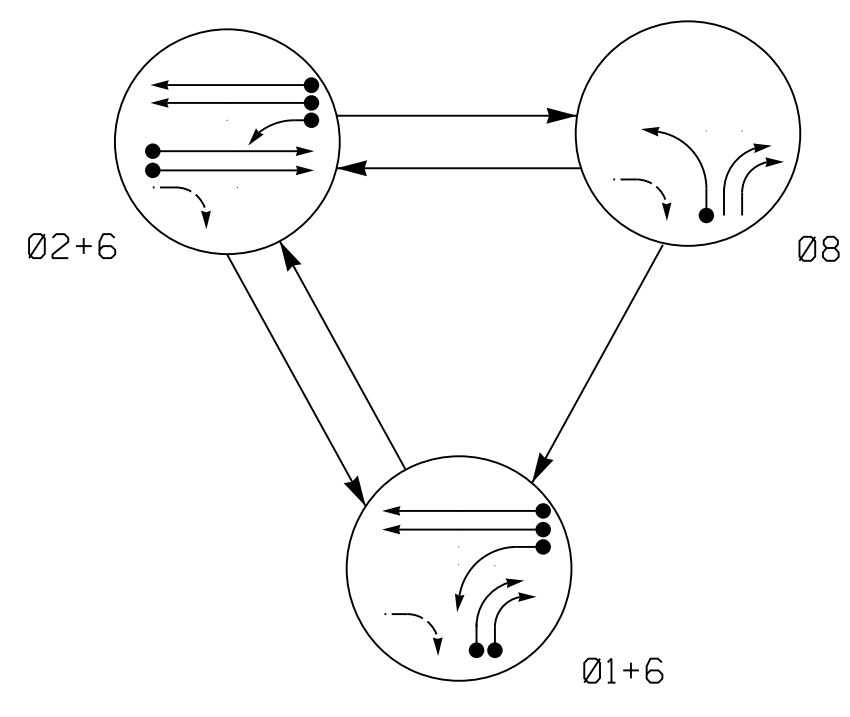
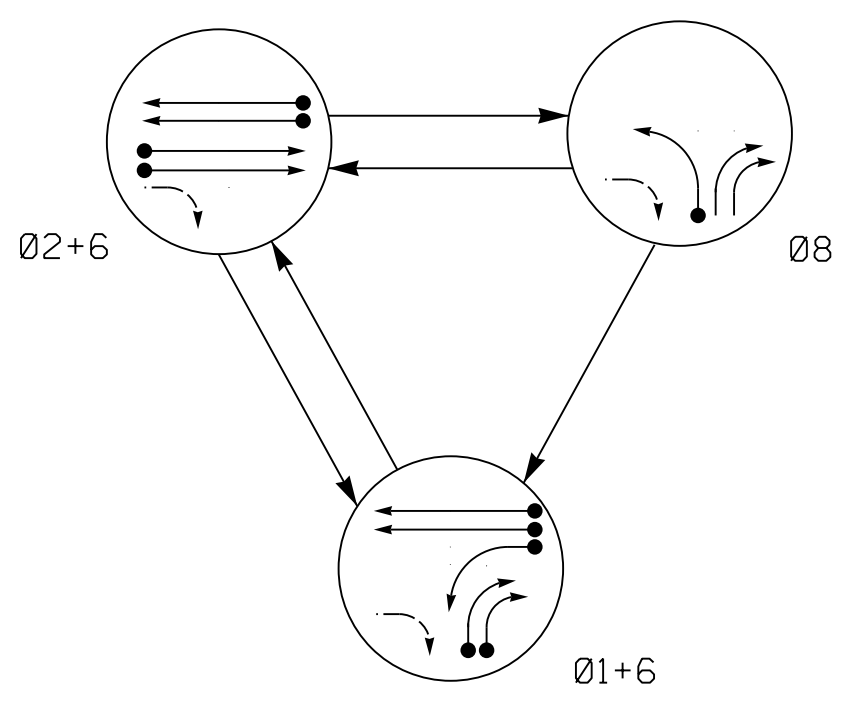


