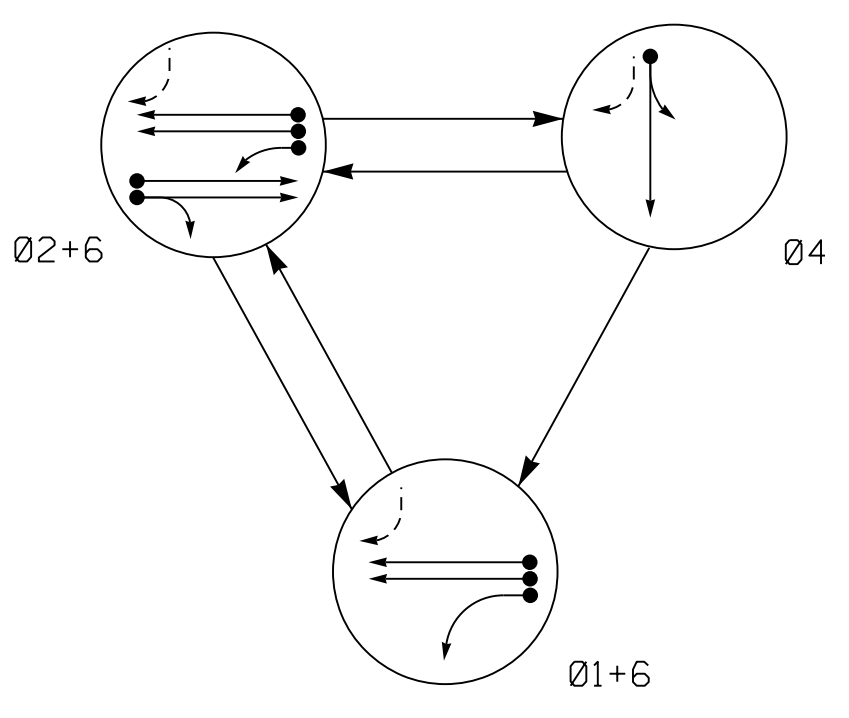


DEFAULT PHASING DIAGRAM

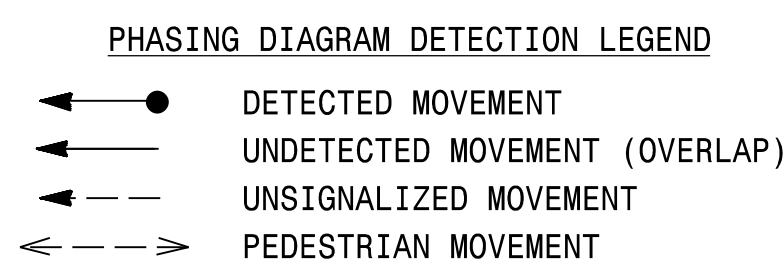
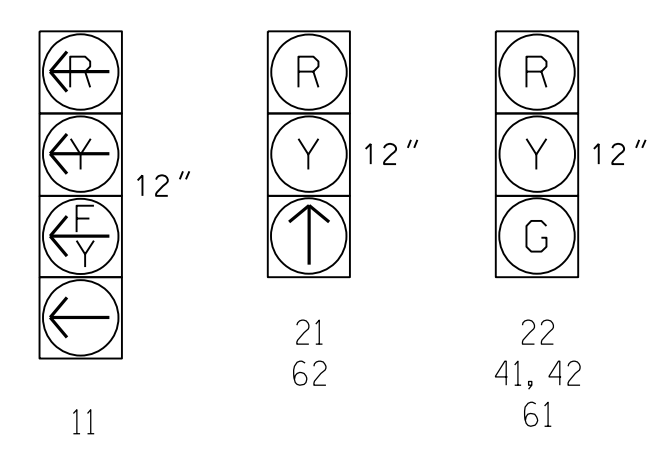


