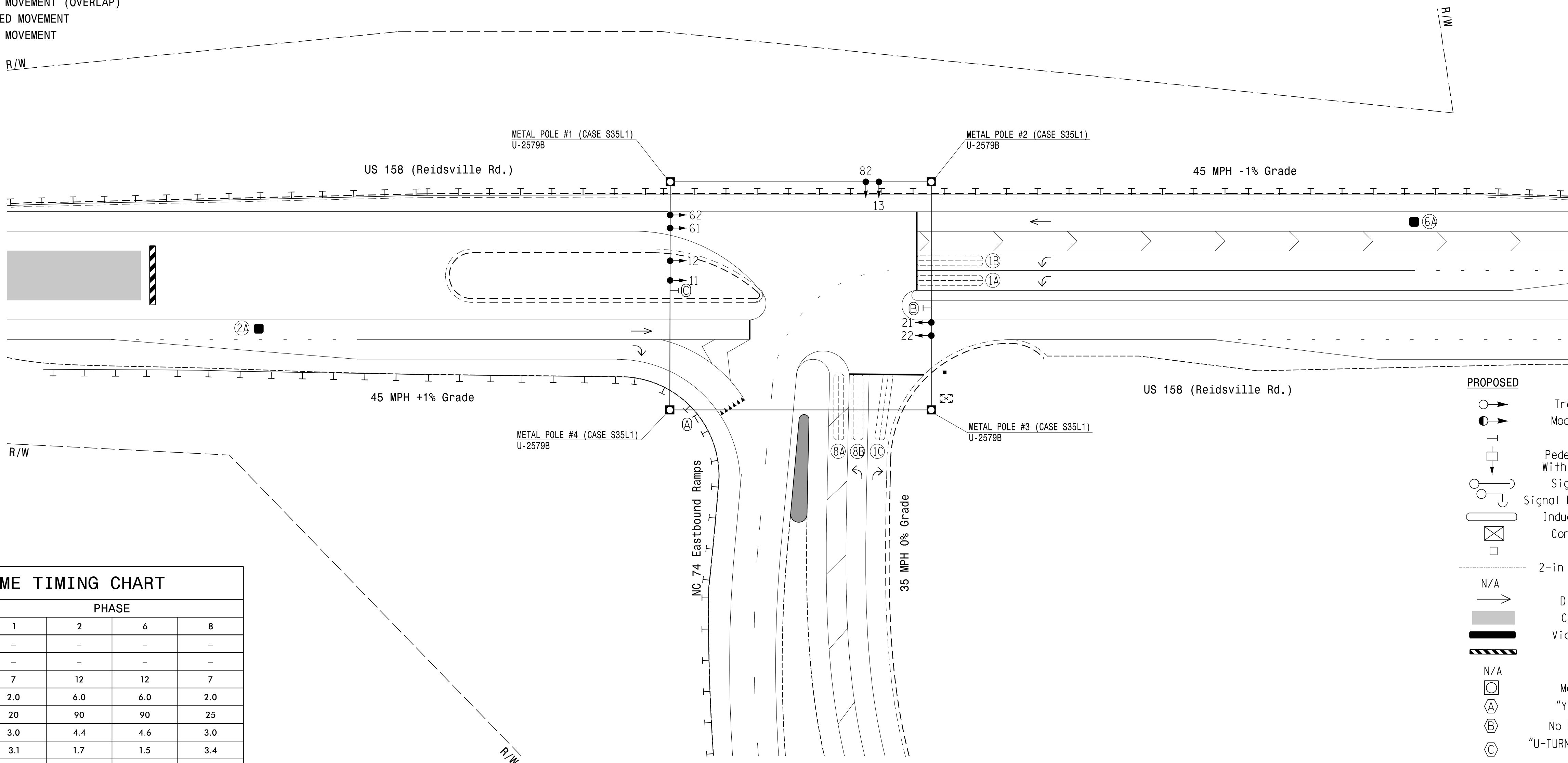
MAXTIME DETECTOR INSTALLATION CHART

LOOP/ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	PROGRAMMING								
				NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND INITIAL	ADDED INITIAL	CALL DELAY DURING GREEN	NEW CARD	
1A	6X40	0	2-4-2	-	1	-	-	X	-	X	-	-
1B	6X40	0	2-4-2	-	1	-	-	X	-	X	-	-
1C	6X40	0	2-4-2	-	1	15	-	X	-	X	-	-
2A	6X6	300	*	*	2	-	-	X	X	X	-	*
6A	6X6	300	*	*	6	-	-	X	X	X	-	*
8A	6X40	0	2-4-2	-	DISCONNECT							
8B	6X40	0	2-4-2	-	8	-	-	X	-	X	-	-

* Video Detection Zone

3 Phase Fully Actuated (US 158 Signal System) Signal System #: D09-11_Winston-Salem 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. Reposition existing signal heads numbered 21 and 22.
5. Set all detector units to presence mode.
6. This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



LEGEND

PROPOSED	EXISTING
○ → Traffic Signal Head	● → Traffic Signal Head
○ → Modified Signal Head	N/A
○ → Pedestrian Signal Head With Push Button & Sign	N/A
○ → Signal Pole with Guy	● → Signal Pole with Guy
○ → Signal Pole with Sidewalk Guy	● → Signal Pole with Sidewalk Guy
□ → 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
█ Construction Zone	█ Construction Zone
█ Video Detection Zone	█ Video Detection Zone
█ Barricade	█ Barricade
N/A Guardrail	█ Guardrail
○ Metal Strain Pole	○ Metal Strain Pole
Ⓐ "YIELD" Sign (R1-2)	Ⓐ "YIELD" Sign (R1-2)
Ⓑ No U-Turn Sign (R3-4)	Ⓑ No U-Turn Sign (R3-4)
Ⓒ "U-TURN YIELD TO RIGHT TURN" Sign (R10-16)	Ⓒ "U-TURN YIELD TO RIGHT TURN" Sign (R10-16)

MAXTIME TIMING CHART

FEATURE	PHASE			
	1	2	6	8
Walk *	-	-	-	-
Ped Clear *	-	-	-	-
Min Green	7	12	12	7
Passage *	2.0	6.0	6.0	2.0
Max 1 *	20	90	90	25
Yellow Change	3.0	4.4	4.6	3.0
Red Clear	3.1	1.7	1.5	3.4
Added Initial *	-	2.5	2.5	-
Maximum Initial *	-	34	34	-
Time Before Reduction *	-	15	15	-
Time To Reduce *	-	30	30	-
Minimum Gap	-	3.0	3.0	-
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 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.

Signal Upgrade - Temporary Design 4 (TMP Phase III)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

	<p>US 158 (Reidsville Rd.) at NC 74 Eastbound Ramps</p> <p>Division 9 Forsyth County Winston-Salem</p> <p>PLAN DATE: February 2024 REVIEWED BY: DT Sears</p> <p>PREPARED BY: WP Erickson-Jones REVIEWED BY:</p>							
	<p>REVISIONS</p> <table border="1"> <thead> <tr> <th>NO.</th> <th>INIT.</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		NO.	INIT.	DATE			
	NO.	INIT.	DATE					
<p>2/12/2024 PORTER JONES PROFESSIONAL ENGINEER 2/12/2024 DT SEARS 09-0510T4</p>								

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 SCALE
 0 40
 1" = 40'

2/12/2024
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