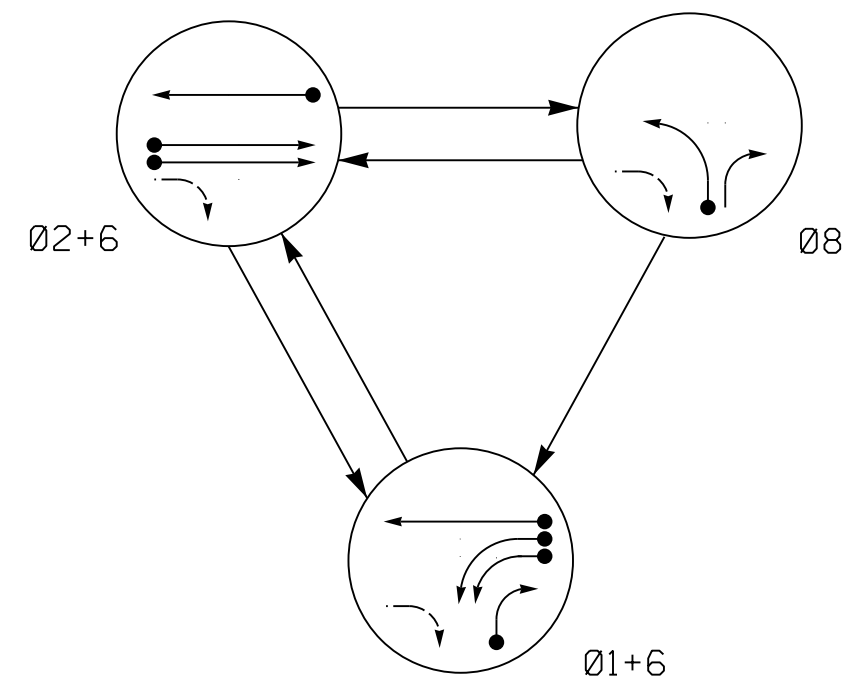


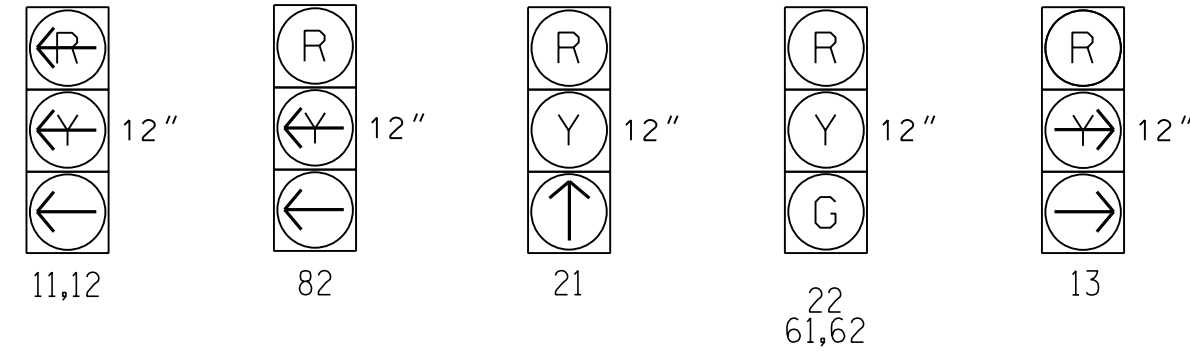
PHASING DIAGRAM



SIGNAL FACE	PHASE			
	01+6	02+6	08	FLASH
11,12	←	←	←	←
13	→	R	→	R
21	R	↑	R	Y
22	R	G	R	Y
61,62	G	G	R	Y
82	R	R	←	R

SIGNAL FACE I.D.

All Heads L.E.D.



MAXTIME DETECTOR INSTALLATION CHART

LOOP/ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING						
					CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND INITIAL	ADDED INITIAL	CALL DELAY DURING GREEN	NEW CARD
1A	6X40	0	2-4-2	-	1	-	-	X	X	-	-
1B	6X40	0	2-4-2	-	1	-	-	X	X	-	-
1C	6X40	0	2-4-2	-	1	15	-	X	X	-	-
2A*	6X6	300	*	*	2	-	-	X	X	X	*
2B*	6X6	300	*	*	2	-	-	X	X	X	*
6A*	6X6	300	*	*	6	-	-	X	X	X	*
8A	6X40	0	2-4-2	-	DISCONNECT						
8B	6X40	0	2-4-2	-	8	-	-	X	X	-	-