DEFAULT PHASING TABLE OF OPERATION

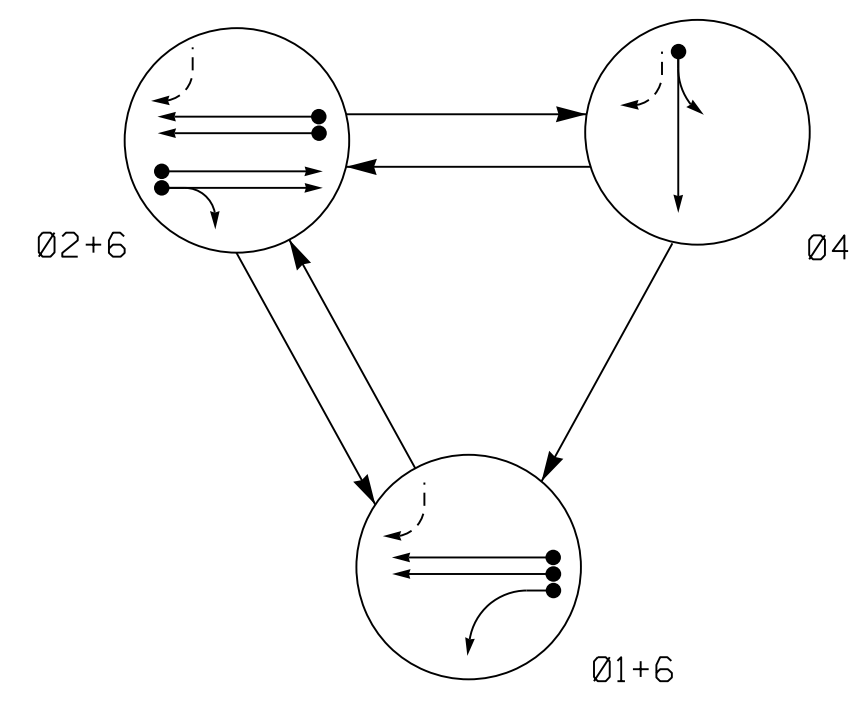
SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 4	FLASH
11	←	←	←	←
21	R	↑	R	Y
22	R	G	R	Y
41, 42	R	R	G	R
61	G	G	R	Y
62	↑	↑	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.

