PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 27.2

MAXTIME OVERLAP PROGRAMMING DETAIL FOR DEFAULT PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

Overlap Plan 1

Overlap	4
Type	FYA 4 - Section
Included Phases	2
Modifier Phases	7
Modifier Overlaps	-
Trail Green	0
Trail Yellow	0.0
Trail Red	0.0

MAXTIME OVERLAP PROGRAMMING DETAIL FOR ALTERNATE PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

In the table view of the web interface, right click on "Overlap" in the top left corner of the table. Copy the entire contents of Overlap Plan 1. Paste Overlap Plan 1 into Overlap Plan 2. Modify Overlap Plan 2 as shown below and save changes.

Overlap Plan 2

Overlap	4	
Type	FYA 4 - Section	
Included Phases	-	← NOTICE INCLUDED PHASE
Modifier Phases	7	
Modifier Overlaps	-	
Trail Green	0	
Trail Yellow	0.0	
Trail Red	0.0	

MAXTIME ALTERNATE PHASING PATTERN PROGRAMMING DETAIL

Front Panel
Main Menu >Controller >Coordination >Patterns

Web Interface
Home >Controller >Coordination >Patterns

Pattern Parameters

Pattern	Veh Det Plan	Overlap Plan
*	2	2

* The Pattern number(s) are to be determined by the Division and/or City Traffic Engineer.

MAXTIME ALTERNATE PHASING ACTIVATION DETAIL

To run alternate phasing, select a Pattern that is programmed to run Overlap Plan 2 and Detector Plan 2.
A Pattern can be selected through the scheduler or manually by changing the Operational Mode.

PHASING	OVERLAP PLAN	VEH DET PLAN
ACTIVE PLAN REQUIRED TO RUN DEFAULT PHASING	1	1
ACTIVE PLAN REQUIRED TO RUN ALTERNATE PHASING	2	2

ALTERNATE PHASING CHANGE SUMMARY

THE FOLLOWING IS A SUMMARY OF WHAT TAKES PLACE WHEN OVERLAP PLAN 2 AND VEHICLE DETECTOR PLAN 2 ACTIVATE TO CALL THE "ALTERNATE PHASING":

OVERLAP PLAN 2: Modifies overlap included phases for head 71 to run protected turns only.

VEH DET PLAN 2: Reduces delay time for phase 7 call on loop 7A to 0 seconds.

MAXTIME DETECTOR PROGRAMMING DETAIL FOR ALTERNATE PHASING LOOPS 7A

Front Panel
Main Menu >Controller >Detector >Veh Det Plans

Web Interface
Home >Controller >Detector Configuration >Vehicle Detectors

In the table view of web interface right click on "Detector" in the top left corner of the table. Copy the entire contents of Detector Plan 1. Paste Detector Plan 1 into Detector Plan 2. Modify Detector Plan 2 as shown below and save changes.

Plan 2

	Detector	Call Phase	Delay
7A	21	7	0

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 09-0966
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

Signal Upgrade - Final Design - Electrical Detail - Sheet 2 of 2

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Electrical and Programming Details For:

Prepared for the Offices of:
Transportation Mobility and Safety Division
North Carolina Department of Transportation
Traffic Engineering Branch
Traffic & Signals Management Section
750 N. Greenfield Pkwy, Garner, NC 27529

US 158 EB (Reidsville Rd.)
at
SR 2385 (Darrow Road)

Division 9 | Forsyth County | Walkertown

PLAN DATE: February 2024	REVIEWED BY: DT Sears
PREPARED BY: WP Erickson-Jones	REVIEWED BY:

REVISIONS	INIT.	DATE

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NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER PORTER JONES

DocuSigned by: Porter Jones 2/12/2024
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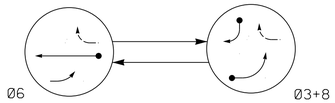
DATE

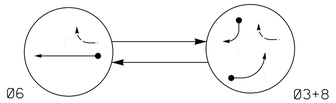
SIG. INVENTORY NO. 09-0996

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 28.0

DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø6	PHASE Ø3+8	FLASH
31	~~F~~	←	~~Y~~
61, 62	↑	R	Y
81, 82	R	→	R

DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø6	PHASE Ø3+8	FLASH
31	~~R~~	←	~~Y~~
61, 62	↑	R	Y
81, 82	R	→	R

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
3A ✳	6X40	0	✳	✳	3	15#	-	X	-	X	-	✳
6A ✳	6X6	300	✳	✳	6	-	-	X	X	X	-	✳
8A ✳	6X40	0	✳	✳	8	15	-	X	-	X	-	✳

✳ Video Detection Zone

\# Disable Delay During Alternate Phasing Operation.

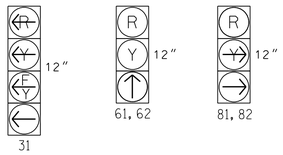
2 Phase
Fully Actuated
(Isolated)

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. Set all detector units to presence mode.
4. This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.

SIGNAL FACE I.D.

All Heads L.E.D.



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	·····
N/A	Right of Way	– – – –
→	Directional Arrow	→
▬	Video Detection Zone	▬
◯▷	Metal Pole with Mastarm	◯▷
Ⓐ	"YIELD" Sign (R1-2)	Ⓐ
Ⓑ	No U-Turn Sign (R3-4)	Ⓑ

MAXTIME TIMING CHART

FEATURE	PHASE 3	PHASE 6	PHASE 8
Walk *	–	–	–
Ped Clear *	–	–	–
Min Green	7	12	7
Passage *	2.0	6.0	2.0
Max 1 *	30	90	30
Yellow Change	3.0	4.4	3.0
Red Clear	3.2	1.2	3.2
Added Initial *	–	2.5	–
Maximum Initial *	–	34	–
Time Before Reduction *	–	15	–
Time To Reduce *	–	30	–
Minimum Gap	–	3.0	–
Advance Walk	–	–	–
Non Lock Detector	X	–	X
Vehicle Recall	–	MIN RECALL	–
Dual Entry	X	–	X

* These values may be field adjusted. Do not adjust Min Green and Extension times for phase 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

New Installation - Temporary Design (TMP Phase III Step 5)

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

SCALE
0 40
1" = 40'

US 158 WB (Reidsville Rd.) at SR 2385 (Darrow Rd.)

Division 9 Forsyth County Walkertown

PLAN DATE: February 2024 REVIEWED BY: WP Erickson-Jones

PREPARED BY: H Townsend REVIEWED BY:

REVISIONS	INIT.	DATE

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NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER PORTER JONES

DocuSigned by: Porter Jones 2/12/2024
SIGNATURE DATE

SIG. INVENTORY NO. 09-09841

2/12/2024
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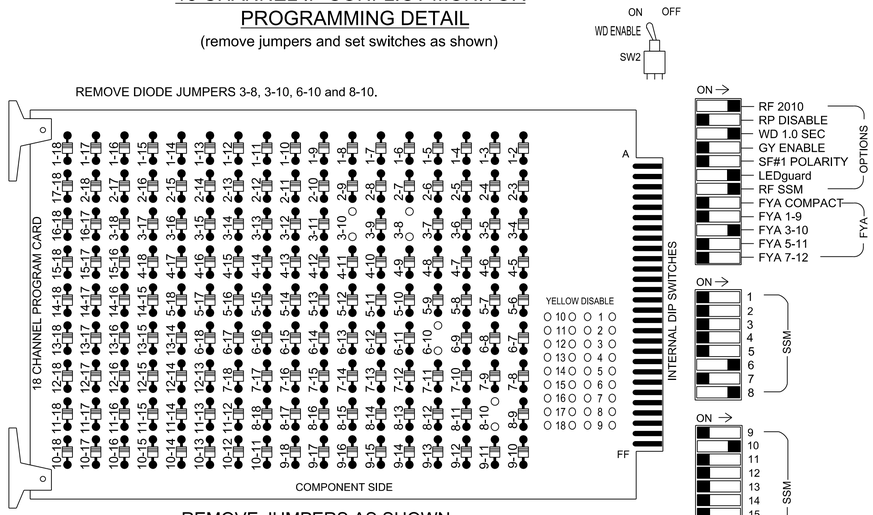
WPJones

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 28.1

18 CHANNEL IP CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)



REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that the Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the signal plan.
2. Program controller to start up in phase 6 Green No Walk.
3. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.

EQUIPMENT INFORMATION

Controller.....2070LX
Cabinet.....332 w/ Aux
Software.....Q-Free MAXTIME
Cabinet Mount.....Base
Output File Positions.....18 With Aux. Output File
Load Switches Used.....S4, S8, S11, AUX S2
Phases Used.....3, 6, 8
Overlap "1".....NOT USED
Overlap "2".....*
Overlap "3".....NOT USED
Overlap "4".....NOT USED

*See overlap programming detail on sheet 2.

