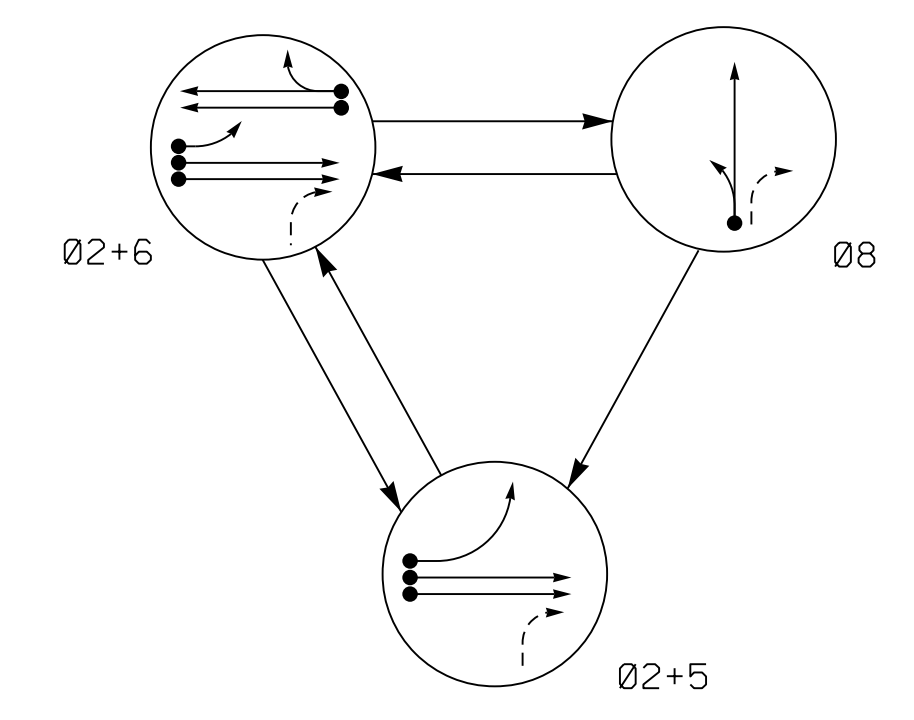


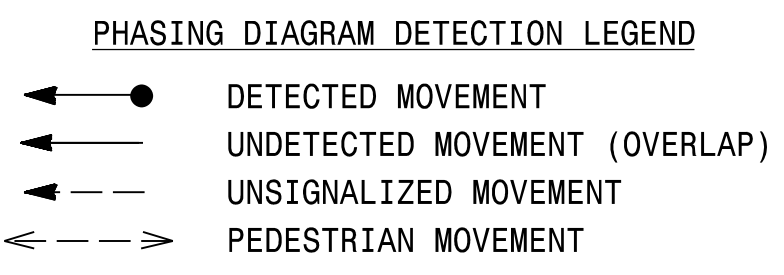
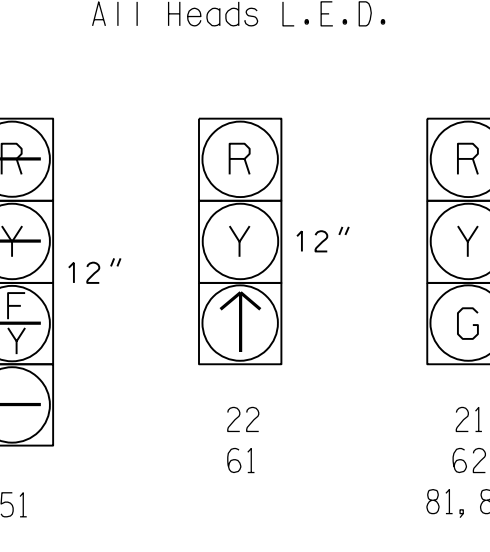
**DEFAULT PHASING DIAGRAM**



