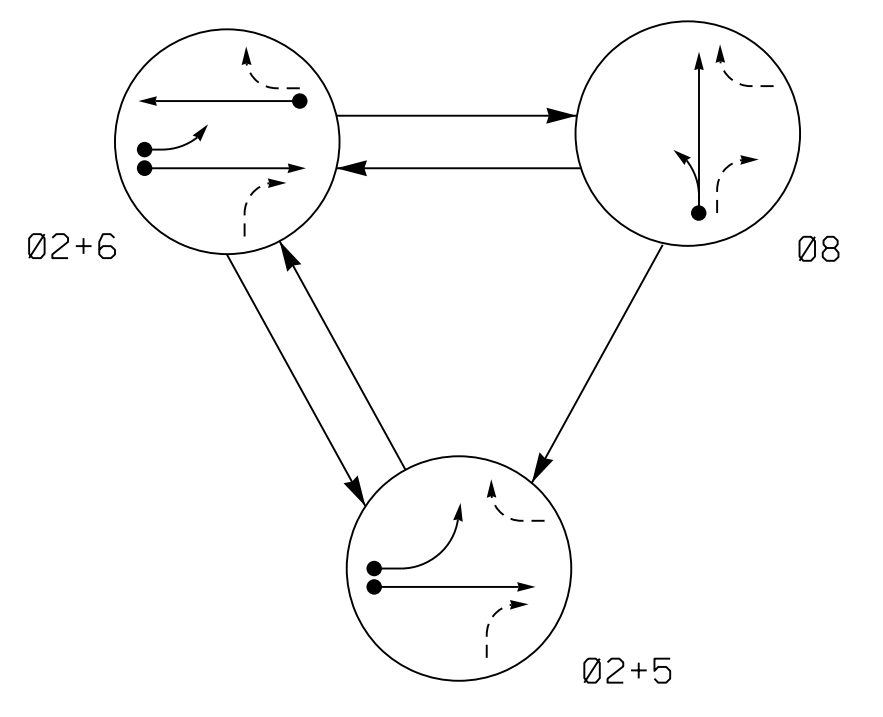


**PHASING DIAGRAM**



SIGNAL FACE	PHASE			
	Ø 2 + 5	Ø 2 + 6	Ø 8	FLASH
21	G	R	Y	
22	↑	↑	R	Y
51	←	←	←	←
61	R	↑	R	Y
62	R	G	R	Y
81, 82	R	R	G	R

MAXTIME DETECTOR INSTALLATION CHART													
DETECTOR					PROGRAMMING								
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND INITIAL	ADDED INITIAL	QUEUE	PASSAGE 2	SYSTEM LOOP	NEW CARD
2A*	6X6	300	*	*	2	-	-	X	X	-	X	-	*
5A*	6X40	0	*	*	5	15	-	X	-	-	X	-	*
6A*	6X6	300	*	*	6	-	-	X	X	-	X	-	*
8A*	6X40	0	*	*	8	-	-	X	-	-	X	-	*

\* Video Detection Zone

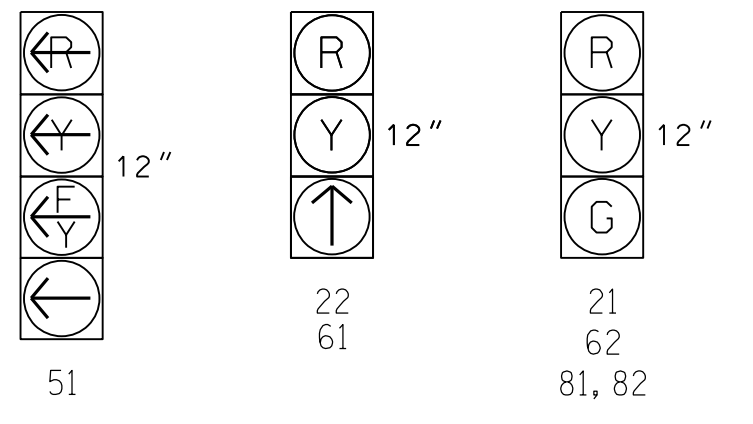
**3 Phase Fully Actuated (Isolated)**

**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. Set all detector units to presence mode.
5. Reposition existing signal heads numbered 22, 61, 62, 81, and 82.
6. Reposition existing sign 6.
7. Install backplates for signal heads numbered 21 and 51.
8. Existing signal heads numbered 22, 61, and 62 have backplates.
9. This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.