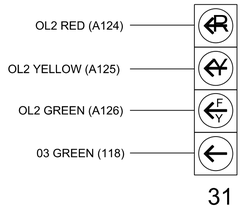
SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	8	8 PED	OL1	OL2	SPARE	OL3	OL4	SPARE
SIGNAL HEAD NO.	NU	NU	NU	31★	NU	NU	NU	61,62	NU	NU	81,82	NU	NU	31★	NU	NU	NU	NU
RED	·	·	·	·	·	·	·	134	·	·	107	·	·	·	·	·	·	·
YELLOW	·	·	·	*	·	·	·	135	·	·	·	·	·	·	·	·	·	·
GREEN	·	·	·	·	·	·	·	·	·	·	·	·	·	·	·	·	·	·
RED ARROW	·	·	·	·	·	·	·	·	·	·	·	·	·	A124	·	·	·	·
YELLOW ARROW	·	·	·	·	·	·	·	·	·	·	108	·	·	A125	·	·	·	·
FLASHING YELLOW ARROW	·	·	·	·	·	·	·	·	·	·	·	·	·	A126	·	·	·	·
GREEN ARROW	·	·	·	118	·	·	·	136	·	·	109	·	·	·	·	·	·	·

NU = Not Used
* Denotes install load resistor. See load resistor installation detail this sheet.
★See pictorial of head wiring in detail this sheet.

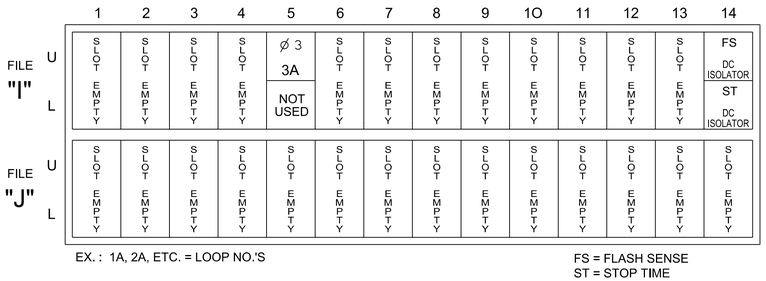
FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



INPUT FILE POSITION LAYOUT

(front view)



EX.: 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT POINT	DETECTOR NO.	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN
3A	TB4-5,6	I5U	58	20	7★	3	15		X		X	

★ For the detector to work as shown on the signal design plan, see the vehicle detector setup programming detail for alternate phasing on sheet 2.

INPUT FILE POSITION LEGEND: J2L
FILE J
SLOT 2
LOWER

LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown)

ACCEPTABLE VALUES	
Value (ohms)	Wattage
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)

SPECIAL DETECTOR NOTE

Install a video detection system for vehicle detection for zones. 3A, 6A and 8A. Perform installation according to manufacturer's directions and NCDOT engineer -approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

For Detection Zone 3A, the equipment placement and slots are typical for a NCDOT installation. Inputs associated with these slots are compatible with time of day instructions located on sheet 2 of this electrical detail.

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 09-0984T
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

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New Installation - Temporary Design
(TMP Phase III Step 5) Electrical Detail - Sheet 1 of 2

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Electrical and Programming Details For:

Prepared for the Offices of:
NC Department of Transportation Mobility and Safety Division
Traffic Engineering Branch
Signals Management Section

750 N. Greenfield Pkwy, Garner, NC 27529

US 158 WB (Reidsville Rd.)
at
SR 2385 (Darrow Road)

Division 9 | Forsyth County | Walkertown

PLAN DATE: February 2024	REVIEWED BY: DT Sears
PREPARED BY: WP Erickson-Jones	REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER W. PORTER JONES
DocuSigned by: Porter Jones D06E13E3A0E0498...
2/12/2024
DATE

SIG. INVENTORY NO. 09-0984T

2/12/2024
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wpjones

MAXTIME OVERLAP PROGRAMMING DETAIL FOR DEFAULT PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

Overlap Plan 1

Overlap	2
Type	FYA 4 - Section
Included Phases	6
Modifier Phases	3
Modifier Overlaps	-
Trail Green	0
Trail Yellow	0.0
Trail Red	0.0

MAXTIME OVERLAP PROGRAMMING DETAIL FOR ALTERNATE PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

In the table view of the web interface, right click on "Overlap" in the top left corner of the table. Copy the entire contents of Overlap Plan 1. Paste Overlap Plan 1 into Overlap Plan 2. Modify Overlap Plan 2 as shown below and save changes.

Overlap Plan 2

Overlap	2
Type	FYA 4 - Section
Included Phases	-
Modifier Phases	3
Modifier Overlaps	-
Trail Green	0
Trail Yellow	0.0
Trail Red	0.0

← NOTICE INCLUDED PHASE

MAXTIME ALTERNATE PHASING PATTERN PROGRAMMING DETAIL

Front Panel
Main Menu >Controller >Coordination >Patterns

Web Interface
Home >Controller >Coordination >Patterns

Pattern Parameters

Pattern	Veh Det Plan	Overlap Plan
*	2	2

* The Pattern number(s) are to be determined by the Division and/or City Traffic Engineer.

MAXTIME ALTERNATE PHASING ACTIVATION DETAIL

To run alternate phasing, select a Pattern that is programmed to run Overlap Plan 2 and Detector Plan 2.
A Pattern can be selected through the scheduler or manually by changing the Operational Mode.

PHASING	OVERLAP PLAN	VEH DET PLAN
ACTIVE PLAN REQUIRED TO RUN DEFAULT PHASING	1	1
ACTIVE PLAN REQUIRED TO RUN ALTERNATE PHASING	2	2

ALTERNATE PHASING CHANGE SUMMARY

THE FOLLOWING IS A SUMMARY OF WHAT TAKES PLACE WHEN OVERLAP PLAN 2 AND VEHICLE DETECTOR PLAN 2 ACTIVATE TO CALL THE "ALTERNATE PHASING":

OVERLAP PLAN 2: Modifies overlap included phases for head 31 to run protected turns only.

VEH DET PLAN 2: Reduces delay time for phase 3 call on loop 3A to 0 seconds.

MAXTIME DETECTOR PROGRAMMING DETAIL FOR ALTERNATE PHASING LOOPS 3A

Front Panel
Main Menu >Controller >Detector >Veh Det Plans

Web Interface
Home >Controller >Detector Configuration >Vehicle Detectors

In the table view of web interface right click on "Detector" in the top left corner of the table. Copy the entire contents of Detector Plan 1. Paste Detector Plan 1 into Detector Plan 2. Modify Detector Plan 2 as shown below and save changes.

Plan 2

	Detector	Call Phase	Delay
3A	7	3	0

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 09-0984T
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

New Installation - Temporary Design
(TMP Phase III Step 5) Electrical Detail - Sheet 2 of 2

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Division 9 | Forsyth County | Walkertown

PLAN DATE: February 2024	REVIEWED BY: DT Sears
PREPARED BY: WP Erickson-Jones	REVIEWED BY:

REVISIONS	INIT.	DATE

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NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 056142 W. PORTER JONES

DocuSigned by: Porter Jones
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DATE 2/12/2024

SIG. INVENTORY NO. 09-0984T

2/12/2024
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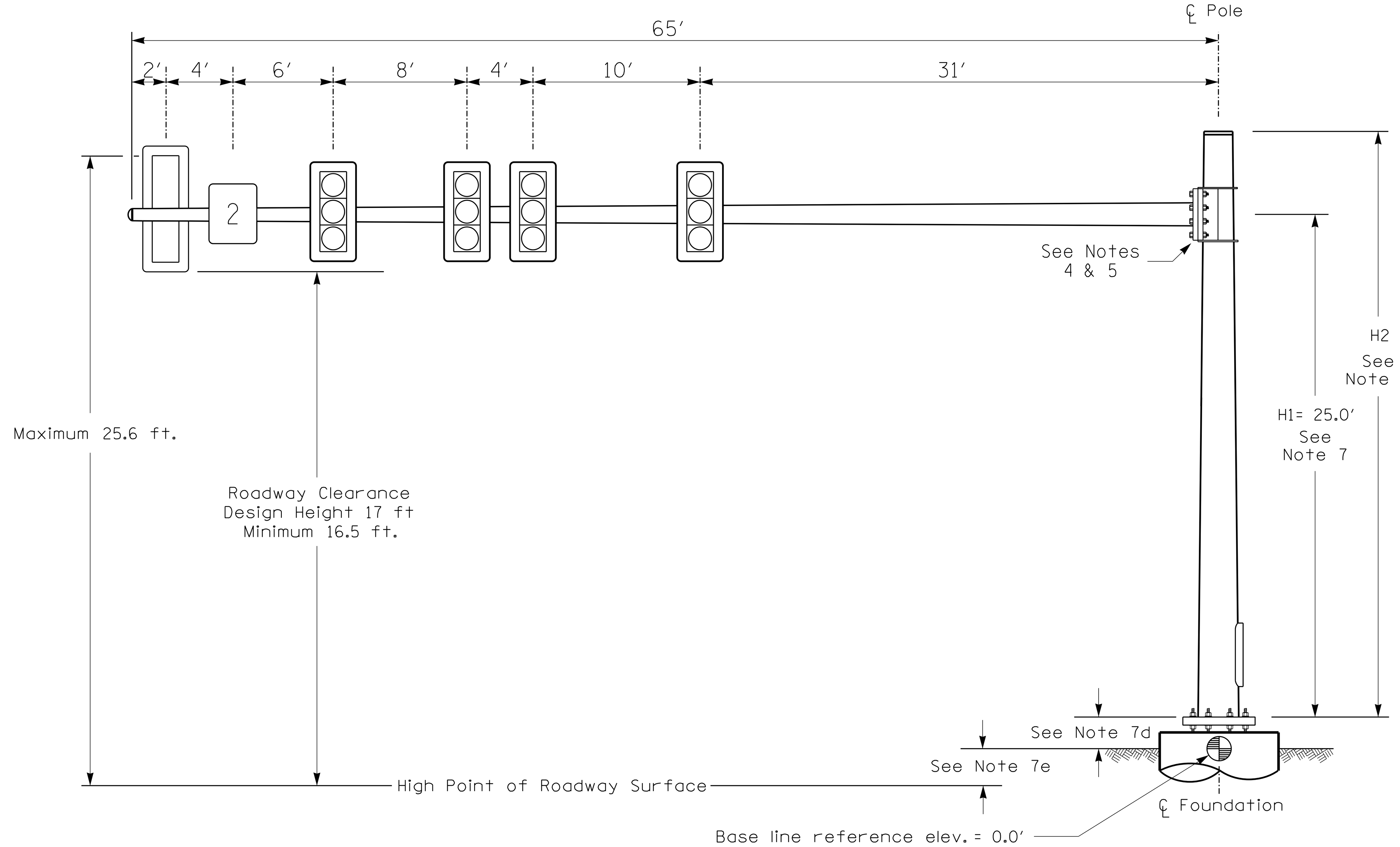
wpjones

