DEFAULT PHASING DIAGRAM

Ø6   Ø3+8

ALTERNATE PHASING DIAGRAM

Ø6   Ø3+8

PHASING DIAGRAM DETECTION LEGEND

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

DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	Ø6	Ø3+8	FLASH
31	F	←	Y
61, 62	↑	R	Y
81, 82	R	→	R

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	Ø6	Ø3+8	FLASH
31	R	←	Y
61, 62	↑	R	Y
81, 82	R	→	R

MAXTIME DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD
3A	6X40	0	2-4-2	X	3	15#	-	-	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	-	-	X	-	X	-	X

\# Disable Delay During Alternate Phasing Operation.
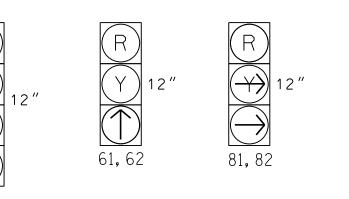
SIGNAL FACE I.D.

All Heads L.E.D.

31   61, 62   81, 82

2 Phase
Fully Actuated
(US 158 Signal System)
Signal System #: DO9-11_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. Reposition existing signal heads numbered 61 and 62.
4. Set all detector units to presence mode.
5. The Division Traffic Engineer will determine the hours of use for each phasing plan.
6. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

MAXTIME TIMING CHART

FEATURE	PHASE 3	PHASE 6	PHASE 8
Walk *	–	–	–
Ped Clear *	–	–	–
Min Green	7	12	7
Passage *	2.0	6.0	2.0
Max 1 *	30	90	30
Yellow Change	3.0	4.4	3.0
Red Clear	3.2	1.2	3.2
Added Initial *	–	1.5	–
Maximum Initial *	–	34	–
Time Before Reduction *	–	15	–
Time To Reduce *	–	30	–
Minimum Gap	–	3.0	–
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 phase 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

US 158 (Reidsville Rd.)
SR 2385 (Darrow Rd.)
45 MPH +3% Grade
45 MPH +1% Grade
45 MPH -2% Grade
45 MPH +1% Grade

METAL POLE #1
-L2- STA 208+48 +/-
62' +/- LT.

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	
	Metal Pole with Mastarm	
Ⓐ	"YIELD" Sign (R1-2)	Ⓐ
Ⓑ	No U-Turn Sign (R3-4)	Ⓑ

Signal Upgrade - Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

RK&K
P: (919) 878-9560
8601 Six Forks Road Suite 700 | Raleigh, North Carolina 27615-2965
NC License No. F-0112
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

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

US 158 WB (Reidsville Rd.)
at
SR 2385 (Darrow Rd.)

Division 9   Forsyth County   Walkertown

PLAN DATE:	February 2024	REVIEWED BY: WP Erickson-Jones
PREPARED BY:	H Townsend	REVIEWED BY:

SEAL
NORTH CAROLINA
PROFESSIONAL
SEAL
056142
ENGINEER
PORTER JONES

Porter Jones
SIGNATURE
2/12/2024
DATE

REVISIONS	INIT.	DATE

SIG. INVENTORY NO.   09-0984