PHASING DIAGRAM DETECTION LEGEND

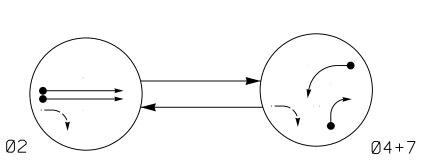
UNSIGNALIZED MOVEMENT

UNDETECTED MOVEMENT (OVERLAP)

✓ DETECTED MOVEMENT

←----> PEDESTRIAN MOVEMENT

ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION					
	PHASE				
SIGNAL FACE	Ø 2	Ø 4 + 7	止し位のエ		
21,22	1	R	Υ		
41, 42	R		R		
7:1	F	-	- +		

SIGNAL FACE I.D.

All Heads L.E.D.

ALTERNATE TABLE OF O	PH/ PER	ASI ATI	NG ON
	Р	HAS	Е
SIGNAL FACE	Ø۷	Ø 4 + 7	トーセのエ
21,22	†	R	Υ
41, 42	R	_	R
71	₩	—	₩

	7A	6X40	0	2-4-2	Χ	7	15#	-	Χ	4	X	_	Х
# Disable Delay During Alternate Phasing Operation.													

6X6

6X40

DETECTOR

L00P

DISTANCE FROM

STOPBAR

300

MAXTIME DETECTOR INSTALLATION CHART

6X6 | 300 | 5 | X | 2 | - | - | X | X | X | - |

15

5 X 2

0 | 2-4-2 | X | 4 |

TURNS

PROGRAMMING

OO CALL DELAY EXTEND AN INC. OF THE CONTROL OF THE

- XXXX-

- | X | - | X | - |

PROJECT REFERENCE NO. R-2577A Sig. 27.

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

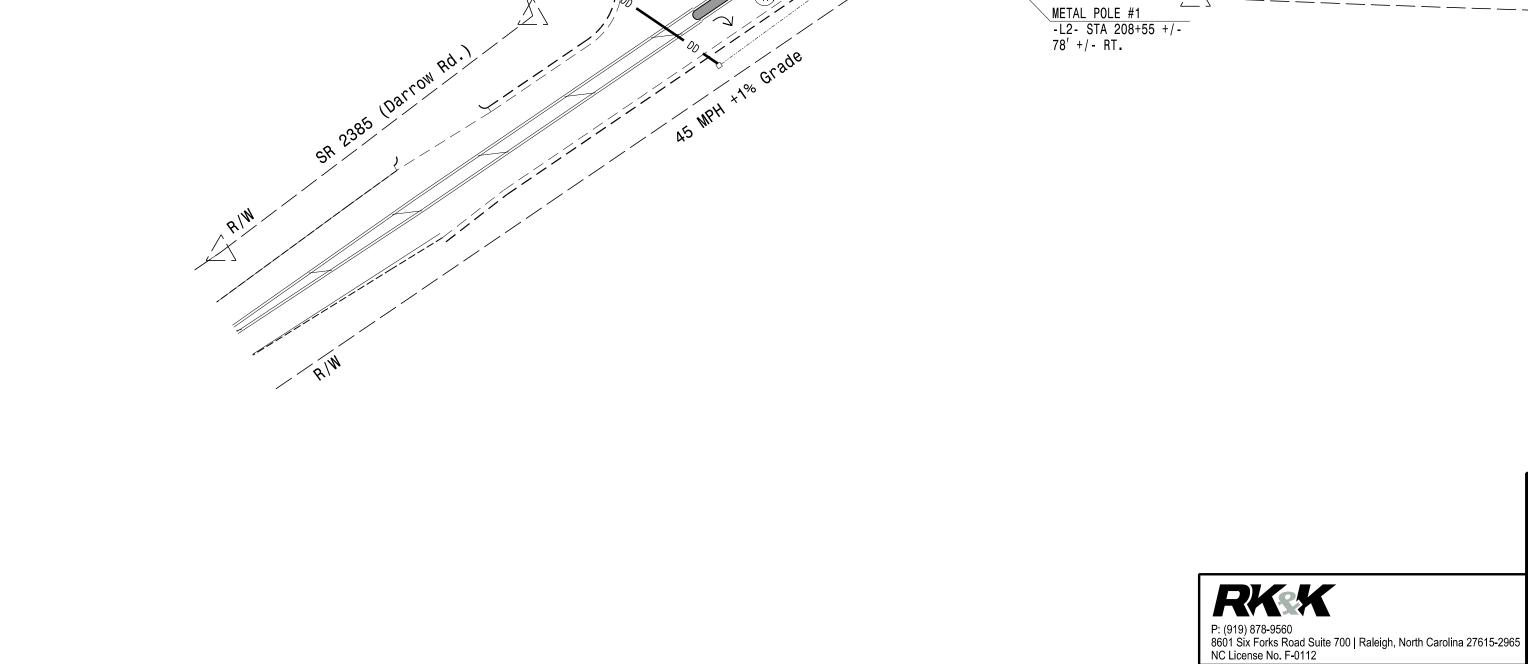
- 1. Refer to "Roadway Standard Drawings NCDOT" Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
 Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
 Reposition existing signal heads numbered 21 and 22.
 Set all detector units to presence mode.
 The Division Traffic Engineer will determine the hours of use for each phasing plan.