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 28.3

METAL POLE No. 1

Design Loading for METAL POLE NO. 1



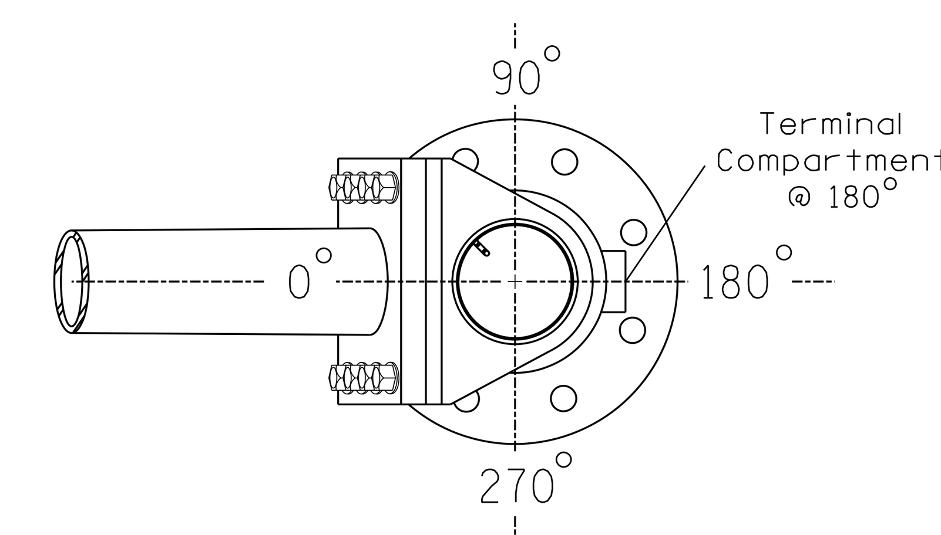
Elevation View

SPECIAL NOTE

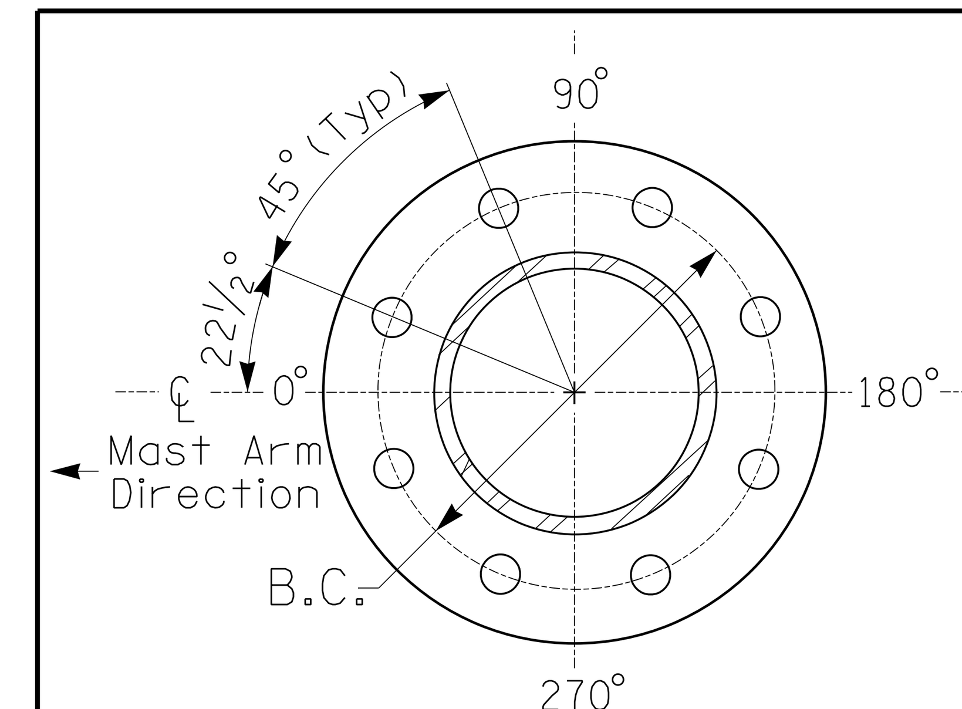
The contractor is responsible for verifying that the mast arm attachment height (H1) will provide the "Design Height" clearance from the roadway before submitting final shop drawings for approval. Verify elevation data below which was obtained by field measurement or from available project survey data.

Elevation Data for Mast Arm Attachment (H1)

Elevation Differences for:	Pole 1	
Baseline reference point at ℄ Foundation @ ground level	0.0 ft.	
Elevation difference at High point of roadway surface	+5.8 ft.	
Elevation difference at Edge of travelway or face of curb	+5.2 ft.	

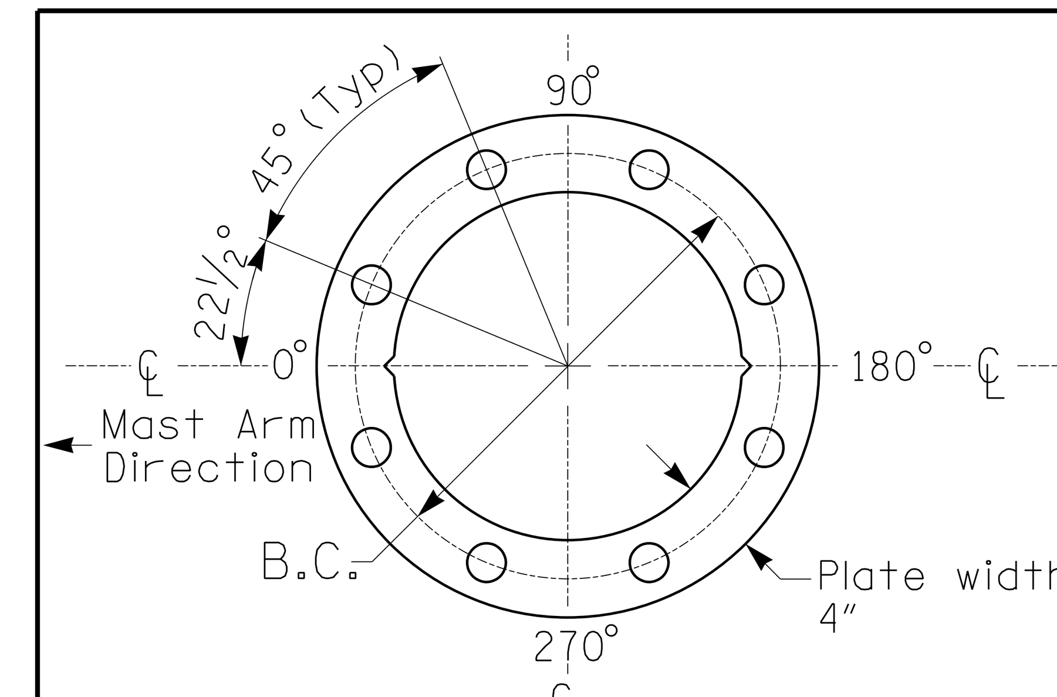


POLE RADIAL ORIENTATION



8 BOLT BASE PLATE DETAIL

See Note 6



BASE PLATE TEMPLATE & ANCHOR BOLT LOCK PLATE DETAIL

For 8 Bolt Base Plate

MAST ARM LOADING SCHEDULE

LOADING SYMBOL	DESCRIPTION	AREA	SIZE	WEIGHT
	RIGID MOUNTED SIGNAL HEAD 12"-3 SECTION-WITH BACKPLATE	9.3 S.F.	25.5" W X 52.5" L	60 LBS
	RIGID MOUNTED SIGNAL HEAD 12"-4 SECTION-WITH BACKPLATE	11.5 S.F.	25.5" W X 66.0" L	74 LBS
2	SIGN RIGID MOUNTED	7.5 S.F.	30.0" W X 36.0" L	14 LBS

DESIGN REFERENCE MATERIAL

1. Design the traffic signal structure and foundation in accordance with:
   - The 1st Edition 2015 AASHTO LRFD "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, including all of the latest interim revisions.
   - The 2024 NCDOT "Standard Specifications for Roads and Structures." The latest addenda to the specifications can be found in the traffic signal project special provisions.
   - The 2024 NCDOT Roadway Standard Drawings.
   - The traffic signal project plans and special provisions.
   - The NCDOT "Metal Pole Standards" located at the following NCDOT website: https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx

DESIGN REQUIREMENTS

2. Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signal plans for the actual loads that will be applied at the time of the installation.
3. Design all signal supports using force ratios that do not exceed 0.9.
4. The camber design for the mast arm deflection should provide an appearance of a low pitched arch where the tip or the free end of the mast arm does not deflect below horizontal when fully loaded.
5. A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design requirements.
6. Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts.
7. The mast arm attachment height (H1) shown is based on the following design assumptions:
   a. Mast arm slope and deflection are not considered in determining the arm attachment height as they are assumed to offset each other.
   b. Signal heads are rigidly mounted and vertically centered on the mast arm.
   c. The roadway clearance height for design is as shown in the elevation views.
   d. The top of the pole base plate is 0.75 feet above the ground elevation.
   e. Refer to the Elevation Data Chart for the elevation differences between the proposed foundation ground level and the high point of the roadway.
8. The pole manufacturer will determine the total height (H2) of each pole using the greater of the following:
   - Mast arm attachment height (H1) plus 2 feet, or
   - H1 plus 1/2 of the total height of the mast arm attachment assembly plus 1 foot.
9. If pole location adjustments are required, the contractor must gain approval from the Engineer as this may affect the mast arm lengths and arm attachment heights. The contractor may contact the Signal Design Section Senior Structural Engineer for assistance at (919) 814-5000.
10. The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway.
11. The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.

