

PHASING DIAGRAM

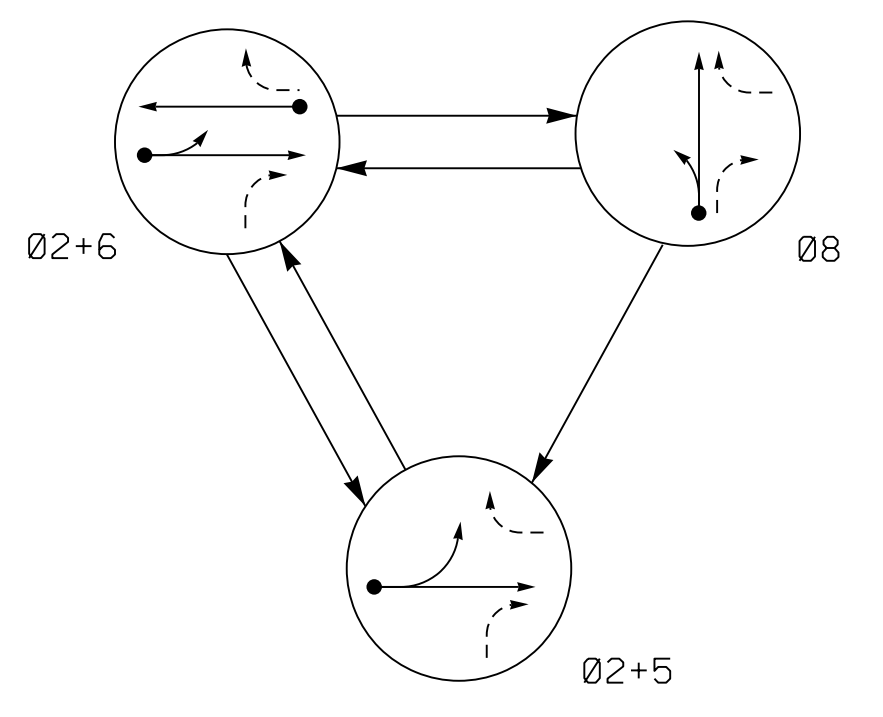


TABLE OF OPERATION

SIGNAL FACE	PHASE			
	02+5	02+6	08	FLASH
21	G	R	Y	
22	↑	↑	R	Y
61	R	↑	R	Y
62, 63	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*	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 (Isolated)

