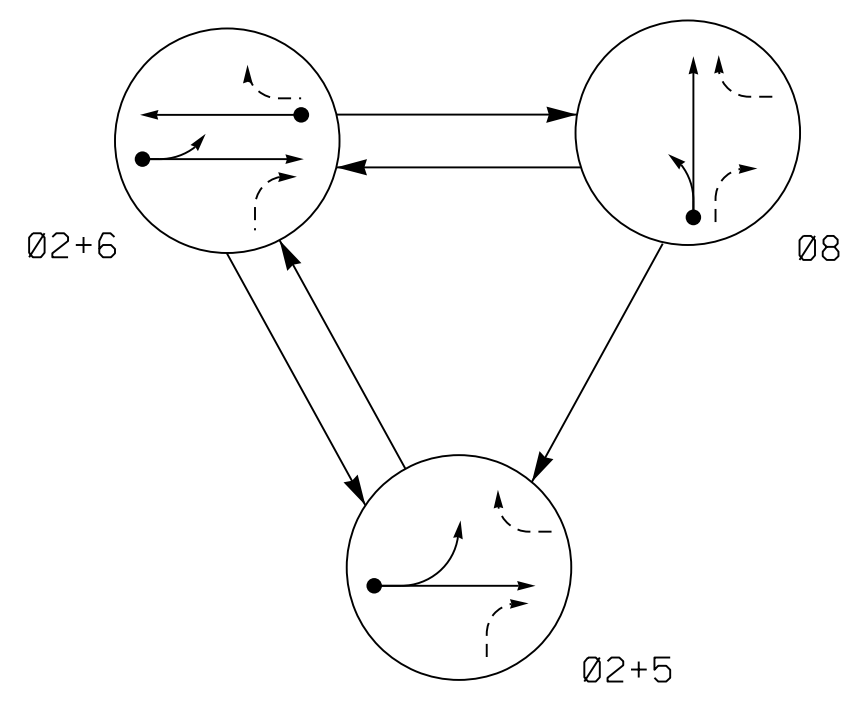


**PHASING DIAGRAM**



**TABLE OF OPERATION**

SIGNAL FACE	PHASE			
	02+5	02+6	08	FLASH
21	G	R	Y	
22	↑	↑	R	Y
61	R	↑	R	Y
62	R	G	R	Y
81, 82	R	R	G	R

**MAXTIME DETECTOR INSTALLATION CHART**

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
2A*	6X6	300	*	*	2	-	-	X	X	-	X	-	-	*
5A*	6X40	0	*	*	5	10	-	X	-	-	X	-	-	*
6A*	6X6	300	*	*	6	-	-	X	X	-	X	-	-	*
8A*	6X40	0	*	*	8	-	-	X	-	-	X	-	-	*

\* Video Detection Zone

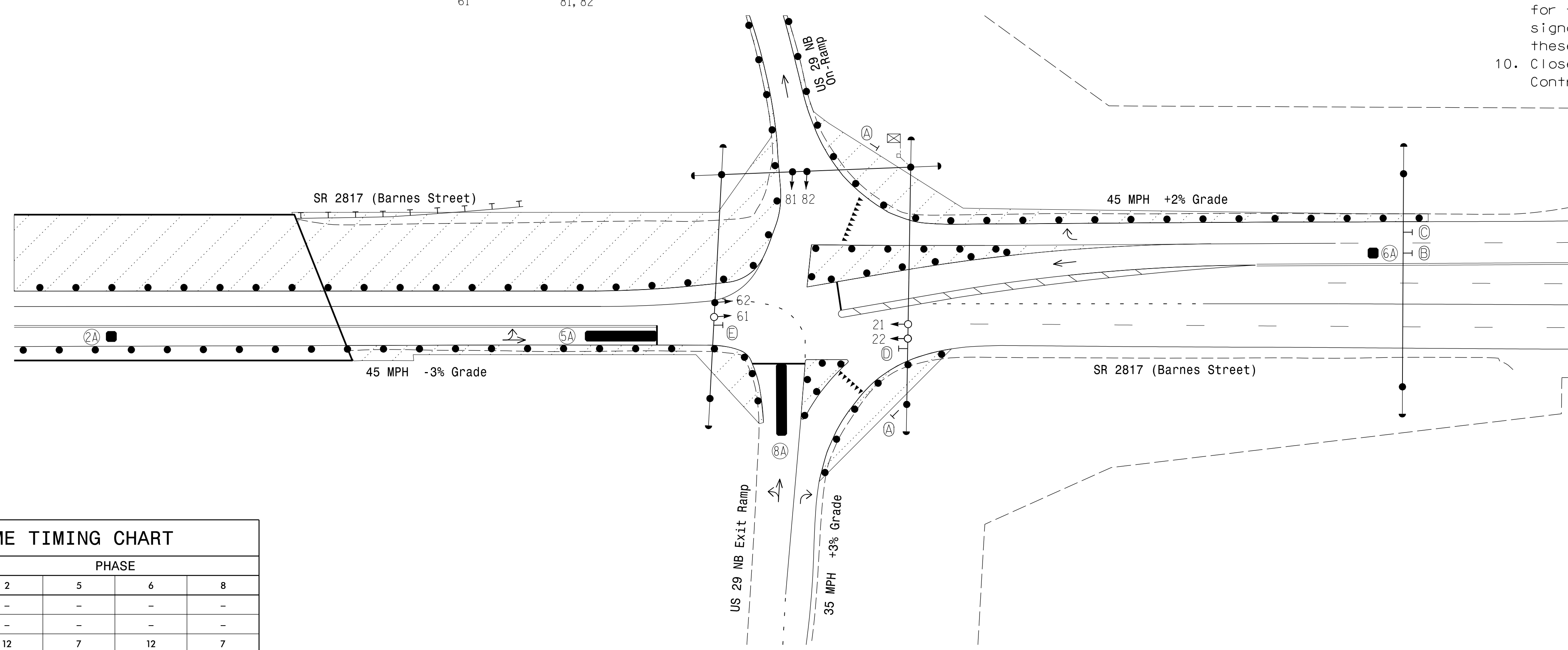
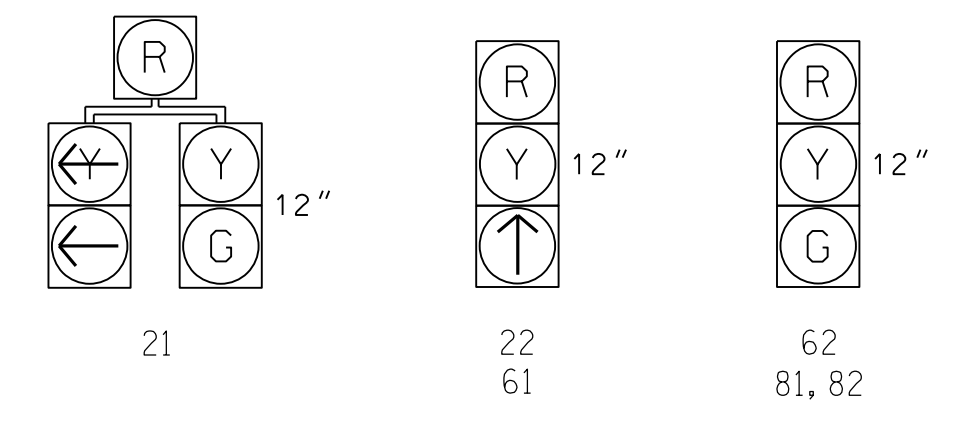
**3 Phase Fully Actuated (Barnes Street) CLS**  
**Signal System #: D07-10\_Reidsville**