NCDOT Wind Zone 4 (90 mph)

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Prepared for the Offices of:

Transportation Mobility and Safety Division – Signal Design Section

750 N.Greenfield Pkwy,Garner,NC 27529

US 158 WB (Reidsville Rd.)
at
SR 2385 (Darrow Road)

Division 9 Forsyth County Walkertown

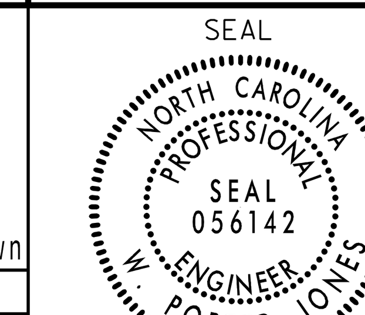
PLAN DATE: February 2024 REVIEWED BY: DT Sears

PREPARED BY: WP Erickson-Jones REVIEWED BY:

SCALE 0 N/A N/A

REVISIONS INIT. DATE

SEAL



Porter Jones 2/12/2024

SIGNATURE DATE

SIG. INVENTORY NO. 09-0984T

2/12/2024
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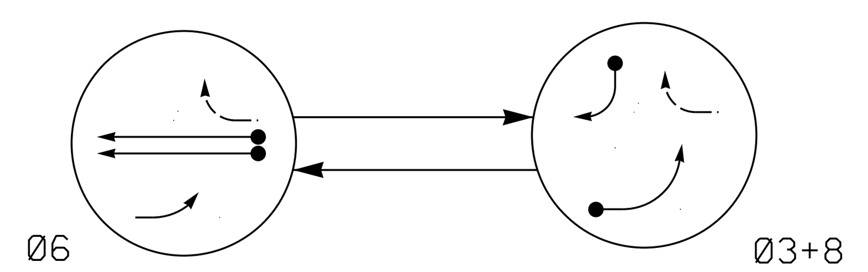
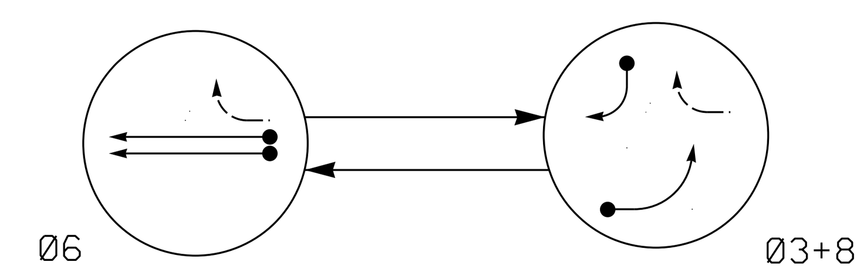
wpjones

DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø6	Ø3+8	FLASH
31	←FY	←	←Y
61, 62	↑	R	Y
81, 82	R	→	R

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø6	Ø3+8	FLASH
31	←R	←	←Y
61, 62	↑	R	Y
81, 82	R	→	R

MAXTIME DETECTOR INSTALLATION CHART

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

Disable Delay During Alternate Phasing Operation.

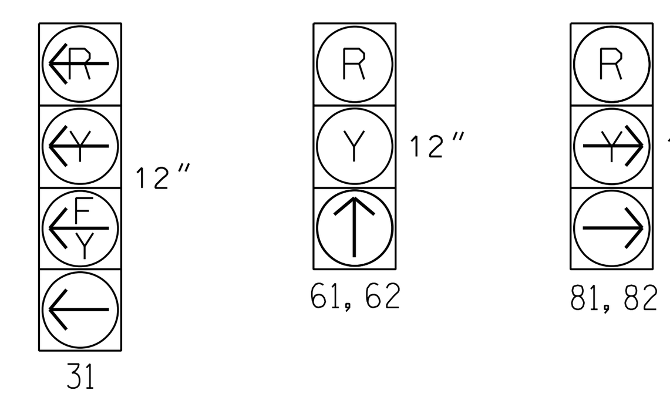
2 Phase
Fully Actuated
(US 158 Signal System)
Signal System #: D09-11_Winston-Salem

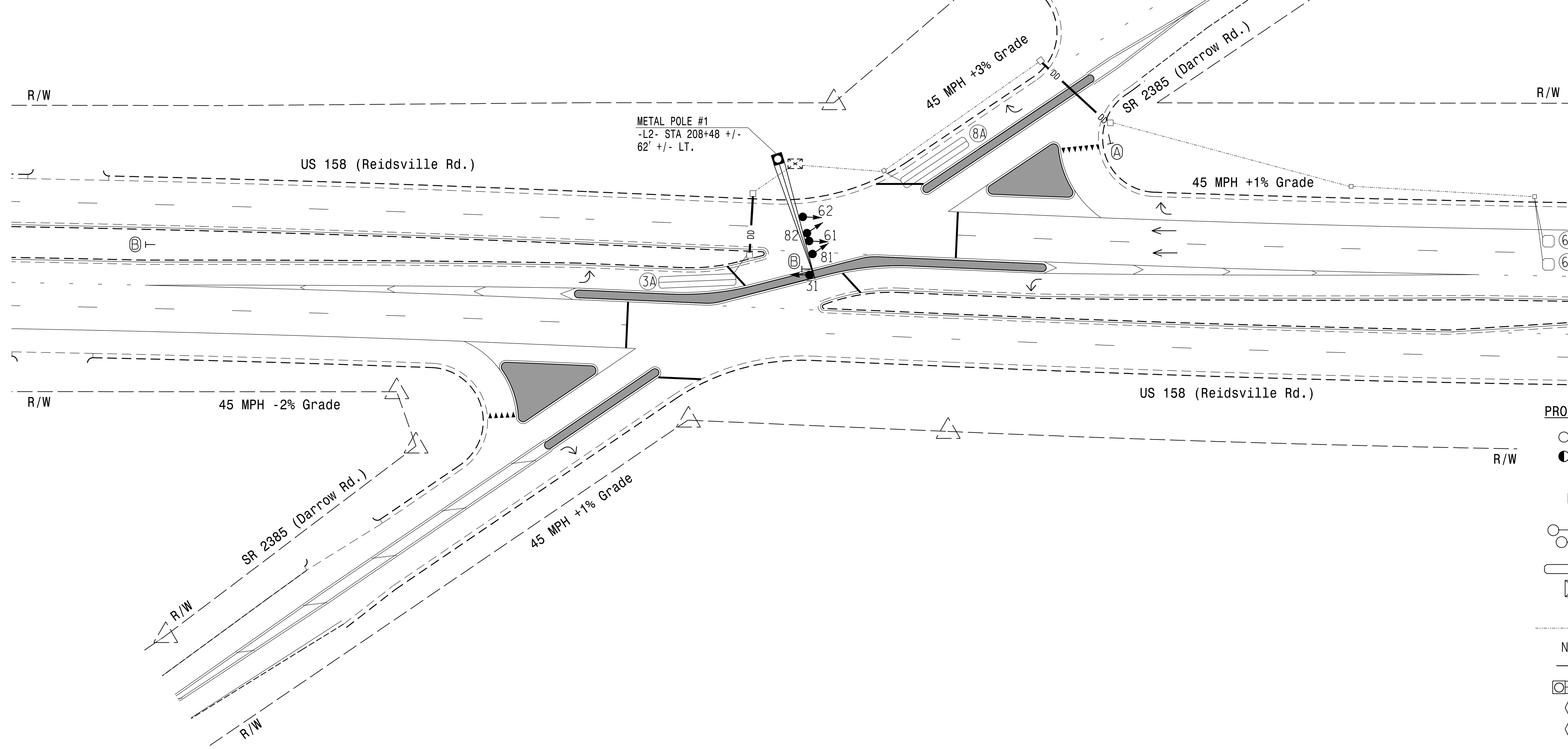
NOTES

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. Reposition existing signal heads numbered 61 and 62.
4. Set all detector units to presence mode.
5. 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.

SIGNAL FACE I.D.

All Heads L.E.D.