NOTES

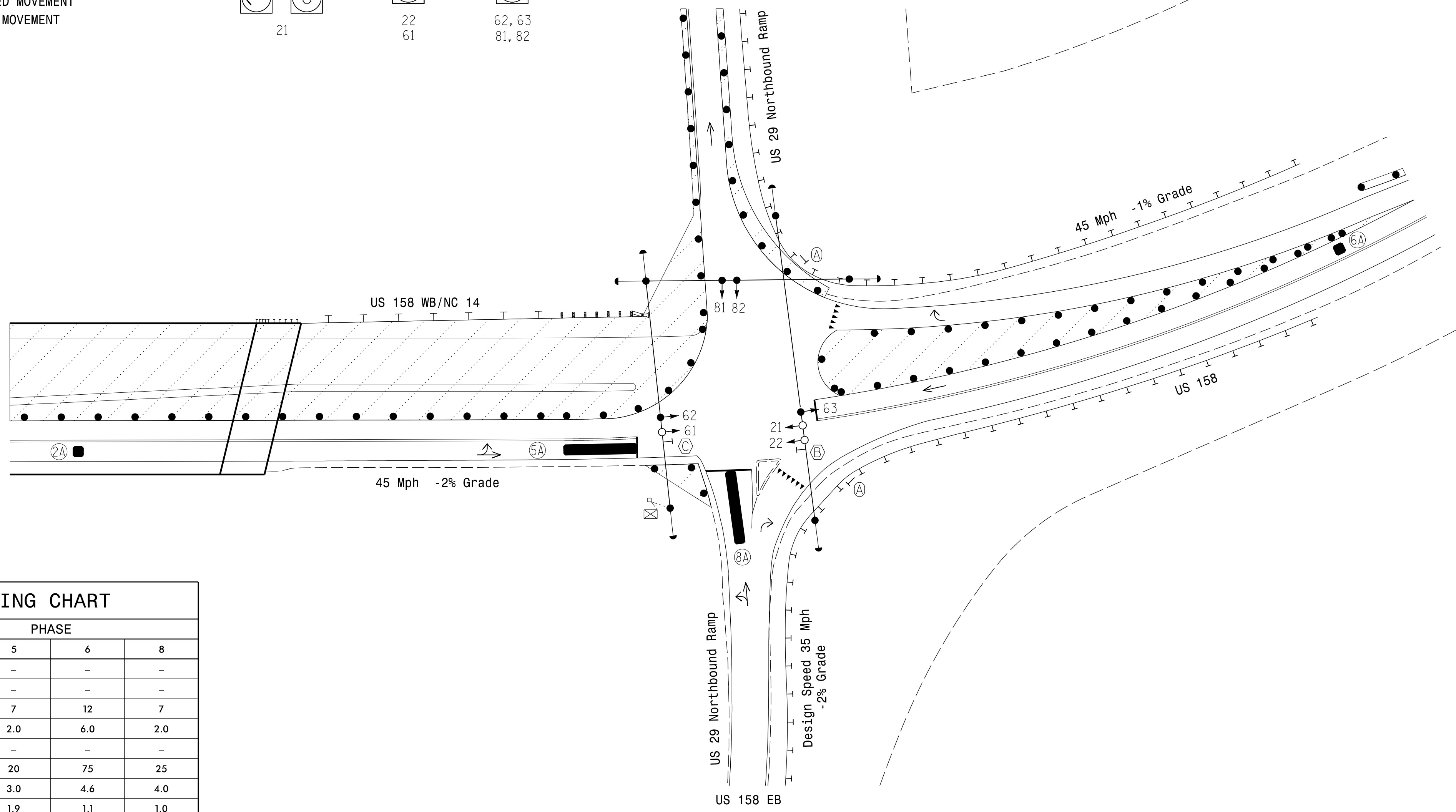
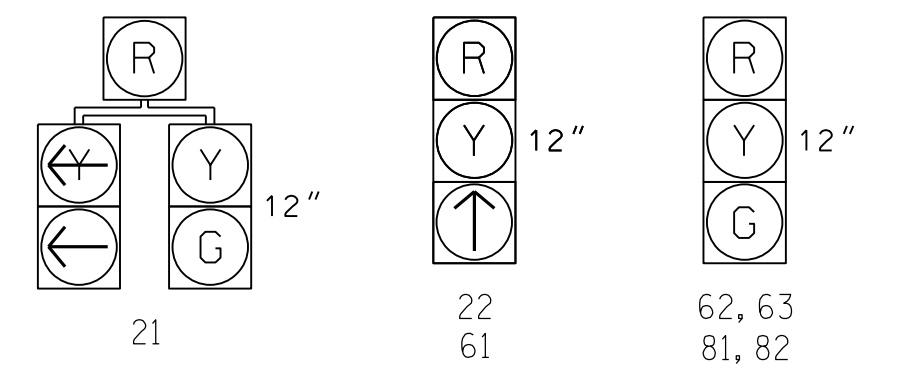
- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 5 may be lagged.
- Set all detector units to presence mode.
- Reposition existing signal heads numbered 62 and 63.
- Install backplates for signal heads numbered 21, 22, and 61.
- Existing signal head numbered 62 has backplate.
- Locate new cabinet so as not to obstruct distance of vehicles turning right on red.
- This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.

PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE I.D.

All Heads L.E.D.



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 I *	75	20	75	25
Yellow Change	4.7	3.0	4.6	4.0
Red Clear	1.0	1.9	1.1	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.

LEGEND

- | PROPOSED | EXISTING |
|--|-----------------------------------|
| ○ → Traffic Signal Head | ● → Traffic Signal Head |
| ○ → Modified Signal Head | N/A |
| ○ → Pedestrian Signal Head With Push Button & Sign | ○ → 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 |
| → Directional Arrow | → Directional Arrow |
| ● → Construction Zone Drums | ● → Construction Zone Drums |
| ■ → Video Detection Zone | ■ → Video Detection Zone |
| ▨ → Construction Zone | ▨ → Construction Zone |
| N/A | — → Guardrail |
| Ⓐ | Ⓐ "YIELD" Sign (R1-2) |
| Ⓑ | Ⓑ No Right Turn Sign (R3-1) |
| Ⓒ | Ⓒ No Left Turn Sign (R3-2) |

Signal Upgrade - Temp Design 1 (TMP Phase I)

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Prepared for the Offices of:

 750 N. Greenfield Pkwy, Garner, NC 27529

US 158/NC 14 at US 29 Northbound 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

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 STC: 07-194811

3/10/2023
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