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 8	F L S H
11	←	←	←	←
12,13	→	→	→	→
21	←	↑	←	←
22	←	↑	←	←
61,62	←	←	←	←
81	←	←	←	←

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 8	F L S H
11	←	←	←	←
12,13	→	→	→	→
21	←	↑	←	←
22	←	↑	←	←
61,62	←	←	←	←
81	←	←	←	←

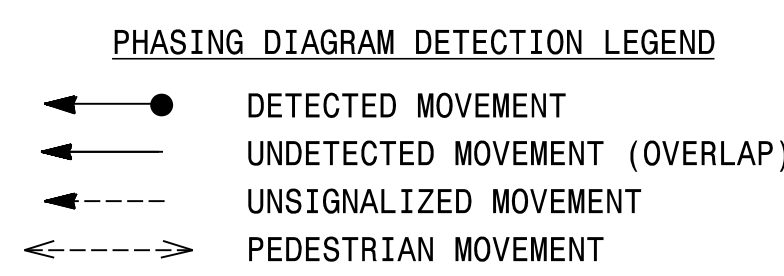
MAXTIME DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING						
					CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL CALL	DELAY DURING GREEN	NEW CARD
1A	6X40	0	2-4-2	-	1	15*	-	X	X	-	-
1B	6X40	0	2-4-2	-	6#	3	-	X	X	X	-
1C	6X40	0	2-4-2	-	1	15	-	X	X	-	-
1D	6X15	0	4	-	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	-
6A	6X6	300	5	X	6	-	-	X	X	X	-
8B	6X40	0	2-4-2	-	8	-	-	X	X	-	-