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	
N/A	Right of Way	
	Directional Arrow	
	Metal Pole with Mastarm	
A	"YIELD" Sign (R1-2)	A
B	No U-Turn Sign (R3-4)	B

MAXTIME TIMING CHART

FEATURE	PHASE 3	6	8
Walk *	–	–	–
Ped Clear *	–	–	–
Min Green	7	12	7
Passage *	2.0	6.0	2.0
Max 1 *	30	90	30
Yellow Change	3.0	4.4	3.0
Red Clear	3.2	1.2	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	X	–	X
Vehicle Recall	–	MIN RECALL	–
Dual Entry	X	–	X

* These values may be field adjusted. Do not adjust Min Green and Extension times for phase 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, Signal Design Section, Department of Transportation, State of North Carolina
750 N.Greenfield Pkwy,Garner,NC 27529

SCALE 0 40
1" = 40'

US 158 WB (Reidsville Rd.)
at
SR 2385 (Darrow Rd.)

Division 9 Forsyth County Walkertown

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

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 056142 W. PORTER JONES

DocuSigned by: Porter Jones
SIGNATURE 2/12/2024 DATE

SIG. INVENTORY NO. 09-0984

2/12/2024
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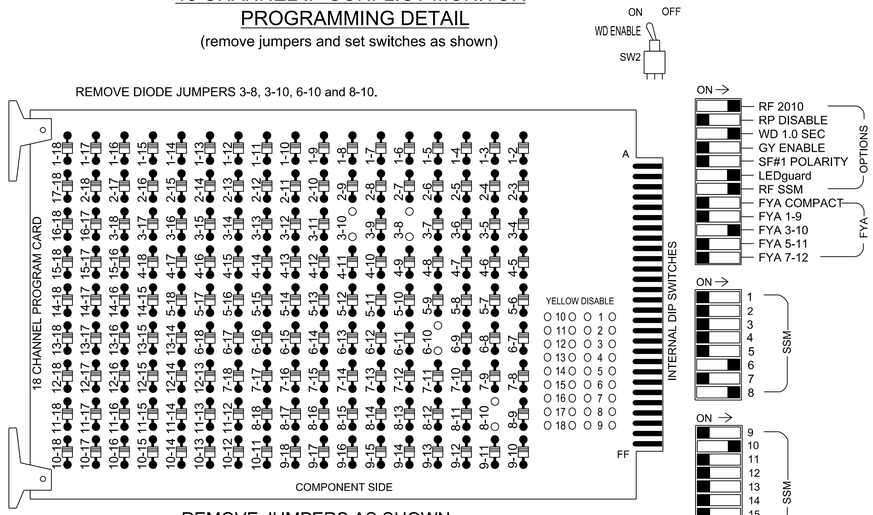
wpjones

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 29.1

18 CHANNEL IP CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)



REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that the Red Enable is active at all times during normal operation.
4. Integrate monitor with Ethernet network in cabinet.

■ = DENOTES POSITION OF SWITCH

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the signal plan.
2. Program controller to start up in phase 6 Green No Walk.
3. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.
4. The cabinet and controller are part of the US 158 Signal System, Signal System : D09-11_Winston-Salem System.

EQUIPMENT INFORMATION

Controller.....2070LX
Cabinet.....332 w/ Aux
Software.....Q-Free MAXTIME
Cabinet Mount.....Base
Output File Positions.....18 With Aux. Output File
Load Switches Used.....S4, S8, S11, AUX S2
Phases Used.....3, 6, 8
Overlap "1".....NOT USED
Overlap "2".....*
Overlap "3".....NOT USED
Overlap "4".....NOT USED

*See overlap programming detail on sheet 2.

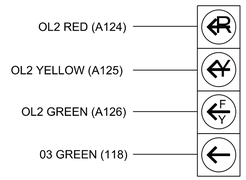
SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	8	8 PED	OL1	OL2	SPARE	OL3	OL4	SPARE
SIGNAL HEAD NO.	NU	NU	NU	31★	NU	NU	NU	61,62	NU	NU	81,82	NU	NU	31★	NU	NU	NU	NU
RED	·	·	·	·	·	·	·	134	·	·	107	·	·	·	·	·	·	·
YELLOW	·	·	·	*	·	·	·	135	·	·	·	·	·	·	·	·	·	·
GREEN	·	·	·	·	·	·	·	·	·	·	·	·	·	·	·	·	·	·
RED ARROW	·	·	·	·	·	·	·	·	·	·	·	·	·	A124	·	·	·	·
YELLOW ARROW	·	·	·	·	·	·	·	·	·	·	108	·	·	A125	·	·	·	·
FLASHING YELLOW ARROW	·	·	·	·	·	·	·	·	·	·	·	·	·	A126	·	·	·	·
GREEN ARROW	·	·	·	118	·	·	·	136	·	·	109	·	·	·	·	·	·	·

NU = Not Used
★ Denotes install load resistor. See load resistor installation detail this sheet.
★See pictorial of head wiring in detail this sheet.

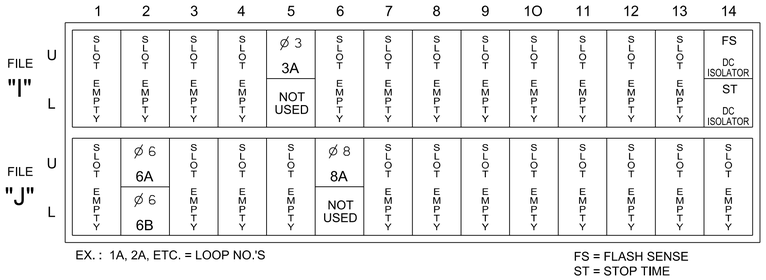
FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



INPUT FILE POSITION LAYOUT

(front view)



EX. : 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT POINT	DETECTOR NO.	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN
3A	TB4-5,6	I5U	58	20	7 ★	3	15		X		X	
6A	TB3-5,6	J2U	40	2	16	6			X	X	X	
6B	TB3-7,8	J2L	44	6	17	6			X	X	X	
8A	TB5-9,10	J6U	42	4	22	8	15		X		X	

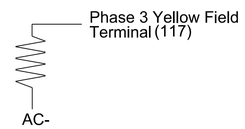
★ For the detector to work as shown on the signal design plan, see the vehicle detector setup programming detail for alternate phasing on sheet 2.

INPUT FILE POSITION LEGEND: J2L
FILE J
SLOT 2
LOWER

LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown)

ACCEPTABLE VALUES	
Value (ohms)	Wattage
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 09-0984
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

Signal Upgrade - Final Design - Electrical Detail - Sheet 1 of 2

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Electrical and Programming Details For:

Prepared for the Offices of:

Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signals Management Section

750 N. Greenfield Pkwy, Garner, NC 27529

US 158 WB (Reidsville Rd.)
at
SR 2385 (Darrow Road)

Division 9 | Forsyth County | Walkertown

PLAN DATE:	February 2024	REVIEWED BY:	DT Sears
PREPARED BY:	WP Erickson-Jones	REVIEWED BY:	

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER PORTER JONES

DocuSigned by: Porter Jones DOSE13E3ADE0498... 2/12/2024 DATE

SIG. INVENTORY NO. 09-0984

2/12/2024
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WP Jones

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 29.2

MAXTIME OVERLAP PROGRAMMING DETAIL FOR DEFAULT PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

Overlap Plan 1

Overlap	2
Type	FYA 4 - Section
Included Phases	6
Modifier Phases	3
Modifier Overlaps	-
Trail Green	0
Trail Yellow	0.0
Trail Red	0.0

MAXTIME OVERLAP PROGRAMMING DETAIL FOR ALTERNATE PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

In the table view of the web interface, right click on "Overlap" in the top left corner of the table. Copy the entire contents of Overlap Plan 1. Paste Overlap Plan 1 into Overlap Plan 2. Modify Overlap Plan 2 as shown below and save changes.

Overlap Plan 2

Overlap	2	
Type	FYA 4 - Section	
Included Phases	-	← NOTICE INCLUDED PHASE
Modifier Phases	3	
Modifier Overlaps	-	
Trail Green	0	
Trail Yellow	0.0	
Trail Red	0.0	

MAXTIME ALTERNATE PHASING PATTERN PROGRAMMING DETAIL

Front Panel
Main Menu >Controller >Coordination >Patterns

Web Interface
Home >Controller >Coordination >Patterns

Pattern Parameters

Pattern	Veh Det Plan	Overlap Plan
*	2	2

* The Pattern number(s) are to be determined by the Division and/or City Traffic Engineer.

MAXTIME ALTERNATE PHASING ACTIVATION DETAIL

To run alternate phasing, select a Pattern that is programmed to run Overlap Plan 2 and Detector Plan 2.
A Pattern can be selected through the scheduler or manually by changing the Operational Mode.

PHASING	OVERLAP PLAN	VEH DET PLAN
ACTIVE PLAN REQUIRED TO RUN DEFAULT PHASING	1	1
ACTIVE PLAN REQUIRED TO RUN ALTERNATE PHASING	2	2

ALTERNATE PHASING CHANGE SUMMARY

THE FOLLOWING IS A SUMMARY OF WHAT TAKES PLACE WHEN OVERLAP PLAN 2 AND VEHICLE DETECTOR PLAN 2 ACTIVATE TO CALL THE "ALTERNATE PHASING":

OVERLAP PLAN 2: Modifies overlap included phases for head 31 to run protected turns only.