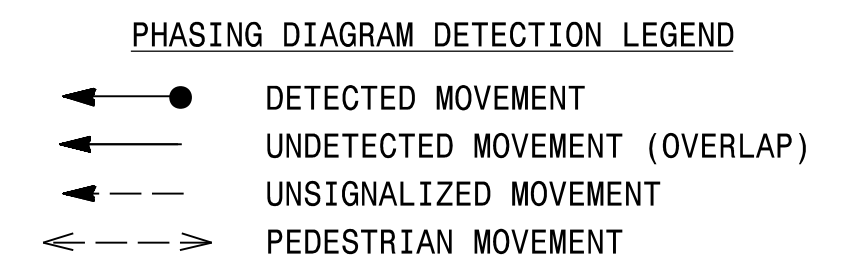


ALTERNATE PHASING DIAGRAM



ALTERNATE PHASING TABLE OF OPERATION

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



MAXTIME DETECTOR INSTALLATION CHART

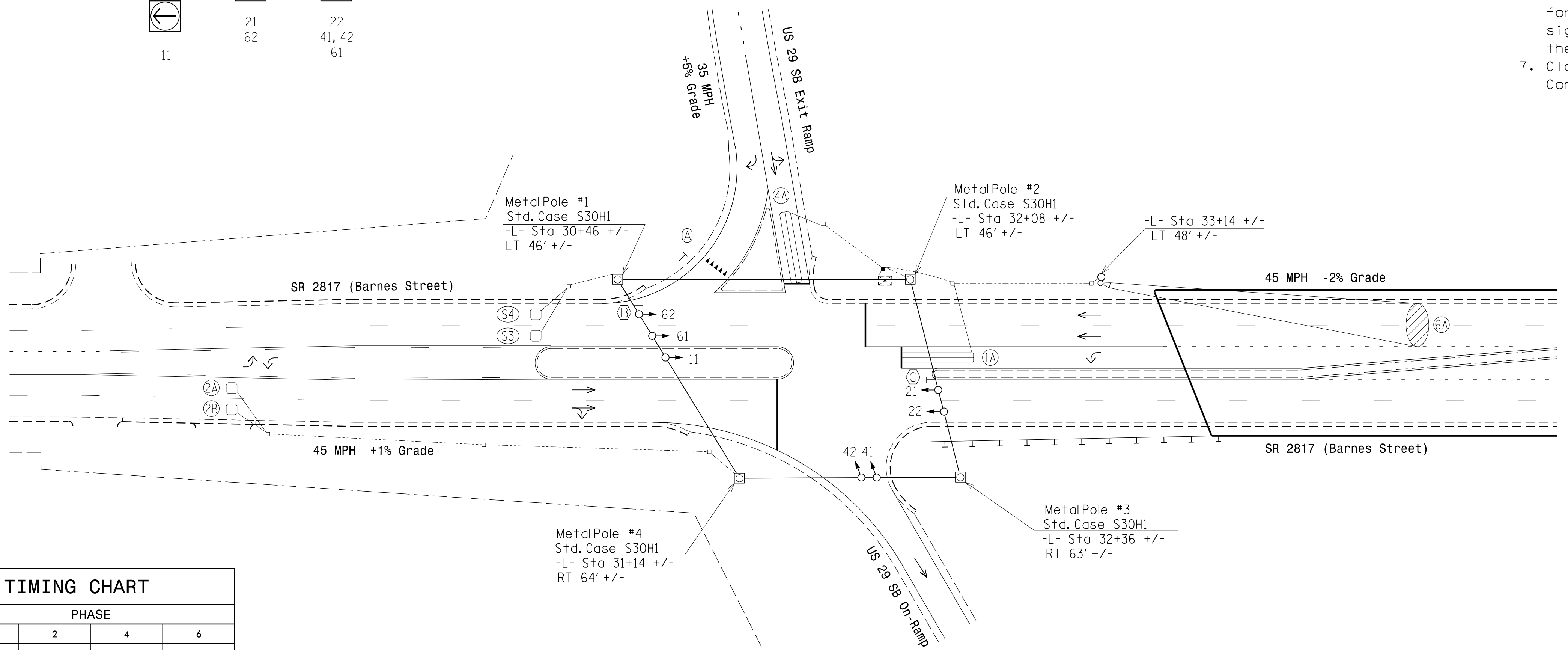
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING									
					CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	QUEUE	PASSAGE 2	SYSTEM LOOP	NEW CARD	
1A	6X40	0	2-4-2	X	1	#15	-	X	-	X	-	X	-	X
2A	6X6	300	5	X	2	-	-	X	X	-	X	-	X	-
2B	6X6	300	5	X	2	-	-	X	X	-	X	-	X	-
4A	6X40	0	2-4-2	X	4	-	-	X	-	X	-	X	-	X
6A*	*	300	*	X	6	-	-	X	X	-	X	-	*	-
S3	6X6	+180	5	-	-	-	-	-	-	-	-	-	X	X
S4	6X6	+180	5	-	-	-	-	-	-	-	-	-	X	X

* Microwave Detection Zone
 # Reduce Delay to 3 Seconds During Alternate Phasing Operation.
 ## Disable Phase call for loop during Alternate Phasing Operation.

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.
- This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
- 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.



MAXTIME TIMING CHART

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 1 *	20	90	30	90
Yellow Change	3.0	4.7	3.6	4.7
Red Clear	2.4	1.0	2.2	1.0
Added Initial *	-	1.8	-	1.8
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.

LEGEND

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
○ → Guardrail	○ → N/A
○ → Out of Pavement Detector	○ → N/A
○ → Microwave Detection Zone	○ → N/A
○ → Metal Strain Pole	○ → N/A
○ → "YIELD" Sign (R1-2)	○ → N/A
○ → No Right Turn Sign (R3-1)	○ → N/A
○ → No U-Turn/No Left Turn Sign (R3-18)	○ → N/A

Signal Upgrade - Final Design



Prepared For the Offices of:
 Transportation Mobility and Safety Division
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 SIGNAL DESIGN SECTION

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

SCALE: 0 40 1"=40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: HEAVING M. SURTI, PROFESSIONAL ENGINEER, 034481

DocuSigned by: Heaving M. Surti 3/10/2023

STG: INVENTORY NO. 07-1665

3/10/2023 10:41:00 AM C:\Users\michael.l.covenaugh\Documents\2022\2022XXXX.dgn
 3/10/2023 10:41:00 AM C:\Users\michael.l.covenaugh\Documents\2022\2022XXXX.dgn
 3/10/2023 10:41:00 AM C:\Users\michael.l.covenaugh\Documents\2022\2022XXXX.dgn