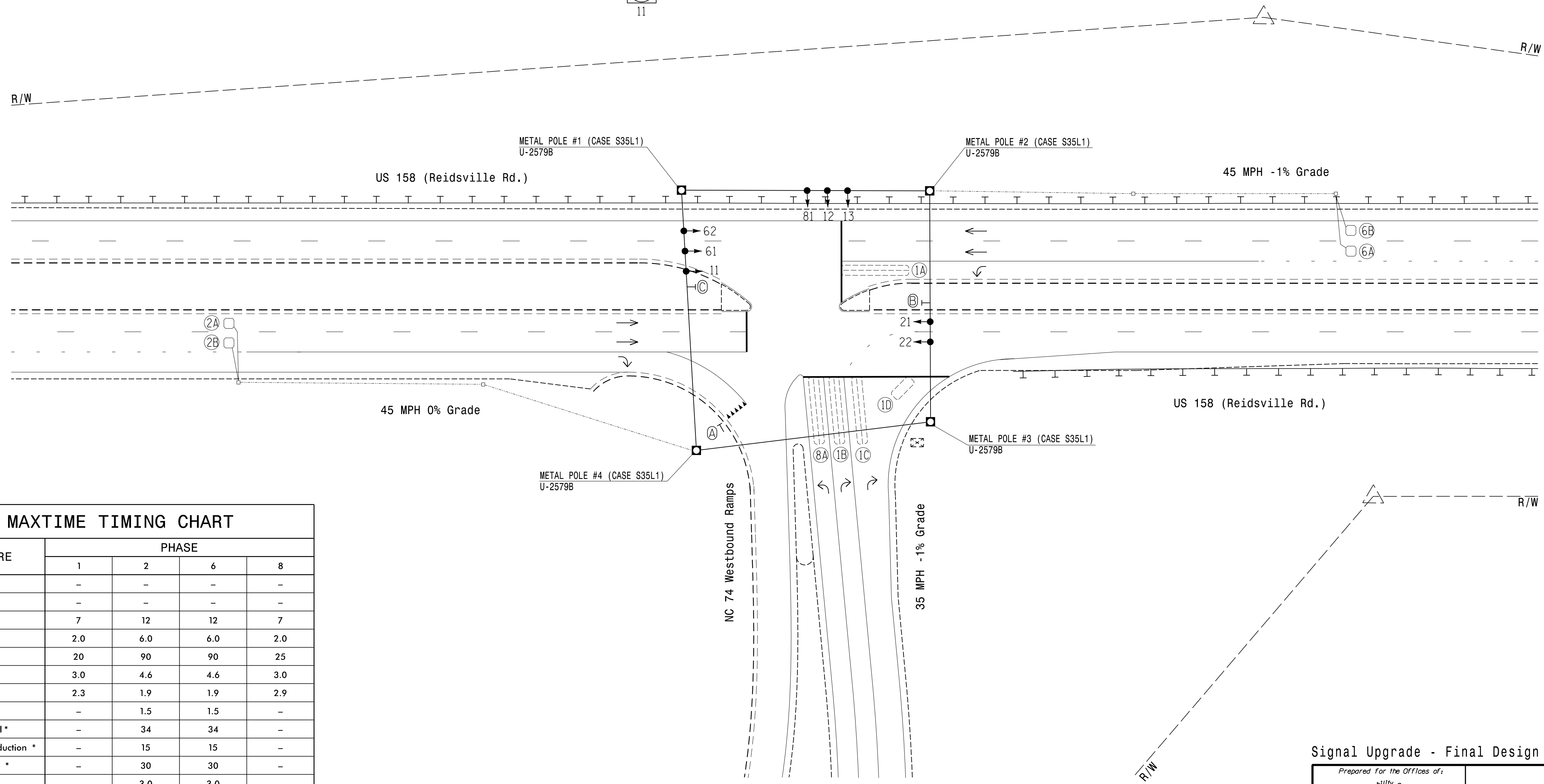
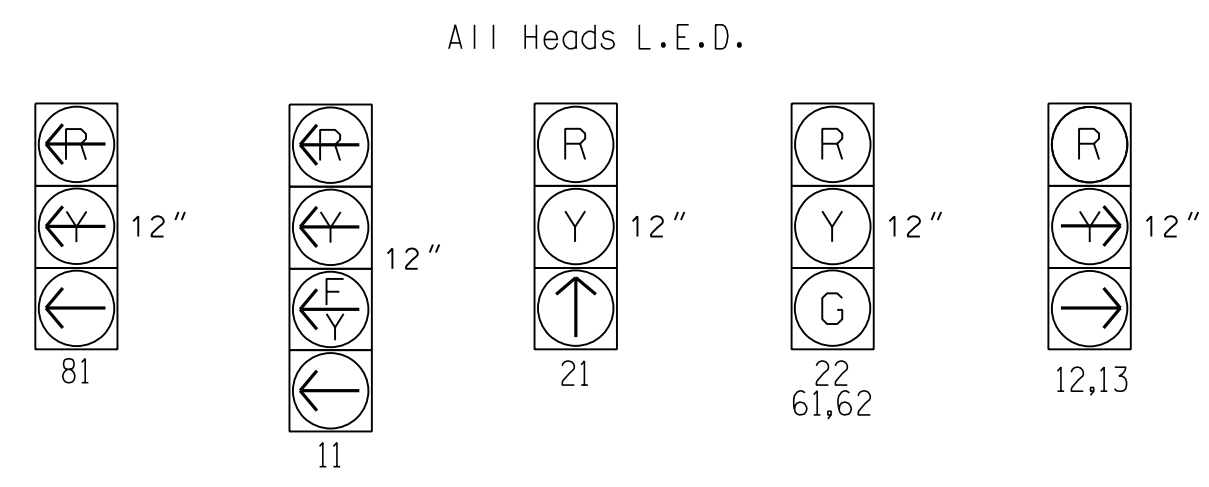
3 Phase Fully Actuated (US 158 Signal System) Signal System #: D09-11_Winston-Salem

NOTES

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 21, 22, 61, and 62.
5. Reconnect existing loop 1D.
6. Set all detector units to presence mode.
7. The Division Traffic Engineer will determine the hours of use for each phasing plan.
8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
9. Reconnect and unbag existing signal head 13.