VEH DET PLAN 2: Reduces delay time for phase 3 call on loop 3A to 0 seconds.

MAXTIME DETECTOR PROGRAMMING DETAIL FOR ALTERNATE PHASING LOOPS 3A

Front Panel
Main Menu >Controller >Detector >Veh Det Plans

Web Interface
Home >Controller >Detector Configuration >Vehicle Detectors

In the table view of web interface right click on "Detector" in the top left corner of the table. Copy the entire contents of Detector Plan 1. Paste Detector Plan 1 into Detector Plan 2. Modify Detector Plan 2 as shown below and save changes.

Plan 2

	Detector	Call Phase	Delay
3A	7	3	0

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 09-0984
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

Signal Upgrade - Final Design - Electrical Detail - Sheet 2 of 2

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Traffic & Signals Management Section
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
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Division 9 | Forsyth County | Walkertown

PLAN DATE:	February 2024	REVIEWED BY:	DT Sears
PREPARED BY:	WP Erickson-Jones	REVIEWED BY:	

REVISIONS	INIT.	DATE

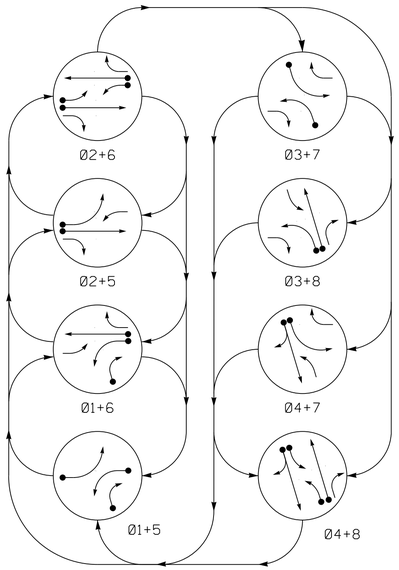
SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER W. PORTER JONES

DocuSigned by: Porter Jones 2/12/2024
DOCUSIGNATURE DATE

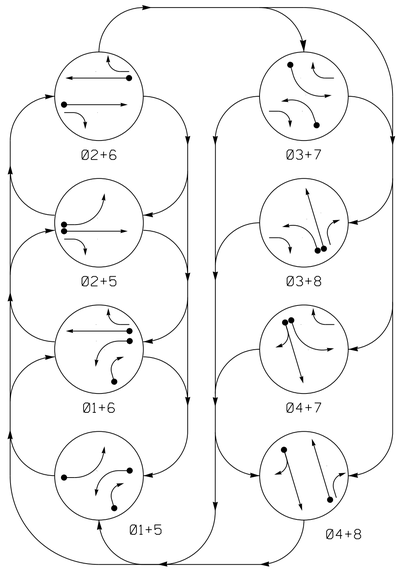
SIG. INVENTORY NO. 09-0984

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 30.0

DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM

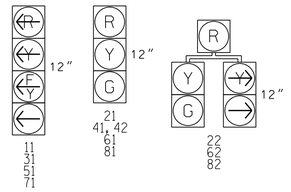


PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

SIGNAL FACE I.D.

All Heads L.E.D.



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE 01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8	FLASH
11	↚	↚	F Y	F Y	R̸	R̸	R̸	R̸	Y̸
21	R	R	G	G	R	R	R	R	Y
22	R	R	G	G	R/	R/	R	R	Y
31	R̸	R̸	R̸	R̸	↚	↚	F Y	F Y	R̸
41,42	R	R	R	R	R	R	G	G	R
51	↚	F Y	↚	F Y	R̸	R̸	R̸	R̸	Y̸
61	R	G	R	G	R	R	R	R	Y
62	R	G	R	G	R/	R	R/	R	Y
71	R̸	R̸	R̸	R̸	↚	F Y	↚	F Y	R̸
81	R	R	R	R	R	G	R	G	R
82	R/	R/	R	R	R	G	R	G	R

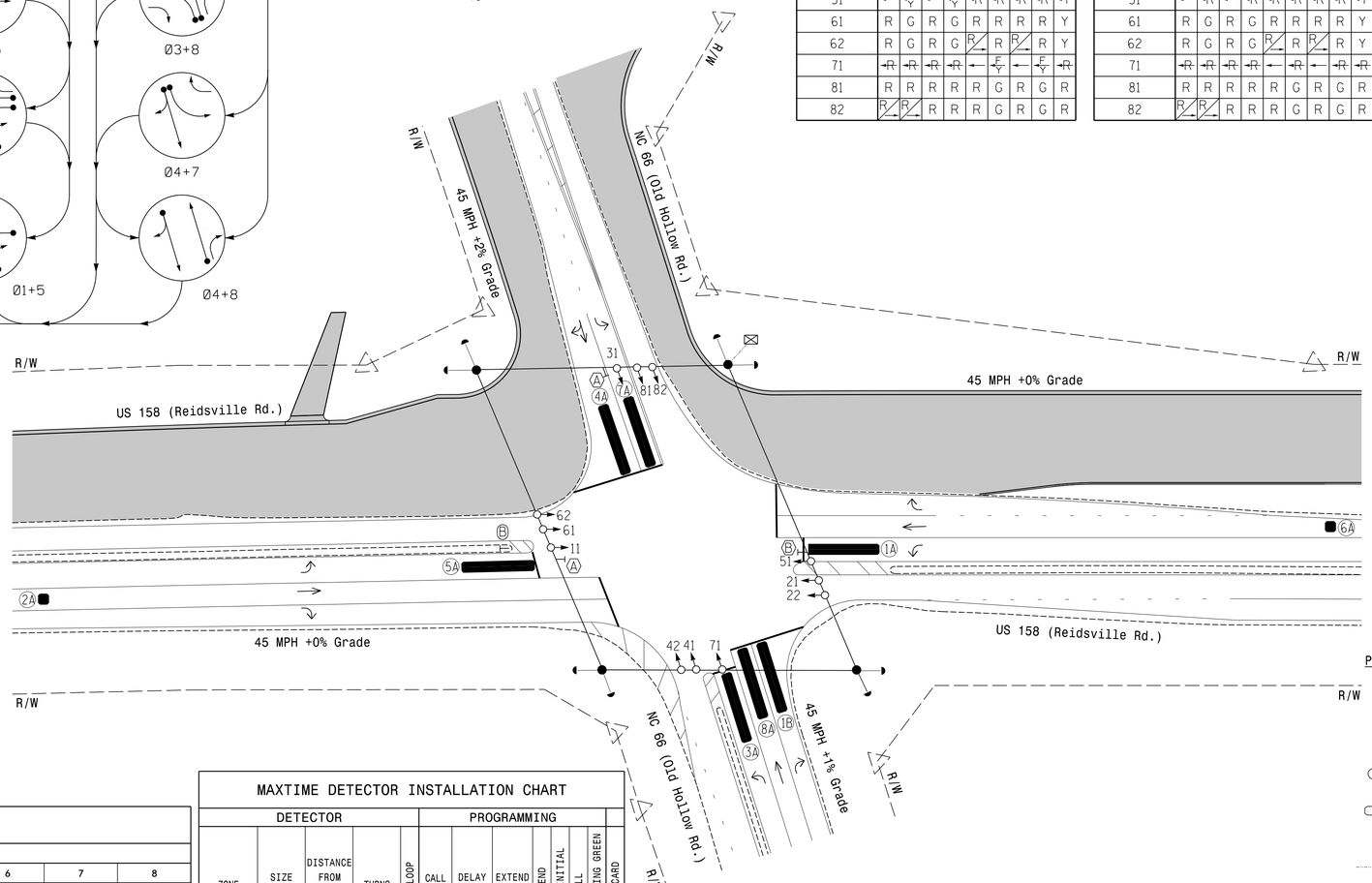
ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE 01+5	01+6	02+5	02+6	03+8	04+7	04+8	FLASH
11	↚	↚	R̸	R̸	R̸	R̸	R̸	Y̸
21	R	R	G	G	R	R	R	Y
22	R	R	G	G	R/	R/	R	Y
31	R̸	R̸	R̸	R̸	↚	R̸	R̸	R̸
41,42	R	R	R	R	R	G	G	R
51	↚	R̸	↚	R̸	R̸	R̸	R̸	Y̸
61	R	G	R	G	R	R	R	Y
62	R	G	R	G	R/	R	R/	Y
71	R̸	R̸	R̸	R̸	↚	R̸	R̸	R̸
81	R	R	R	R	G	R	G	R
82	R/	R/	R	R	G	R	G	R

8 Phase
Fully Actuated
(Isolated)

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 and/or phase 5 may be lagged.
4. Phase 3 and/or phase 7 may be lagged.
5. Set all detector units to presence mode.
6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
7. This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
8. The Division Traffic Engineer will determine the hours of use for each phasing plan.



MAXTIME TIMING CHART

FEATURE	PHASE 1	2	3	4	5	6	7	8
Walk *	–	–	–	–	–	–	–	–
Ped Clear *	–	–	–	–	–	–	–	–
Min Green	7	12	7	7	7	12	7	7
Passage *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max 1 *	20	90	20	40	20	90	20	40
Yellow Change	3.0	4.5	3.0	4.4	3.0	4.5	3.0	4.4
Red Clear	2.8	1.7	3.3	1.9	3.1	1.7	2.9	1.9
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	X	X	–	X	X
Vehicle Recall	–	MIN RECALL	–	–	–	MIN RECALL	–	–
Dual Entry	–	–	–	X	–	–	–	X

* 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.

