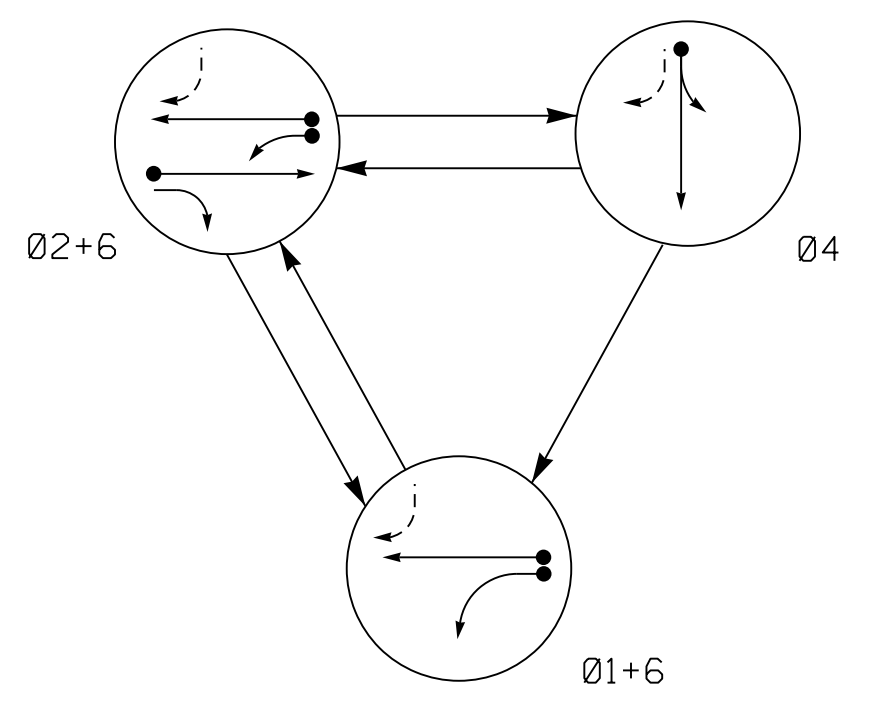


**PHASING DIAGRAM**



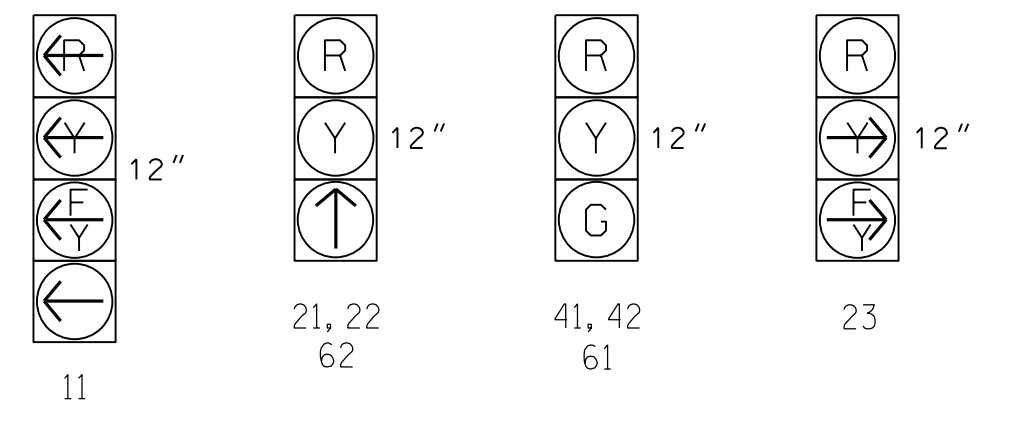
SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 4	FLASH
11	←	→	↔	Y
21, 22	R	↑	R	Y
23	R	↖	R	Y
41, 42	R	R	G	R
61	G	G	R	Y
62	↑	↑	R	Y

**SIGNAL FACE I.D.**

All Heads L.E.D.