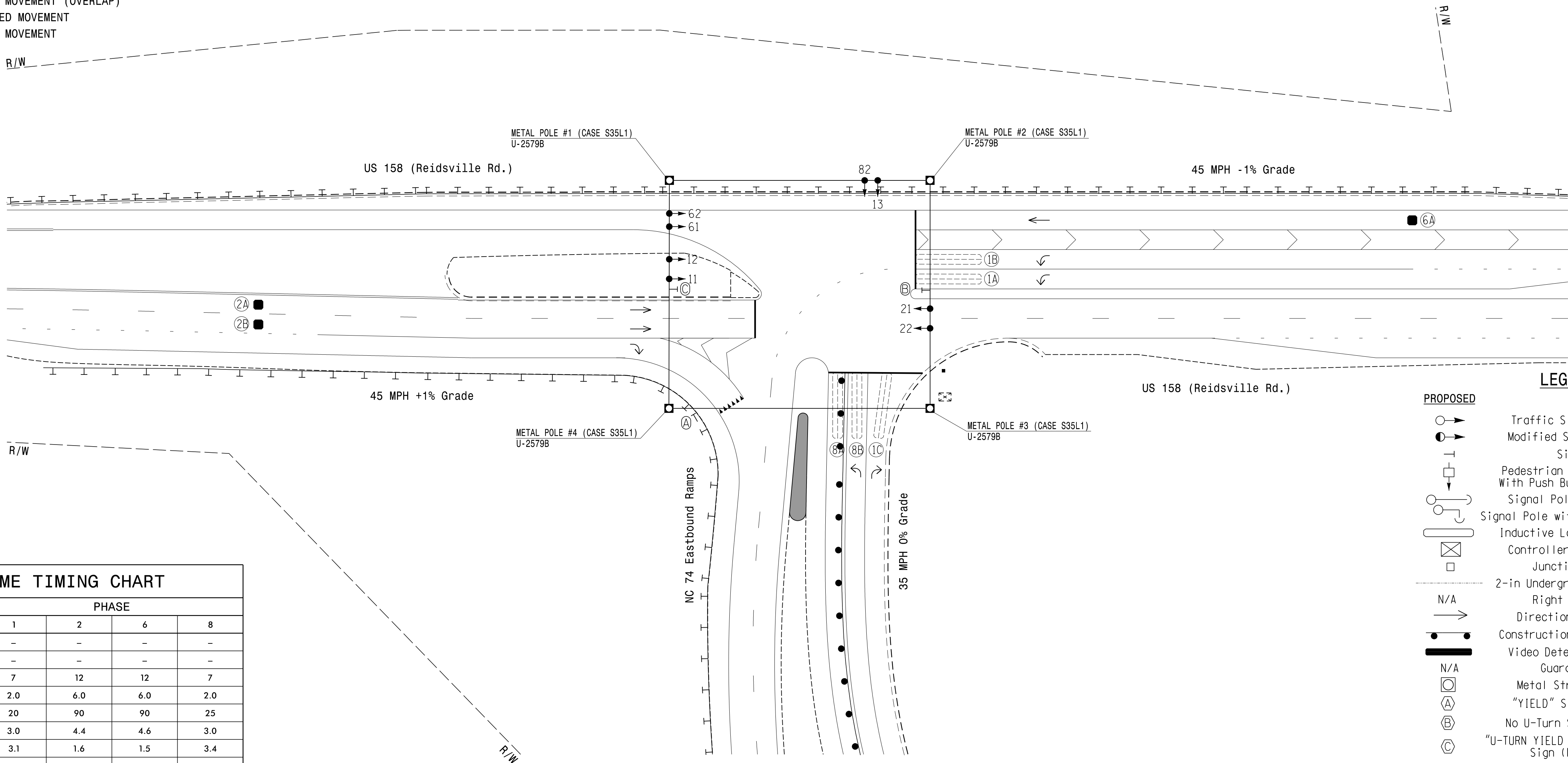
* Video Detection Zone

3 Phase Fully Actuated (US 158 Signal System) Signal System #: D09-11_Winston-Salem NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 may be lagged.
4. Reposition existing signal heads numbered 61 and 62.
5. Set all detector units to presence mode.
6. This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

PHASING DIAGRAM DETECTION LEGEND

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



FEATURE	PHASE			
	1	2	6	8
Walk *	-	-	-	-
Ped Clear *	-	-	-	-
Min Green	7	12	12	7
Passage *	2.0	6.0	6.0	2.0
Max 1 *	20	90	90	25
Yellow Change	3.0	4.4	4.6	3.0
Red Clear	3.1	1.6	1.5	3.4
Added Initial *	-	1.5	2.5	-
Maximum Initial *	-	34	34	-
Time Before Reduction *	-	15	15	-
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.

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
○ → Guardrail	○ → N/A
○ → Metal Strain Pole	○ → N/A
○ → "YIELD" Sign (R1-2)	○ → N/A
○ → No U-Turn Sign (R3-4)	○ → N/A
○ → "U-TURN YIELD TO RIGHT TURN" Sign (R10-16)	○ → N/A

Signal Upgrade - Temporary Design 2 (TMP Phase I Step 3)

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Prepared For the Offices of:

 750 N. Greenfield Pkwy, Garner, NC 27529

US 158 (Reidsville Rd.) at NC 74 Eastbound Ramps
 Division 9 Forsyth County Winston-Salem
 PLAN DATE: February 2024 REVIEWED BY: DT Sears
 PREPARED BY: WP Erickson-Jones REVIEWED BY:

REVISIONS	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 056142
 W. PORTER JONES
 PORTER JONES
 DocuSigned by:
 Porter Jones
 2/12/2024
 SIGNATURE DATE
 SIG. INVENTORY NO. 09-0510T2

2/12/2024
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 wpJones