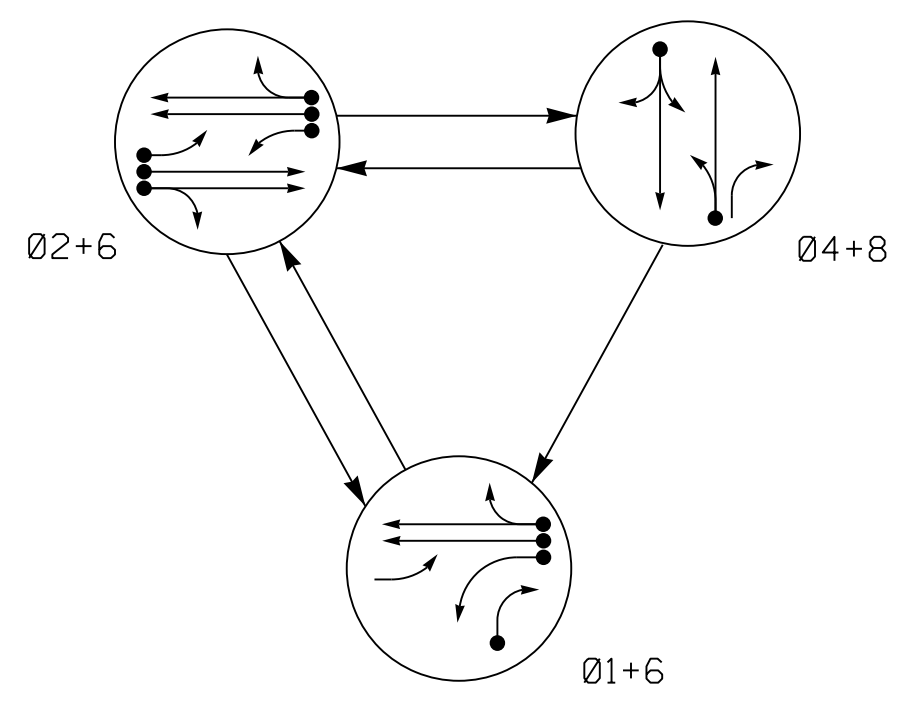


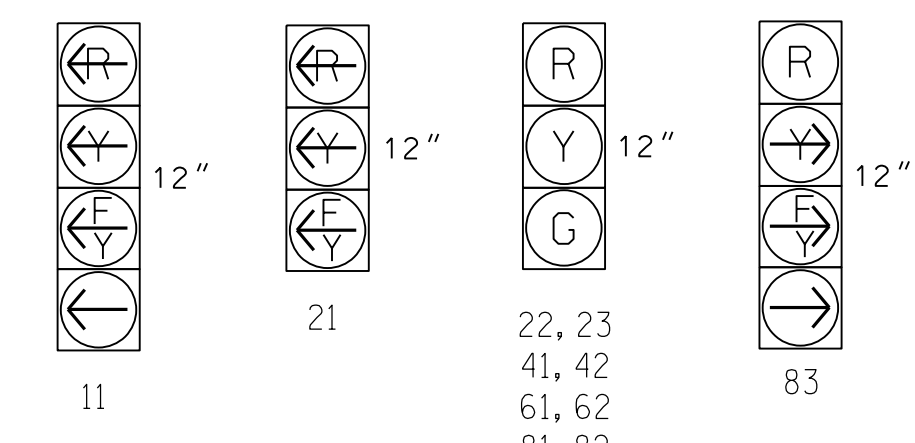
**PHASING DIAGRAM**



SIGNAL FACE	PHASE			
	01+6	02+6	04+8	FLHS
11	←	←	←	←
21	←	←	←	←
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	→	→	→	→

**SIGNAL FACE I.D.**

All Heads L.E.D.



**PHASING DIAGRAM DETECTION LEGEND**

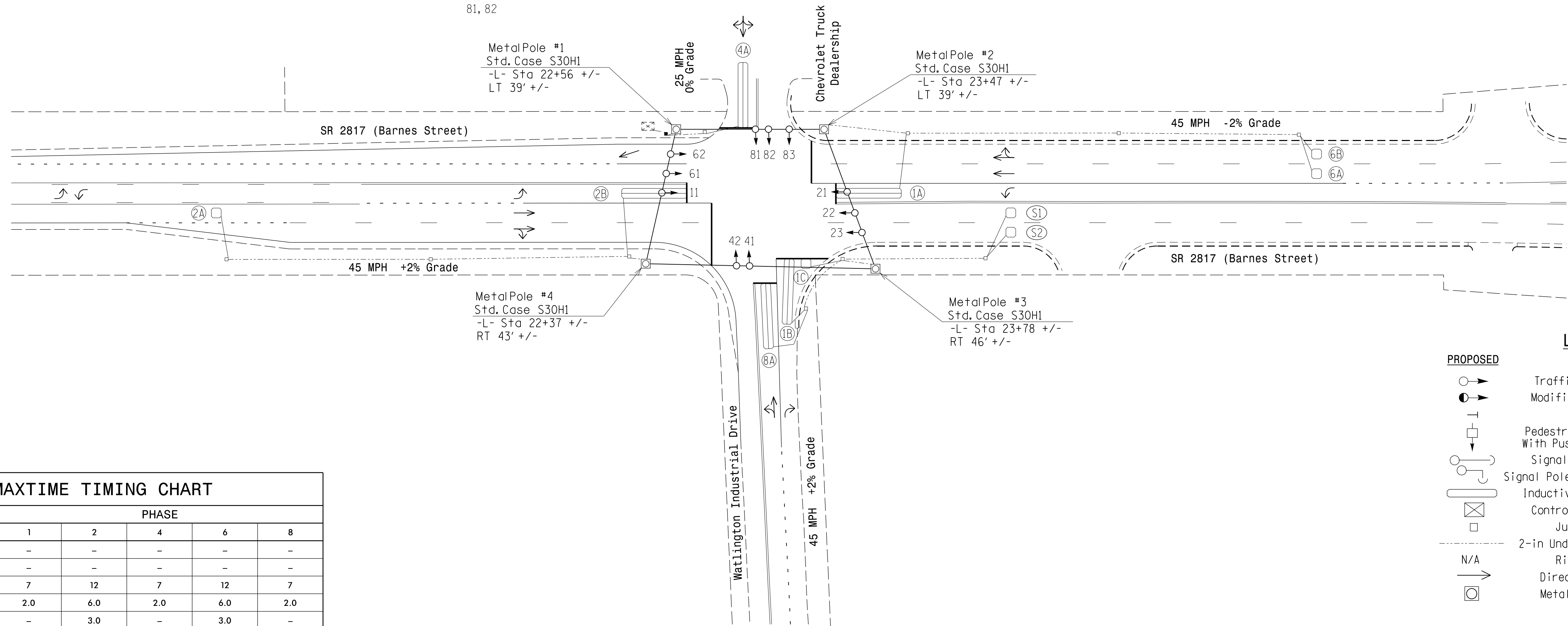
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