**PHASING DIAGRAM DETECTION LEGEND**

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



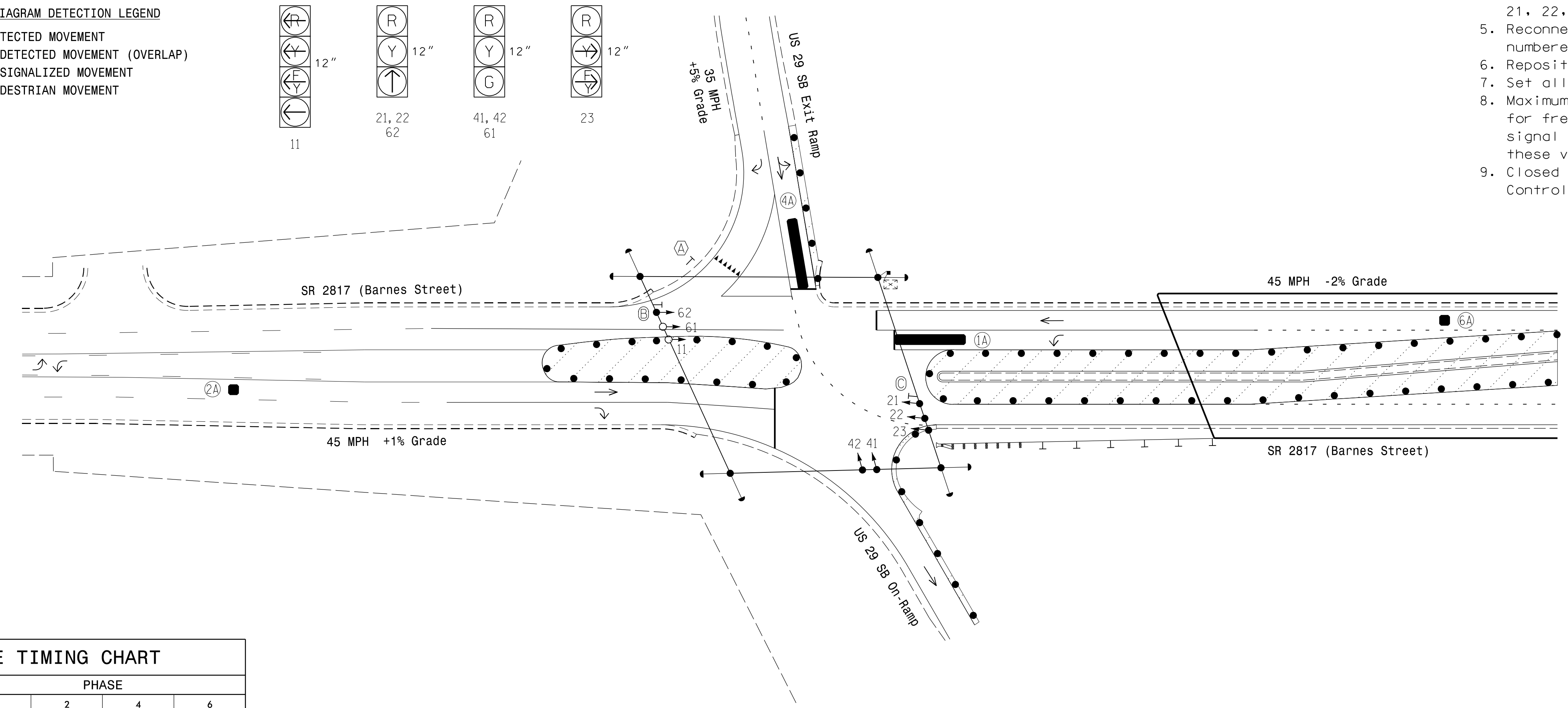
MAXTIME DETECTOR INSTALLATION CHART														
DETECTOR					PROGRAMMING									
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	QUEUE	CALL	PASSAGE 2	SYSTEM LOOP	NEW CARD
1A*	6X40	0	*	*	1	15	-	X	-	-	X	-	-	*
2A*	6X6	300	*	*	2	-	-	X	X	-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

\* Video Detection Zone

**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.
- Reposition existing signal heads numbered 21, 22, 23, and 62.
- Reconnect and unbag existing signal head numbered 23.
- Reposition existing signs (B) and (C).
- 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 #: 1665.



FEATURE	PHASE			
	1	2	4	6
Walk *	-	-	-	-
Ped Clear *	-	-	-	-
Min Green	7	12	7	12
Passage *	2.0	6.0	2.0	6.0
Passage 2 *	-	-	-	3.0
Max I *	20	90	30	90
Yellow Change	3.0	4.4	3.6	4.7
Red Clear	2.0	1.1	2.5	1.0
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	-
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.

PROPOSED		EXISTING	
○→	Traffic Signal Head	●→	N/A
○→	Modified Signal Head	○→	N/A
□→	Signal Pole with 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
N/A	Right of Way	- - -	N/A
→	Directional Arrow	→	N/A
N/A	Guardrail	— — —	N/A
▨	Video Detection Zone	▨	N/A
▨	Construction Zone	▨	N/A
▨	Construction Zone Drums	▨	N/A
(A)	"YIELD" Sign (R1-2)	(A)	N/A
(B)	No Right Turn Sign (R3-1)	(B)	N/A
(C)	No U-Turn/No Left Turn Sign (R3-18)	(C)	N/A

**Signal Upgrade - Temp Design 3 (TMP Phase III)**

**AECOM**  
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Prepared for the Offices of:  
  
 TRANSPORTATION MOBILITY AND SAFETY DIVISION  
 STATE OF NORTH CAROLINA  
 SIGNAL DESIGN SECTION  
 750 N. Greenfield Pkwy, Garner, NC 27529

**SR 2817 (Barnes Street) at US 29 SB Ramps**  
 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

SEAL  
  
 HENRY M. SURTI  
 ENGINEER  
 3/10/2023  
 SIG. INVENTORY NO. 07-1665T3

3/10/2023  
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