PHASING DIAGRAM

Ø2+6
Ø8
Ø1+6

PHASING DIAGRAM DETECTION LEGEND

- ● DETECTED MOVEMENT
- ◄— UNDETECTED MOVEMENT (OVERLAP)
- ◄--- UNSIGNALIZED MOVEMENT
- ◄---- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+6	Ø2+6	Ø8	FLASH
11	←	F/Y	←R	←Y
21	R	G	R	Y
22	R	G	R/	Y
31	R	R	←	R
32	R	R	←	R
63,64	G	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.

11 31 21 63,64 32 22

MAXTIME DETECTOR INSTALLATION CHART

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

✳ Video Detection Zone

NOTES

3 Phase
Fully Actuated
(Isolated)

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 unless otherwise directed by the Engineer.
3. Phase 1 may be lagged.
4. Disconnect and bag heads from 09-1100T1 numbered 23, 24, 41, 42, 51, 61, and 62.
5. Remove louvers from signal heads numbered 11, 63, and 64.
6. Set all detector units to presence mode.
7. Pavement markings are existing.
8. This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.

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	30
Yellow Change	3.0	4.8	4.8	3.0
Red Clear	2.3	2.2	2.2	3.3
Added Initial *	–	2.5	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.

US 158 (Reidsville Rd.)
SR 1965 (Belews Creek Rd.)
SR 2014 (Vance Rd.)
45 MPH +2% Grade
45 MPH -2% Grade
45 MPH +0% Grade
31 32
64 63 11
2A
1A
21 22
1C
8A 1B
6A

R/W

LEGEND

PROPOSED		EXISTING
Traffic Signal Head		●
Modified Signal Head		N/A
Sign		
Pedestrian Signal Head With Push Button & Sign		
Signal Pole with Guy		
Signal Pole with Sidewalk Guy		
Inductive Loop Detector		
Controller & Cabinet		
Junction Box		
2-in Underground Conduit		
Right of Way	N/A	
Directional Arrow		
Construction Zone		
Video Detection Zone		
Barricade		

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

RK&K
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Engineers | Construction Managers | Planners | Scientists
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Responsive People | Creative Solutions

Prepared for the Offices of:
Transportation Mobility and Safety Division
DEPT. OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

US 158 (Reidsville Rd.)
at
SR 2014 (Vance Rd.)

Division 9   Forsyth County   Walkertown

PLAN DATE: February 2024	REVIEWED BY: WP Erickson-Jones
PREPARED BY: H Townsend	REVIEWED BY:

SCALE
0 ___ 50
1" = 50'

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 056142 PORTER JONES

Porter Jones
DocuSigned by
SIGNATURE
2/12/2024
DATE

REVISIONS	INIT.	DATE

SIG. INVENTORY NO. 09-1100T2