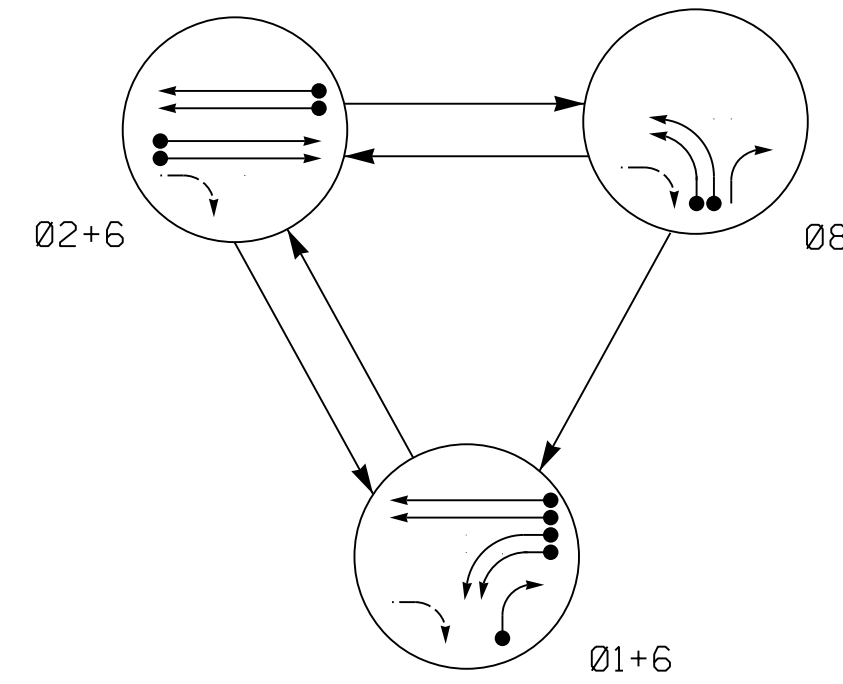


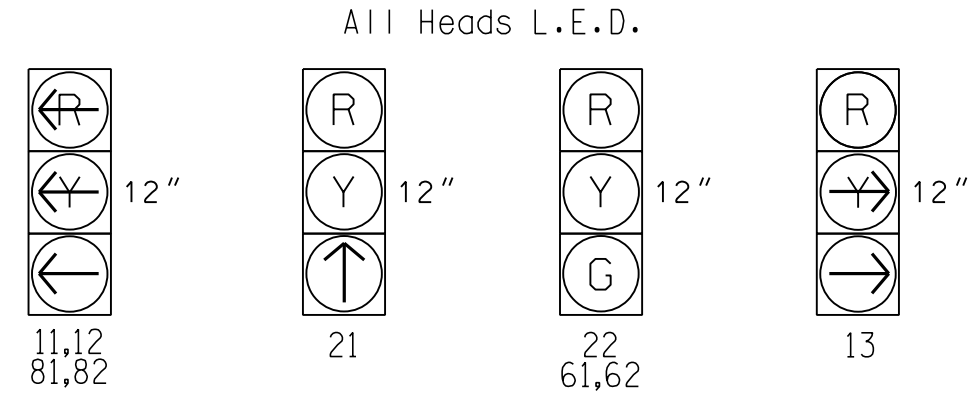
PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND
 ● DETECTED MOVEMENT
 ○ UNDETECTED MOVEMENT (OVERLAP)
 - UNSIGNALIZED MOVEMENT
 - PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE			
	Ø1+6	Ø2+6	Ø8	FLASH
11,12	←	←	←	←
13	→	→	→	→
21	←	↑	←	←
22	←	↑	←	←
61,62	←	←	←	←
81,82	←	←	←	←