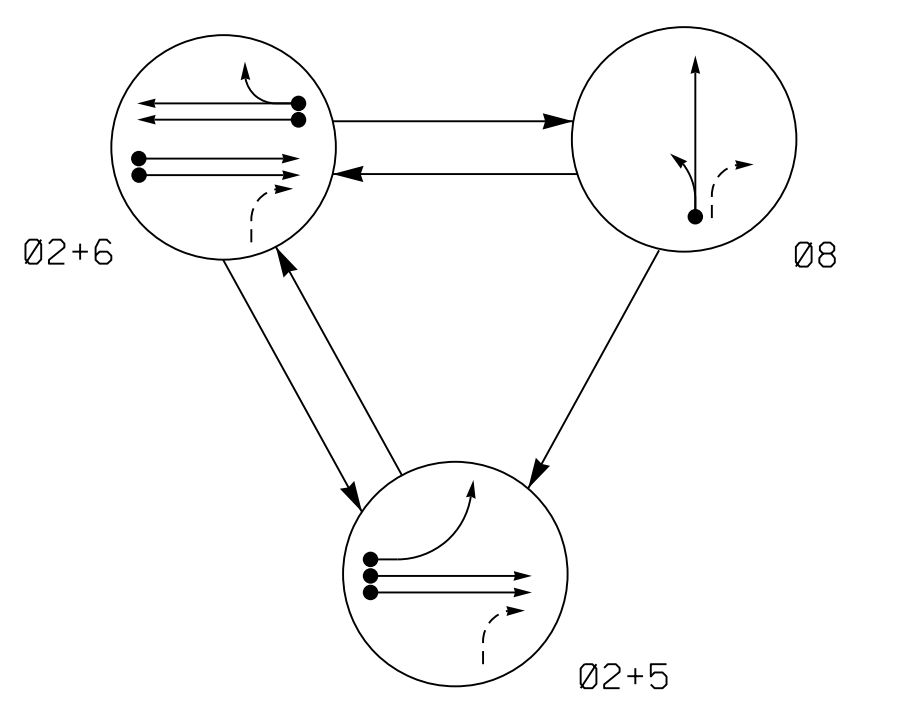
**DEFAULT PHASING TABLE OF OPERATION**

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

**SIGNAL FACE I.D.**

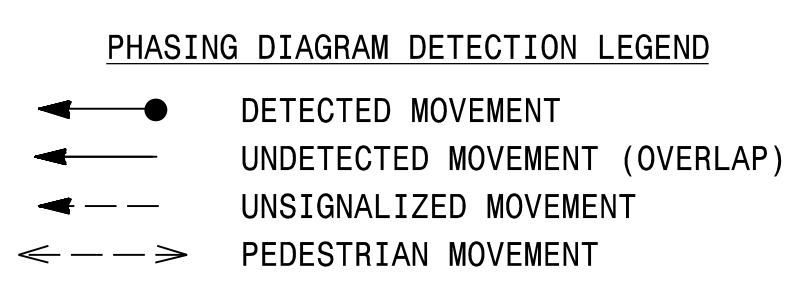


**ALTERNATE PHASING DIAGRAM**



**ALTERNATE PHASING TABLE OF OPERATION**

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



**MAXTIME DETECTOR INSTALLATION CHART**

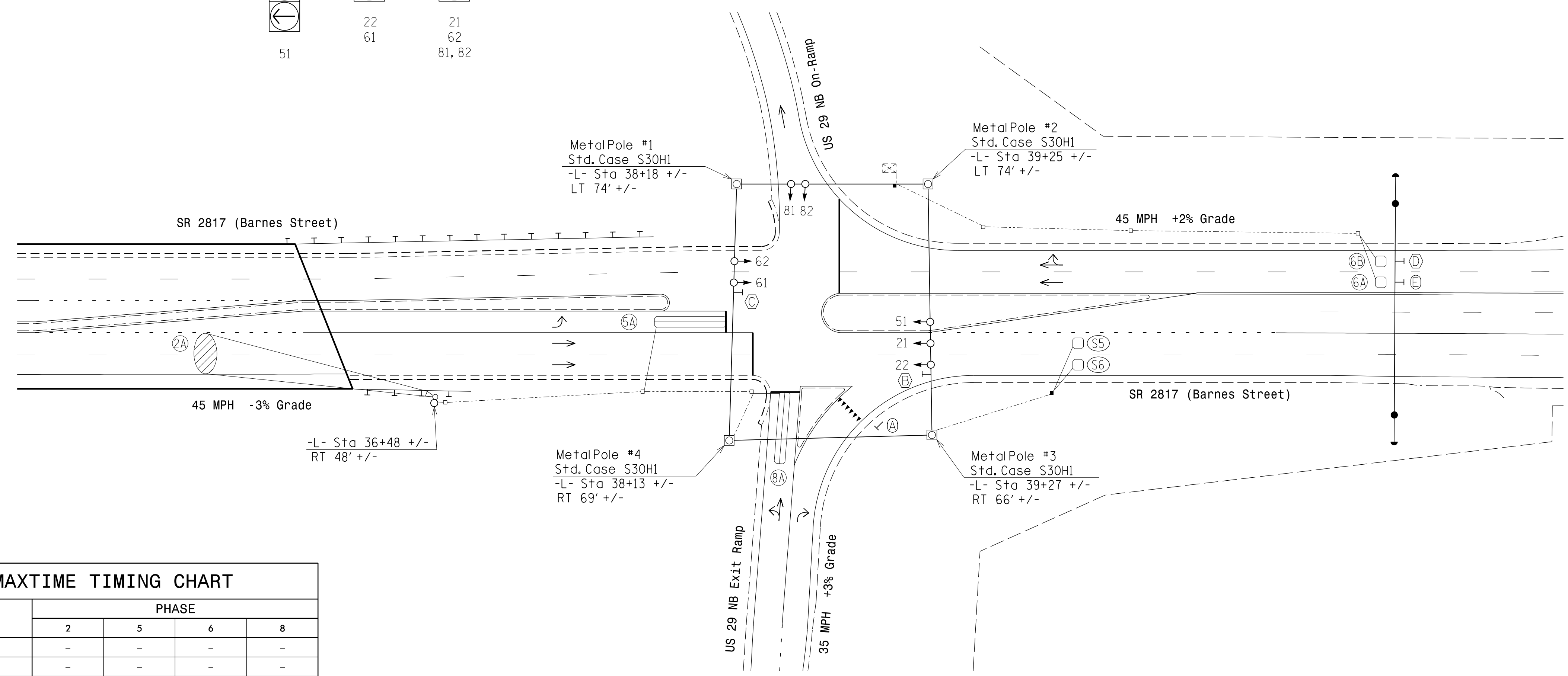
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND ADDED INITIAL	QUEUE CALL	PASSAGE 2	SYSTEM LOOP	NEW CARD
2A*	*	300	*	X	2	-	-	X	X	-	-	*
5A	6X40	0	2-4-2	X	5	#15	-	X	-	X	-	X
6A	6X6	300	5	X	6	-	-	X	X	-	-	X
6B	6X6	300	5	X	6	-	-	X	X	-	-	X
8A	6X40	0	2-4-2	X	8	-	-	X	-	X	-	X
S5	6X6	+180	5	X	-	-	-	-	-	-	-	X
S6	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 5 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.
- Lane control signs (R3-5A and R3-6R) may be removed at the direction of the Engineer.
- Closed loop system data:  
Controller Asset #: 1675.



