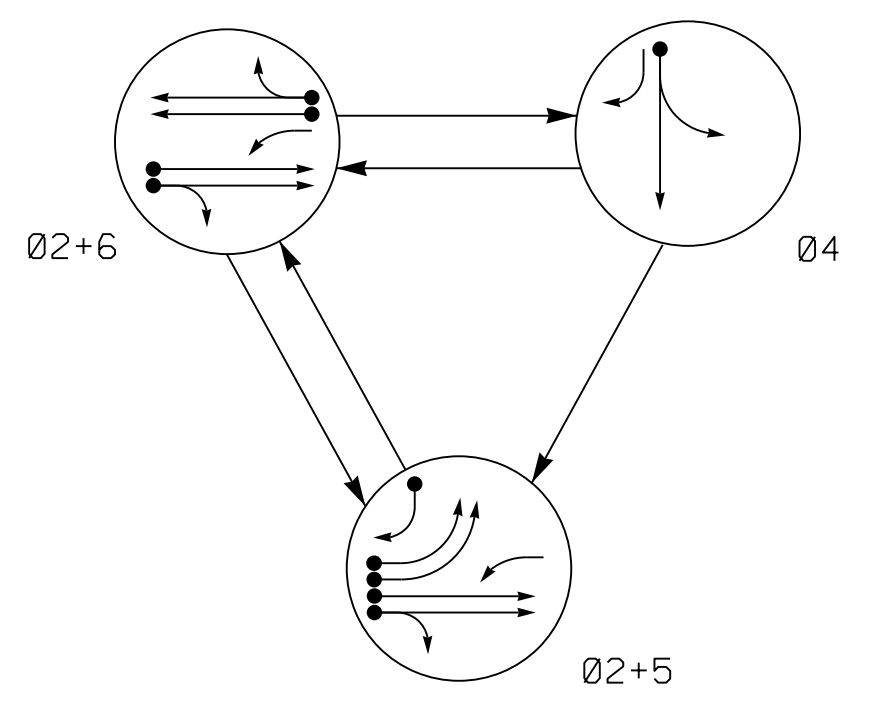


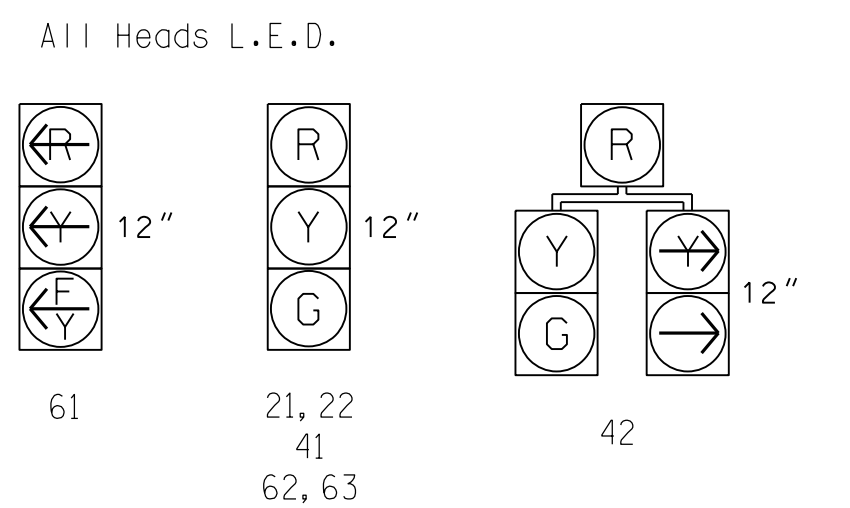
**PHASING DIAGRAM**



**TABLE OF OPERATION**

SIGNAL FACE	PHASE			
	02+5	02+6	04	FLASH
21, 22	G	G	R	Y
41	R	R	G	R
42	R	R	G	R
51, 52	R	R	R	R
61	R	R	R	Y
62, 63	R	G	R	Y

**SIGNAL FACE I.D.**



**PHASING DIAGRAM DETECTION LEGEND**

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

**MAXTIME DETECTOR INSTALLATION CHART**

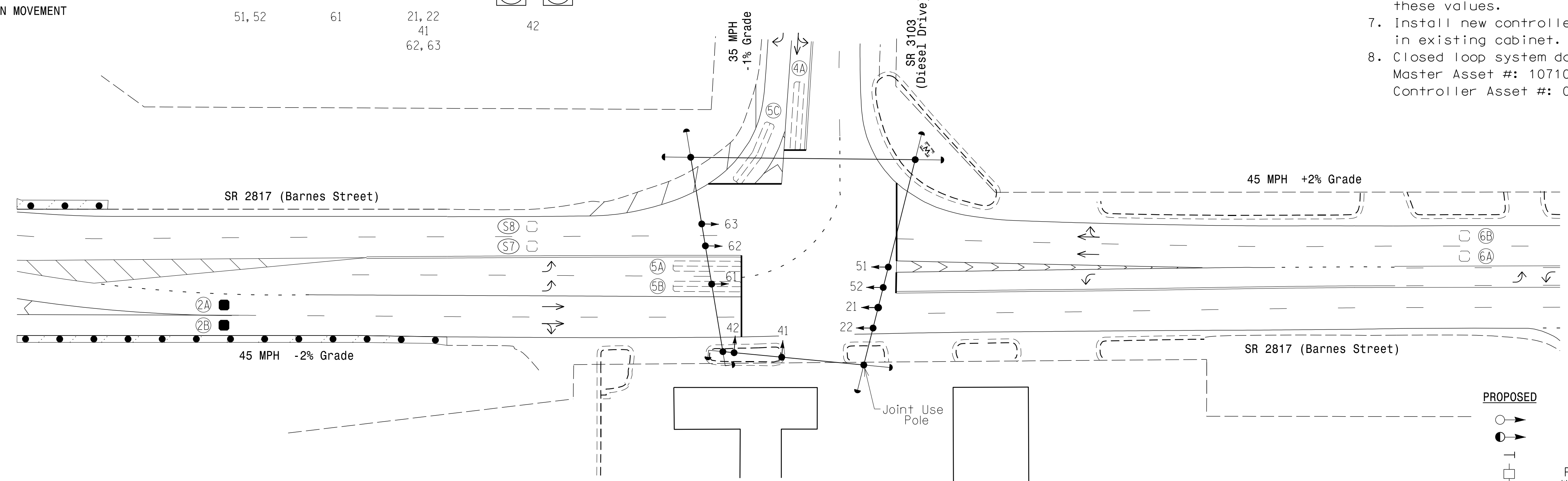
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING								
					CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	QUEUE	CALL	PASSAGE 2	SYSTEM LOOP
2A*	6X6	300	*	*	2	-	-	X	X	-	X	-	*
2B*	6X6	300	*	*	2	-	-	X	X	-	X	-	*
4A	6X40	0	2-4-2	-	4	3	-	X	-	-	X	-	-
5A	6X40	0	2-4-2	-	5	3	-	X	-	-	X	-	-
5B	6X40	0	2-4-2	-	5	-	-	X	-	-	X	-	-
5C	6X40	0	2-4-2	-	5	15	-	X	-	-	X	-	-
6A	6X6	300	Exist	-	6	-	-	X	X	-	X	-	-
6B	6X6	300	Exist	-	6	-	-	X	X	-	X	-	-
S7	6X6	+210	Exist	-	-	-	-	-	-	-	-	X	-
S8	6X6	+210	Exist	-	-	-	-	-	-	-	-	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 5 may be lagged.