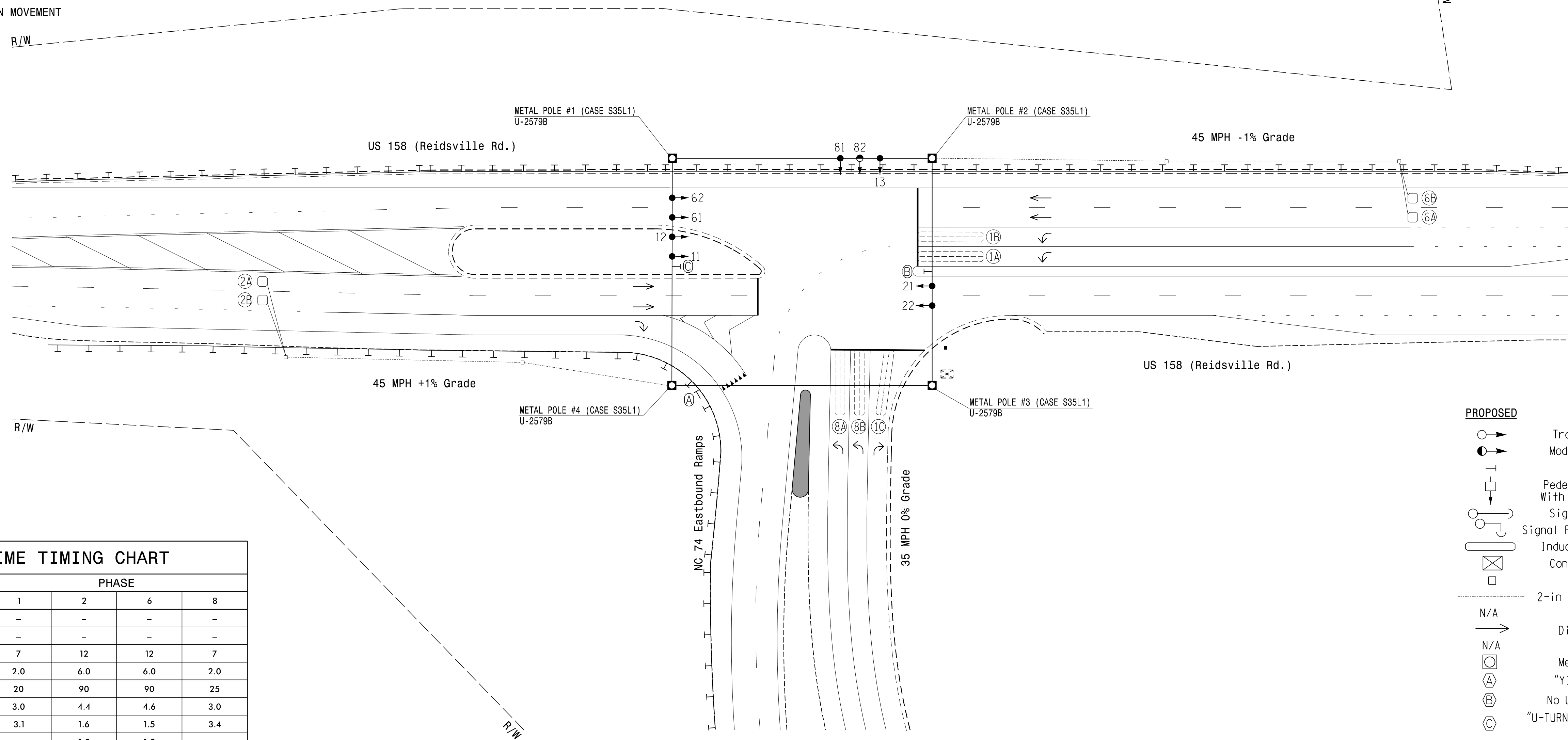
SIGNAL FACE I.D.



MAXTIME DETECTOR INSTALLATION CHART										
LOOP	DETECTOR				PROGRAMMING					
	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND INITIAL	CALL 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	5	X	2	-	-	X	X	X
2B	6X6	300	5	X	2	-	-	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	-	8	-	-	X	X	-
8B	6X40	0	2-4-2	-	8	-	-	X	X	-

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

- Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 may be lagged.
- Reconnect existing loop 8A.
- Reposition existing signal heads numbered 21, 22, 61, 62, 81, and 82.
- Modify existing signal head numbered 82.
- Set all detector units to presence mode.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Reconnect and unbag existing signal head 81.



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	1.5	-
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.

LEGEND	
PROPOSED	EXISTING

Signal Upgrade - Final Design

RK&K
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Prepared for the Offices of:

 Transportation Mobility and Safety Division
 STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 Signal Design Section
 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 ENGINEERING
 2/12/2024
 SIGNATURE DATE
 SIG. INVENTORY NO. 09-0510

2/12/2024
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