**MAXTIME TIMING CHART**

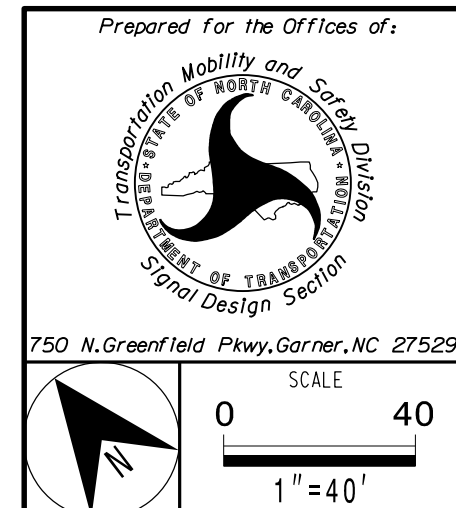
FEATURE	PHASE			
	2	5	6	8
Walk *	-	-	-	-
Ped Clear *	-	-	-	-
Min Green	12	7	12	7
Passage *	6.0	2.0	6.0	2.0
Passage 2 *	3.0	-	-	-
Max 1 *	90	20	90	30
Yellow Change	4.8	3.0	4.8	3.7
Red Clear	1.3	2.1	1.3	1.6
Added Initial *	-	1.5	-	1.5
Maximum Initial *	-	34	-	34
Time Before Reduction *	-	20	-	20
Time To Reduce *	-	30	-	30
Minimum Gap	-	3.0	-	3.0
Advance Walk	-	-	-	-
Non Lock Detector	-	X	-	X
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	● Traffic Signal Head
○ Modified Signal Head	N/A
○ Sign	○ Sign
○ Pedestrian Signal Head With Push Button & Sign	○ Pedestrian Signal Head With Push Button & Sign
○ Signal Pole with Guy	○ Signal Pole with Guy
○ Signal Pole with Sidewalk Guy	○ Signal Pole with Sidewalk Guy
□ Inductive Loop Detector	□ Inductive Loop Detector
□ Controller & Cabinet	□ Controller & Cabinet
□ Junction Box	□ Junction Box
--- 2-in Underground Conduit	--- 2-in Underground Conduit
N/A Right of Way	--- Right of Way
→ Directional Arrow	→ Directional Arrow
○ Metal Strain Pole	○ Metal Strain Pole
○ Out of Pavement Detector	○ Out of Pavement Detector
○ Microwave Detection Zone	○ Microwave Detection Zone
N/A Guardrail	--- Guardrail
(A) "YIELD" Sign (R1-2)	(A) "YIELD" Sign (R1-2)
(B) No Right Turn Sign (R3-1)	(B) No Right Turn Sign (R3-1)
(C) No U-Turn/No Left Turn Sign (R3-18)	(C) No U-Turn/No Left Turn Sign (R3-18)
(D) Combined Through and Right Arrow Sign (R3-6R)	(D) Combined Through and Right Arrow Sign (R3-6R)
(E) Through Arrow "ONLY" Sign (R3-5A)	(E) Through Arrow "ONLY" Sign (R3-5A)

**Signal Upgrade - Final Design**



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

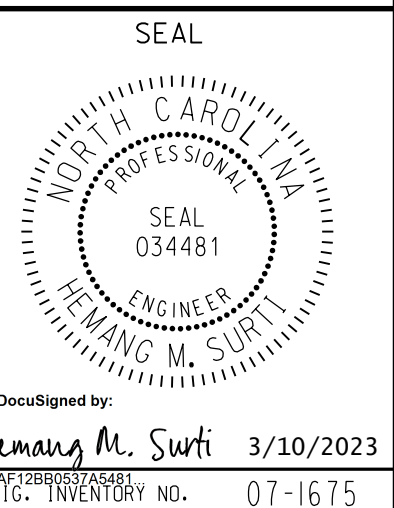
Division 7 Rockingham County Reidsville

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



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