MAXTIME DETECTOR INSTALLATION CHART

ZONE	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	✳	✳	1	15#	-	X	-	X	-	✳
					6@	3	-	X	-	X	X	✳
1B ✳	6X40	0	✳	✳	1	15	-	X	-	X	-	✳
2A ✳	6X6	300	✳	✳	2	-	-	X	X	X	-	✳
3A ✳	6X40	0	✳	✳	3	15#	-	X	-	X	-	✳
					8@	3	-	X	-	X	-	✳
4A ✳	6X40	0	✳	✳	4	10	-	X	-	X	-	✳
5A ✳	6X40	0	✳	✳	5	15#	-	X	-	X	-	✳
					2@	3	-	X	-	X	X	✳
6A ✳	6X6	300	✳	✳	6	-	-	X	X	X	-	✳
7A ✳	6X40	0	✳	✳	7	15##	-	X	-	X	-	✳
					4@	3	-	X	-	X	-	✳
8A ✳	6X40	0	✳	✳	8	-	-	X	-	X	-	✳

\# Disable Delay During Alternate Phasing Operation.
Reduce Delay to 3 Seconds During Alternate Phasing Operation.
@ Disable Phase Call For Zone(s) During Alternate Phasing Operation.
✳ Video Detection Zone

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	·····
N/A	Right of Way	– – – –
→	Directional Arrow	→
▭	Construction Zone	▭
▬	Video Detection Zone	▬
Ⓐ	"U-TURN YIELD TO RIGHT TURN" Sign (R10-16)	Ⓐ
Ⓑ	No U-Turn Sign (R3-4)	Ⓑ

Signal Upgrade - Temporary Design 1 (TMP Phase I)

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Prepared for the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
1750 N.Greenfield Pkwy.Garner,NC 27529

SCALE
0 40
1" = 40'

US 158 (Reidsville Rd.)
at
NC 66 (Old Hollow Rd.)
Division 9 Forsyth County Walkertown

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

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER PORTER JONES
DocuSigned by: Porter Jones
SIGNATURE 2/12/2024 DATE
SIG. INVENTORY NO. 09-0264TI

2/12/2024
2:47:21 PM
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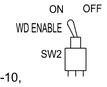
wpjones

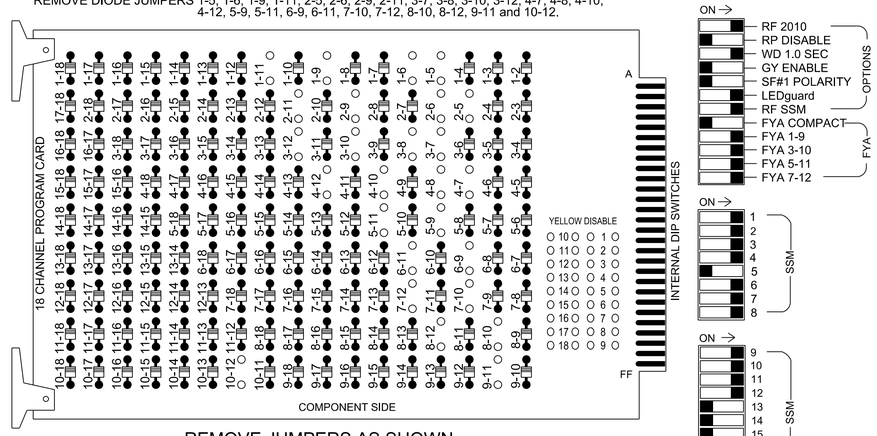
PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 30.1

18 CHANNEL IP CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)



REMOVE DIODE JUMPERS 1-5, 1-6, 1-9, 1-11, 2-5, 2-6, 2-9, 2-11, 3-7, 3-8, 3-10, 3-12, 4-7, 4-8, 4-10, 4-12, 5-9, 5-11, 6-9, 6-11, 7-10, 7-12, 8-10, 8-12, 9-11 and 10-12.



■ = DENOTES POSITION OF SWITCH

REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that the Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the signal plan.
2. Program phases 4 and 8 for Dual Entry.
3. Program controller to start up in phase 2 Green No Walk and 6 Green No Walk.
4. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.

EQUIPMENT INFORMATION

Controller.....2070LX
Cabinet.....332 w/ Aux
Software.....Q-Free MAXTIME
Cabinet Mount.....Base
Output File Positions.....18 With Aux. Output File
Load Switches Used.....S1, S2, S4, S5, S7, S8, S10, S11, AUX S1, AUX S2, AUX S4, AUX S5
Phases Used.....1, 2, 3, 4, 5, 6, 7, 8
Overlap "1".....*
Overlap "2".....*
Overlap "3".....*
Overlap "4".....*

*See overlap programming detail on sheet 2.

SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1		S2	S3	S4		S5	S6	S7	S8	S9	S10		S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1		2	13	3		4	14	5	6	15	7		8	16	9	10	17	11	12	18
PHASE	1		2	2 PED	3		4	4 PED	5	6	6 PED	7		8	8 PED	OL1	OL2	SPARE	OL3	OL4	SPARE
SIGNAL HEAD NO.	11★	82	21,22	NU	22	31★	41,42	NU	51★	61,62	NU	62	71★	81,82	NU	11★	31★	NU	51★	71★	NU
RED	·	*	128	·	*	·	101	·	·	134	·	*	·	107	·	·	·	·	·	·	·
YELLOW	·	·	129	·	·	·	102	·	*	135	·	·	·	108	·	·	·	·	·	·	·
GREEN	·	·	130	·	·	·	103	·	·	136	·	·	·	109	·	·	·	·	·	·	·
RED ARROW	·	·	·	·	·	·	·	·	·	·	·	·	·	·	·	A121	A124	·	A114	A101	·
YELLOW ARROW	·	126	·	·	117	·	·	·	·	·	·	123	·	·	·	A122	A125	·	A115	A102	·
FLASHING YELLOW ARROW	·	·	·	·	·	·	·	·	·	·	·	·	·	·	·	A123	A126	·	A116	A103	·
GREEN ARROW	127	127	·	·	118	118	·	·	133	·	·	124	124	·	·	·	·	·	·	·	·

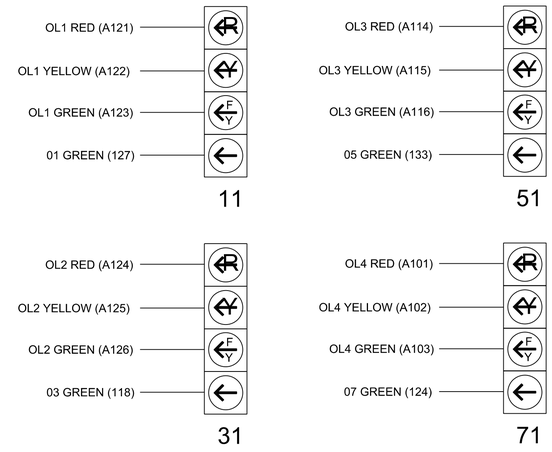
NU = Not Used

* Denotes install load resistor. See load resistor installation detail this sheet.

★See pictorial of head wiring in detail this sheet.

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



INPUT FILE POSITION LAYOUT

(front view)

		1	2	3	4	5	6	7	8	9	1O	11	12	13	14
FILE "I"	U	ø 1 1A	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	ø 3 3A	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	FS DC ISOLATOR
	L	NOT USED				NOT USED									ST DC ISOLATOR
FILE "J"	U	ø 5 5A	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	ø 7 7A	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY
	L	NOT USED				NOT USED									

EX.: 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT POINT	DETECTOR NO.	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN
1A	TB2-1,2	I1U	56	18	1 ★	1	15		X		X	
				-	29 ★	6	3		X		X	X
3A	TB4-5,6	I5U	58	20	7 ★	3	15		X		X	
				-	30 ★	8	3		X		X	
5A	TB3-1,2	J1U	55	17	15 ★	5	15		X		X	
				-	31 ★	2	3		X		X	X
7A	TB5-5,6	J5U	57	19	21 ★	7	15		X		X	
				-	32 ★	4	3		X		X	

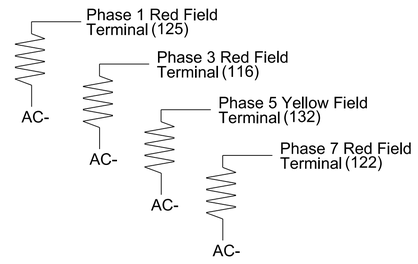
★ For the detector to work as shown on the signal design plan, see the vehicle detector setup programming detail for alternate phasing on sheet 2.

INPUT FILE POSITION LEGEND: J2L
FILE J
SLOT 2
LOWER

LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown)

ACCEPTABLE VALUES	
Value (ohms)	Wattage
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



SPECIAL DETECTOR NOTE

Install a video detection system for vehicle detection for zones. 1A, 1B, 2A, 3A, 4A, 5A, 6A, 7A and 8A. Perform installation according to manufacturer's directions and NCDOT engineer -approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

For detecton zones 1A, 3A, 5A, and 7A, detector card placement and slots are typical for a NCDOT installation. Inputs associated with these slots are compatible with time of day instructions located on sheet 2 of this electrical detail.