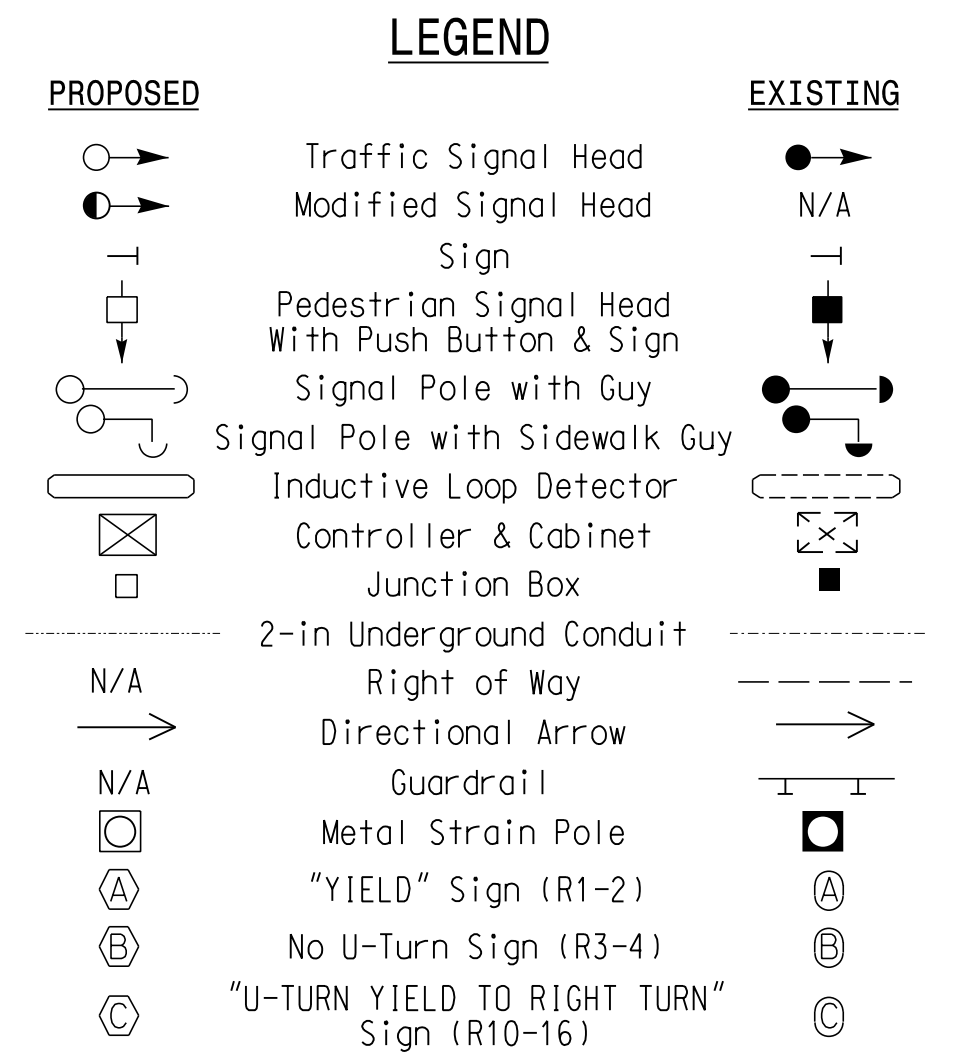
SIGNAL FACE I.D.



MAXTIME TIMING CHART

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	4.6	4.6	3.0
Red Clear	2.3	1.9	1.9	2.9
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.



Signal Upgrade - Final Design

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Prepared for the Offices of:

 TRANSPORTATION MOBILITY AND SAFETY DIVISION
 DEPARTMENT OF TRANSPORTATION
 SIGNAL DESIGN SECTION
 750 N. Greenfield Pkwy, Garner, NC 27529

US 158 (Reidsville Rd.) at NC 74 Westbound 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

 PORTER JONES
 ENGINEER
 056142
 2/12/2024
 SIGNATURE DATE
 SIG. INVENTORY NO. 09-0511

2/12/2024
 R:\Traffic\c4s1\gnal\4090511_s19.dgn_XXXXXX.dgn
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