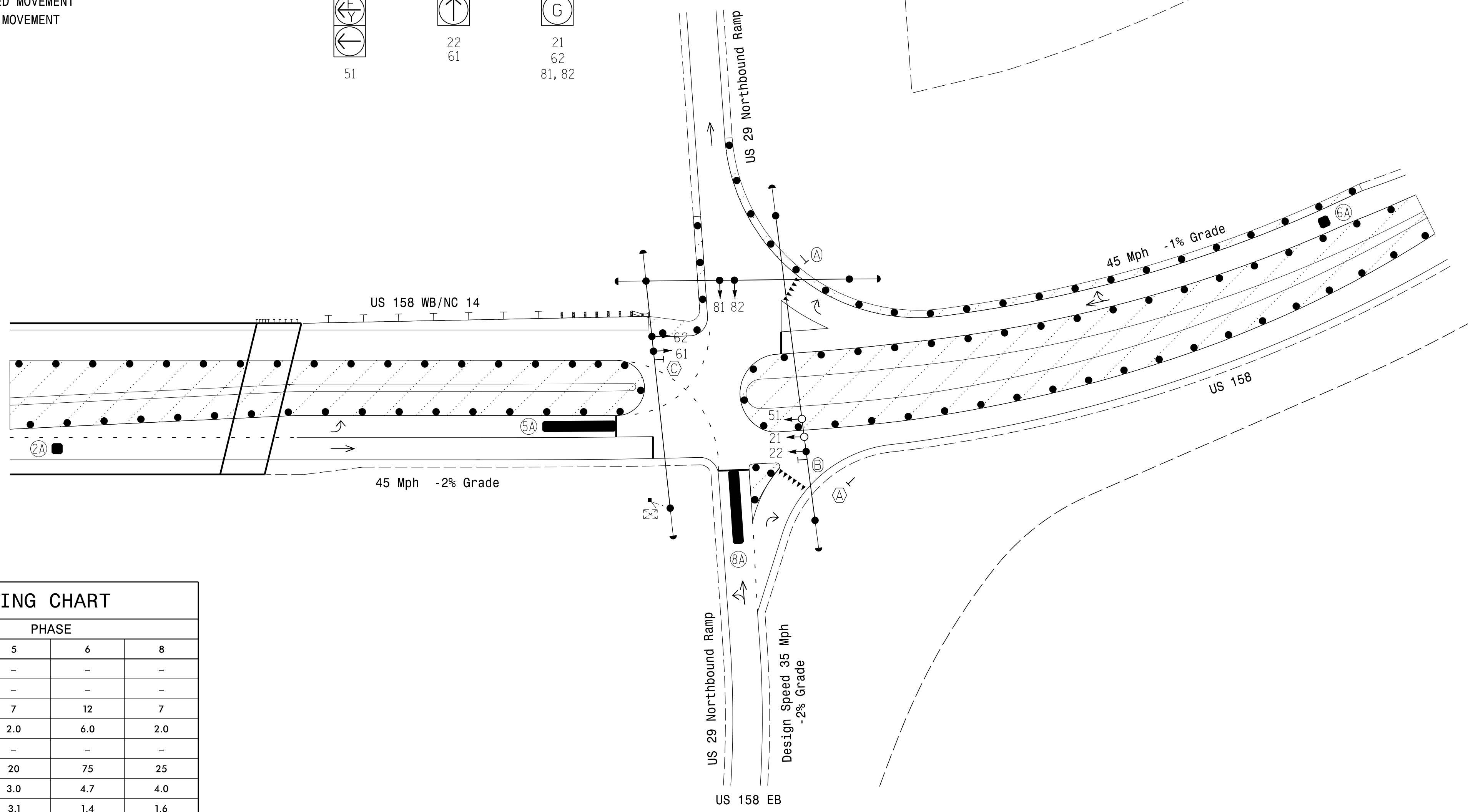
**PHASING DIAGRAM DETECTION LEGEND**

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



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 *	75	20	75	25
Yellow Change	4.7	3.0	4.7	4.0
Red Clear	1.4	3.1	1.4	1.6
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                            | ● 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    |
| ○ Construction Zone Drums                        | ○ N/A    |
| ○ Video Detection Zone                           | ○ N/A    |
| ○ Construction Zone                              | ○ N/A    |
| ○ Guardrail                                      | ○ 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 - Temp Design 3 (TMP Phase III)**

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

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 STC: 07-1948T3

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