MAXTIME DETECTOR INSTALLATION CHART															
DETECTOR					PROGRAMMING										
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	INITIAL	ADDED	QUEUE	CALL	PASSAGE 2	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	X	1	15	-	X	-	-	X	-	-	X	-
1B	6X40	0	2-4-2	X	6	-	-	X	-	-	X	X	-	X	-
1C	6X6	0	5	X	1	15	-	X	-	-	X	-	-	X	-
2A	6X6	300	5	X	2	-	-	X	X	-	X	-	-	X	-
2B	6X40	0	2-4-2	X	2	-	-	X	-	-	X	X	-	X	-
4A	6X40	0	2-4-2	X	4	10	-	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	3	-	X	-	-	X	-	-	X	-
S1	6X6	+180	5	X	-	-	-	-	-	-	-	-	-	X	X
S2	6X6	+180	5	X	-	-	-	-	-	-	-	-	-	X	X

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

**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.
- 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 #: 1622.

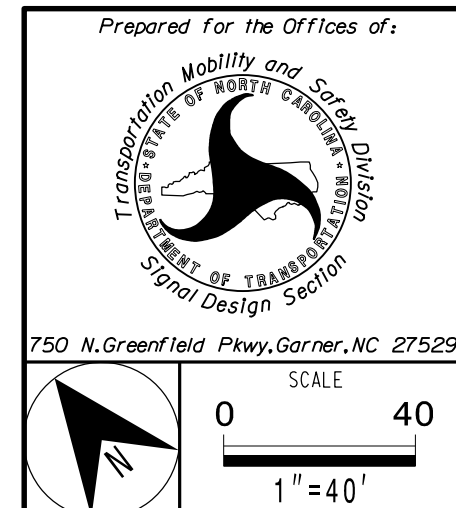


FEATURE	PHASE				
	1	2	4	6	8
Walk *	-	-	-	-	-
Ped Clear *	-	-	-	-	-
Min Green	7	12	7	12	7
Passage *	2.0	6.0	2.0	6.0	2.0
Passage 2 *	-	3.0	-	3.0	-
Max 1 *	20	90	25	90	35
Yellow Change	3.0	4.7	4.3	4.7	4.3
Red Clear	2.4	1.0	2.2	1.0	1.1
Added Initial *	-	1.5	-	1.5	-
Maximum Initial *	-	34	-	34	-
Time Before 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.

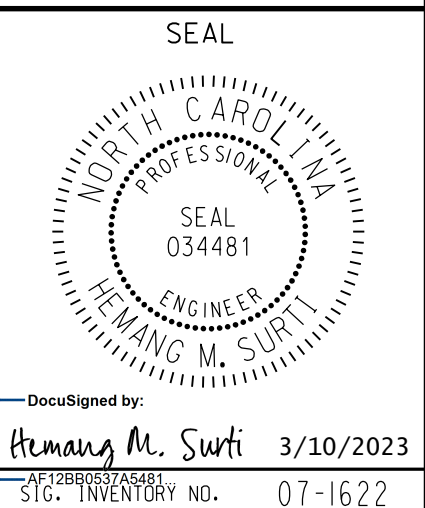
PROPOSED		EXISTING	
○	Traffic Signal Head	●	N/A
○	Modified Signal Head	○	N/A
○	Sign	○	N/A
○	Pedestrian Signal Head With Push Button & Sign	○	N/A
○	Signal Pole with Guy	○	N/A
○	Signal Pole with Sidewalk Guy	○	N/A
○	Inductive Loop Detector	○	N/A
○	Controller & Cabinet	○	N/A
○	Junction Box	○	N/A
○	2-in Underground Conduit	○	N/A
○	Right of Way	○	N/A
○	Directional Arrow	○	N/A
○	Metal Strain Pole	○	N/A

Signal Upgrade - Final Design



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:	
REVISIONS	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



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