- 6. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

MAXTIME TIMING CHART							
FEATURE		PHASE					
FEATURE	2	4	7				
Walk *	-	_	_				
Ped Clear *	-	-	_				
Min Green	12	7	7				
Passage *	6.0	2.0	2.0				
Max 1 *	90	30	30				
Yellow Change	4.7	3.0	3.0				
Red Clear	1.3	3.2	3.2				
Added Initial *	1.5	-	_				
Maximum Initial *	34	-	_				
Time Before Reduction *	15	-	_				
Time To Reduce *	30	-	_				
Minimum Gap	3.0	_	_				
Advance Walk	_	_	_				
Non Lock Detector	-	Х	Х				
Vehicle Recall	MIN RECALL	_	_				
Dual Entry	_	Х	Х				

Extension times for phase 2 lower than what is shown. Min Green

for all other phases should not be lower than 4 seconds



		15R 2385 (Da)	F	R/W		
US 158 (Reidsville Rd.) : ┵		******	PH +1% Grade ====================================	===		
======================================	71 70					
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	22			===		
R/W 45 MPH -2% Grade		======================================		=== PROPOSED	<u>LEGEND</u>	<u>EXISTING</u>
SR 2385 (Darrow Rd.)	METAL POLE #1 -L2- STA 208+55 +/- 78' +/- RT.			Pe With Signal	Traffic Signal Head odified Signal Head Sign destrian Signal Head th Push Button & Sign ignal Pole with Guy I Pole with Sidewalk Guy ductive Loop Detector	N/A I V X X X X X X X X X X X X
AIW RIW				2-i N/A >> Met	ontroller & Cabinet Junction Box n Underground Conduit Right of Way Directional Arrow tal Pole with Mastarm YIELD" Sign (R1-2) O U-Turn Sign (R3-4)	
		Si	lgnal Upgrade - Final Design		DOCUMENT N FINAL U SIGNATURI	NOT CONSIDERED JNLESS ALL ES COMPLETED

www.rkk.com

SR 2385 (Darrow Rd.) Division 9 Forsyth County Walkertown

US 158 EB (Reidsville Rd.)

PLAN DATE: February 2024 REVIEWED BY: WP Erickson-Jones 750 N.Greenfield Pkwy.Garner.NC 27529 PREPARED BY: H TOWNSEND REVIEWED BY: REVISIONS

Engineers | Construction Managers | Planners | Scientists Responsive People | Creative Solutions

SIG. INVENTORY NO.