**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 5 may be lagged.
4. Reposition existing signal heads numbered 62, 81, and 82.
5. Reposition existing turn prohibition signs (D) and (E).
6. Relocate existing YIELD signs.
7. Set all detector units to presence mode.
8. Locate new cabinet so as not to obstruct distance of vehicles turning right on red.
9. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
10. Closed loop system data: Controller Asset #: 1675.

**PHASING DIAGRAM DETECTION LEGEND**

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



**LEGEND**

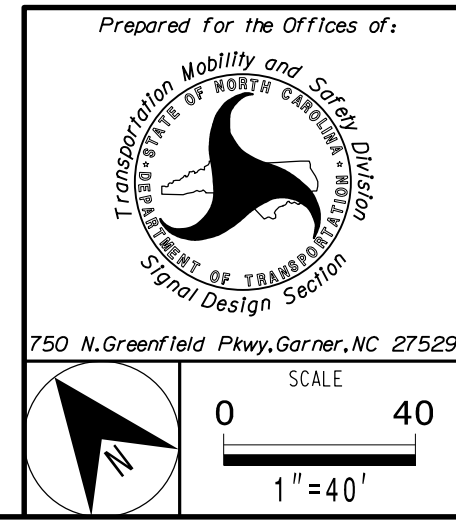
- | PROPOSED  | EXISTING |
|---|----------|
| ○→ Traffic Signal Head                            | ●→ N/A   |
| ○→ Modified Signal Head                           | ○→ N/A   |
| ○→ Pedestrian Signal Head With Push Button & Sign | ○→ N/A   |
| ○→ Signal Pole with Guy                           | ○→ N/A   |
| ○→ 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    |
| --- Construction Zone Drums                       | --- N/A  |
| --- Video Detection Zone                          | --- N/A  |
| --- Construction Zone                             | --- N/A  |
| --- Guardrail                                     | --- N/A  |
| (A) "YIELD" Sign (R1-2)                           | (A) N/A  |
| (B) Through Arrow "ONLY" Sign (R3-5A)             | (B) N/A  |
| (C) Right Arrow "ONLY" Sign (R3-5R)               | (C) N/A  |
| (D) No Right Turn Sign (R3-1)                     | (D) N/A  |
| (E) No U-Turn/No Left Turn Sign (R3-18)           | (E) N/A  |

**MAXTIME TIMING CHART**

FEATURE	PHASE			
	2	5	6	8
Walk *	-	-	-	-
Ped Clear *	-	-	-	-
Min Green	12	7	12	7
Passage *	6.0	2.0	6.0	2.0
Passage 2 *	-	-	-	-
Max 1 *	90	20	90	30
Yellow Change	4.8	3.0	4.3	3.7
Red Clear	1.3	2.4	1.0	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	-	-	-	-

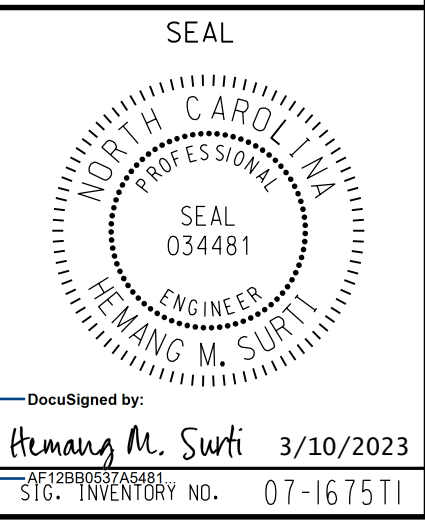
\* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

**Signal Upgrade - Temp Design 1 (TMP Phase I)**



SR 2817 (Barnes Street) at US 29 NB 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



3/10/2023  
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