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PROJECT REFERENCE NO.	SHEET NO.
BR-0041	Sig. 3.0

PHASING DIAGRAM

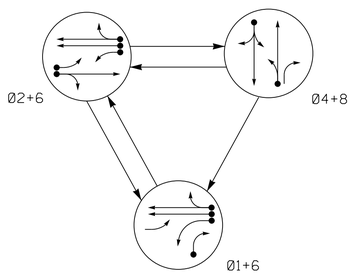
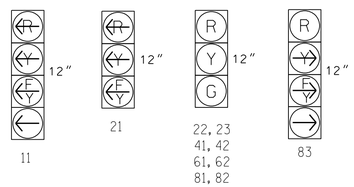


TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+6	PHASE Ø2+6	PHASE Ø4+8	FLASH
11	←	F Y	R	Y
21	F Y	F Y	R	Y
22, 23	R	G	R	Y
41, 42	R	R	G	R
61, 62	G	G	R	Y
81, 82	R	R	G	R
83	→	R	F Y	R

SIGNAL FACE I.D.

All Heads L.E.D.



PHASING DIAGRAM DETECTION LEGEND

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

MAXTIME DETECTOR INSTALLATION CHART

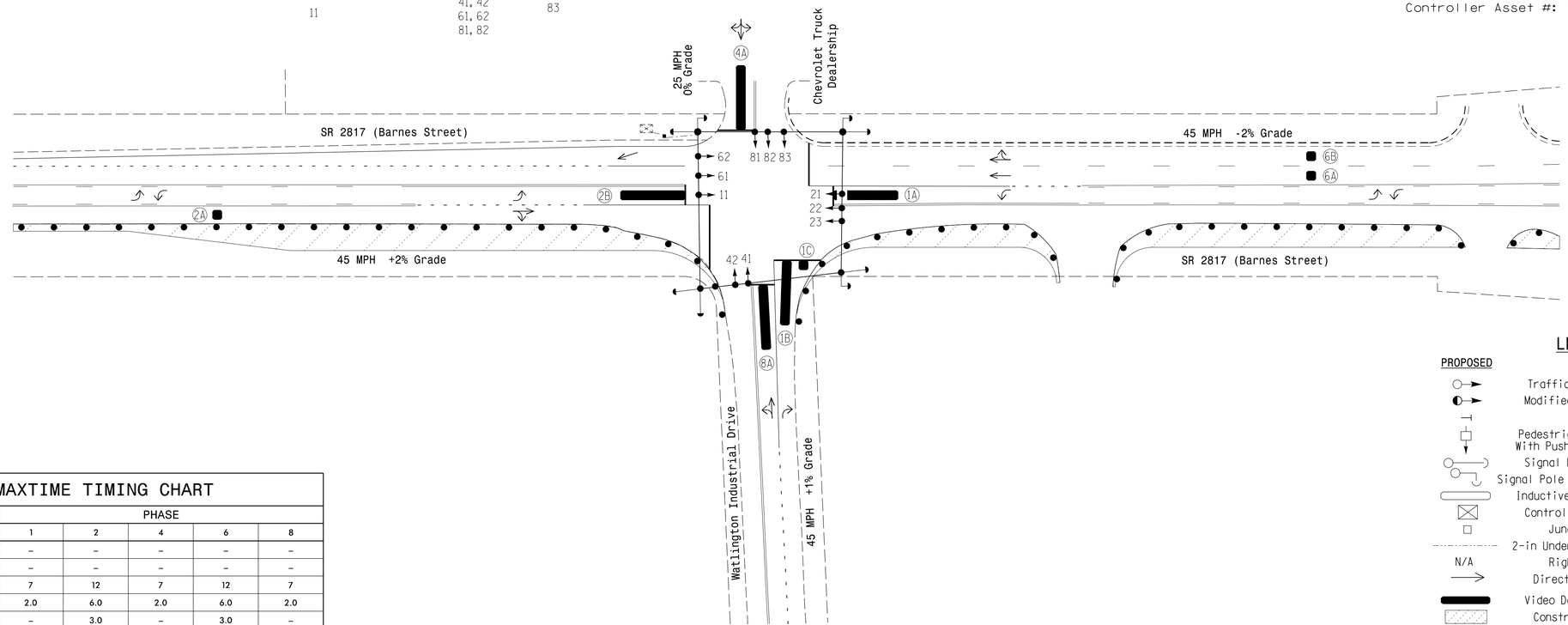
DETECTOR ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	QUEUE	CALL	PASSAGE 2	SYSTEM LOOP	NEW CARD
1A*	6X40	0	*	*	1	15	-	X	-	-	X	-	-	*
					6	-	-	X	-	-	X	X	-	*
1B*	6X40	0	*	*	1	15	-	X	-	-	X	-	-	*
1C*	6X6	0	*	*	1	15	-	X	-	-	X	-	-	*
2A*	6X6	300	*	*	2	-	-	X	X	-	X	-	-	*
2B*	6X40	0	*	*	2	-	-	X	-	-	X	X	-	*
4A*	6X40	0	*	*	4	10	-	X	-	-	X	-	-	*
6A*	6X6	300	*	*	6	-	-	X	X	-	X	-	-	*
6B*	6X6	300	*	*	6	-	-	X	X	-	X	-	-	*
8A*	6X40	0	*	*	8	3	-	X	-	-	X	-	-	*

* Video Detection Zone

3 Phase
Fully Actuated
NC 87/SR 2817 (Barnes Street) CLS
Signal System #: D07-10_Reidsville

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
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. Reposition existing signal heads numbered 61 and 62.
6. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
7. Closed loop system data: Controller Asset #: 1622.



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	
	Construction Zone Drums	

MAXTIME TIMING CHART

FEATURE	PHASE 1	PHASE 2	PHASE 4	PHASE 6	PHASE 8
Walk *	–	–	–	–	–
Ped Clear *	–	–	–	–	–
Min Green	7	12	7	12	7
Passage *	2.0	6.0	2.0	6.0	2.0
Passage 2 *	–	3.0	–	3.0	–
Max 1 *	15	90	25	90	35
Yellow Change	3.0	4.7	4.4	4.7	4.4
Red Clear	2.4	1.0	2.2	1.0	1.1
Added Initial *	–	2.5	–	2.5	–
Maximum Initial *	–	34	–	34	–
Time Before Reduction *	–	20	–	20	–
Time To Reduce *	–	30	–	30	–
Minimum Gap	–	3.0	–	3.0	–
Advance Walk	–	–	–	–	–
Non Lock Detector	X	–	X	–	X
Vehicle Recall	–	MIN RECALL	–	MIN RECALL	–
Dual Entry	–	–	X	–	X

* 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 - Temp Design 2 (TMP Phase II)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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Prepared for the Offices of:
Transportation Mobility and Safety Division
STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

SR 2817 (Barnes Street)
at
Watlington Industrial Drive

Division 7 Rockingham County Reidsville

PLAN DATE:	Jan 2023	REVIEWED BY:	H.M. Surti
PREPARED BY:	M.D. Tindal	REVIEWED BY:	

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 034481 ENGINEER HEMANG M. SURTI

DocuSigned by:
Hemang M. Surti 3/10/2023
-C7C3B6D3E4B4...
SIG. INVENTORY NO. 07-1622T2

3/10/2023
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michael.cavenaugh