- Set all detector units to presence mode.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Install new controller and conflict monitor in existing cabinet.
- Closed loop system data:  
 Master Asset #: 10710,  
 Controller Asset #: 0888.



**MAXTIME TIMING CHART**

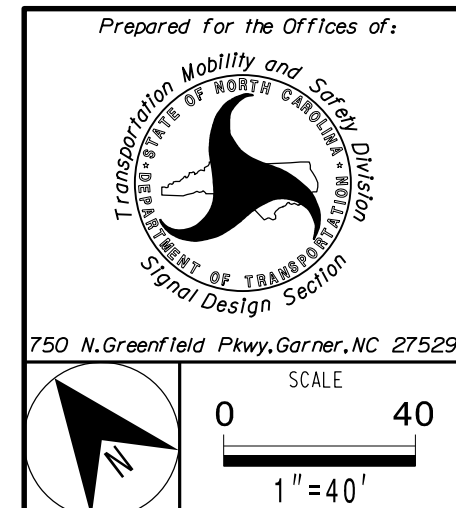
FEATURE	PHASE			
	2	4	5	6
Walk *	-	-	-	-
Ped Clear *	-	-	-	-
Min Green	12	7	7	12
Passage *	6.0	2.0	2.0	6.0
Passage 2 *	-	-	-	-
Max 1 *	100	30	40	100
Yellow Change	4.7	3.9	3.0	4.7
Red Clear	1.4	2.4	2.8	1.4
Added Initial *	1.5	-	-	1.5
Maximum Initial *	34	-	-	34
Time Before Reduction *	20	-	-	20
Time To 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

**Signal Upgrade - Temp Design (TMP Phase II)**



SR 2817 (Barnes Street) at SR 3103 (Diesel 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

SEAL

Henry M. Surti 3/10/2023

STG: INVENTORY NO. 07-0888T

3/10/2023  
 P:\24\AECOM\nc-pw-bentl\ey-com-AECOM\2521\_NA\_2020\Documents\60581577-NCDOT\_SMI\_BR-0041-300-CAD\_6154910-CAD\70-NCDOT\_TIP\K51gnal\smi\0888T1...s1g\_dsn\_2022\XXX.dgn  
 m:chaeli.covenaugh