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THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 09-0264T1
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

Signal Upgrade - Temporary Design 1
(TMP Phase I) - Electrical Detail - Sheet 1 of 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Electrical and Programming Details For:

Prepared for the Offices of:
Transportation Mobility and Safety Division
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
Traffic Engineering Branch
Traffic Signals & Signals Management Section
750 N. Greenfield Pkwy, Garner, NC 27529

US 158 (Reidsville Rd.)
at
NC 66 (Old Hollow Rd.)

Division 9 | Forsyth County | Walkertown

PLAN DATE:	February 2024	REVIEWED BY:	DT Sears
PREPARED BY:	WP Erickson-Jones	REVIEWED BY:	

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER PORTER JONES

DocuSigned by: Porter Jones DOBE13E3A9DA4A8... 2/12/2024 DATE

SIG. INVENTORY NO. 09-0264T1

2/12/2024
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wpjones

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 30.2

MAXTIME DETECTOR PROGRAMMING DETAIL FOR ALTERNATE PHASING LOOPS 1A, 3A, 5A & 7A

Front Panel
Main Menu >Controller >Detector >Veh Det Plans

Web Interface
Home >Controller >Detector Configuration >Vehicle Detectors

In the table view of web interface right click on "Detector" in the top left corner of the table. Copy the entire contents of Detector Plan 1. Paste Detector Plan 1 into Detector Plan 2. Modify Detector Plan 2 as shown below and save changes.

Plan 2

Loop	Detector	Call Phase	Delay
1A	1	1	0
	29	0	3

Loop	Detector	Call Phase	Delay
3A	7	3	0
	30	0	3

Loop	Detector	Call Phase	Delay
5A	15	5	0
	31	0	3

Loop	Detector	Call Phase	Delay
7A	21	7	3.0
	32	0	-

MAXTIME ALTERNATE PHASING ACTIVATION DETAIL

To run alternate phasing, select a Pattern that is programmed to run Overlap Plan 2 and Detector Plan 2.
A Pattern can be selected through the scheduler or manually by changing the Operational Mode.

PHASING	OVERLAP PLAN	VEH DET PLAN
ACTIVE PLAN REQUIRED TO RUN DEFAULT PHASING	1	1
ACTIVE PLAN REQUIRED TO RUN ALTERNATE PHASING	2	2

ALTERNATE PHASING CHANGE SUMMARY

THE FOLLOWING IS A SUMMARY OF WHAT TAKES PLACE WHEN OVERLAP PLAN 2 AND VEHICLE DETECTOR PLAN 2 ACTIVATE TO CALL THE "ALTERNATE PHASING":

OVERLAP PLAN 2: Modifies overlap included phases for heads 11, 31, 51, and 71 to run protected turns only.

VEH DET PLAN 2: Disables phase 6 call on loop 1A and reduces delay time for phase 1 call on loop 1A to 0 seconds.

Disables phase 8 call on loop 3A and reduces delay time for phase 3 call on loop 3A to 0 seconds.

Disables phase 2 call on loop 5A and reduces delay time for phase 5 call on loop 5A to 0 seconds.

Disables phase 4 call on loop 7A and reduces delay time for phase 7 call on loop 7A to 3 seconds.

FLASHER CIRCUIT MODIFICATION DETAIL

IN ORDER TO INSURE THAT SIGNALS FLASH CONCURRENTLY ON THE SAME APPROACH, MAKE THE FOLLOWING FLASHER CIRCUIT CHANGES:

1. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-4 AND TERMINATE ON T2-2.
2. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-5 AND TERMINATE ON T2-3.
3. REMOVE FLASHER UNIT 2.

THE CHANGES LISTED ABOVE TIES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.

MAXTIME ALTERNATE PHASING PATTERN PROGRAMMING DETAIL

Front Panel
Main Menu >Controller >Coordination >Patterns

Web Interface
Home >Controller >Coordination >Patterns

Pattern Parameters

Pattern	Veh Det Plan	Overlap Plan
*	2	2

* The Pattern number(s) are to be determined by the Division and/or City Traffic Engineer.

MAXTIME OVERLAP PROGRAMMING DETAIL FOR DEFAULT PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

Overlap Plan 1

Overlap	1	2	3	4
Type	FYA 4 - Section	FYA 4 - Section	FYA 4 - Section	FYA 4 - Section
Included Phases	2	4	6	8
Modifier Phases	1	3	5	7
Modifier Overlaps	-	-	-	-
Trail Green	0	0	0	0
Trail Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0

MAXTIME OVERLAP PROGRAMMING DETAIL FOR ALTERNATE PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

In the table view of the web interface, right click on "Overlap" in the top left corner of the table. Copy the entire contents of Overlap Plan 1. Paste Overlap Plan 1 into Overlap Plan 2. Modify Overlap Plan 2 as shown below and save changes.

Overlap Plan 2

Overlap	1	2	3	4
Type	FYA 4 - Section	FYA 4 - Section	FYA 4 - Section	FYA 4 - Section
Included Phases	-	-	-	-
Modifier Phases	1	3	5	7
Modifier Overlaps	-	-	-	-
Trail Green	0	0	0	0
Trail Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0

← NOTICE INCLUDED PHASE

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 09-0264T1
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

Signal Upgrade - Temporary Design 1
(TMP Phase I) - Electrical Detail - Sheet 2 of 2

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ITS & Signals Management Section
750 N. Greenfield Pkwy, Garner, NC 27529

US 158 (Reidsville Rd.)
at
NC 66 (Old Hollow Rd.)

Division 9 Forsyth County Walkertown

PLAN DATE: February 2024 REVIEWED BY: DT Sears
PREPARED BY: WP Erickson-Jones REVIEWED BY:

REVISIONS	INIT.	DATE

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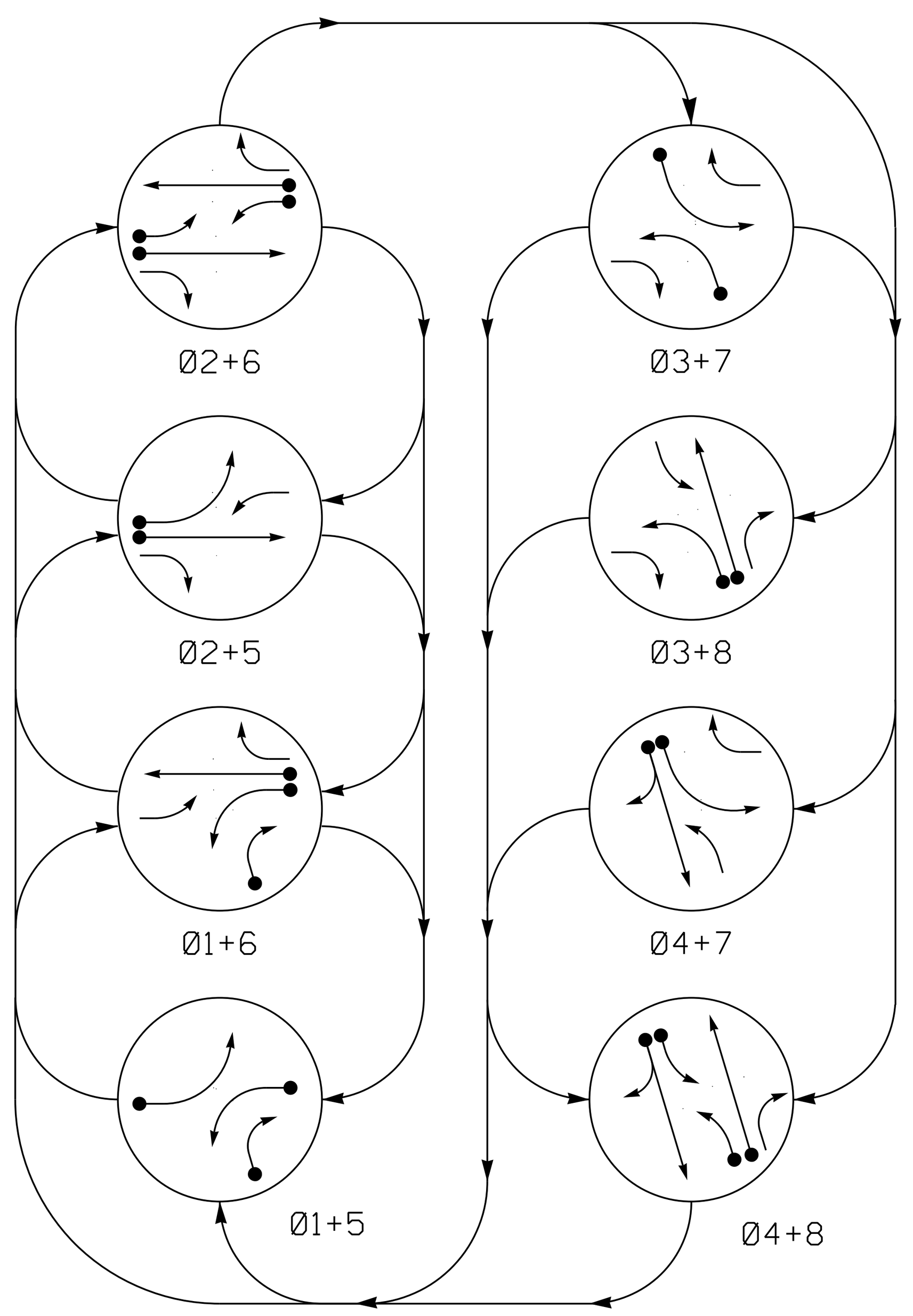
SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER W. PORTER JONES

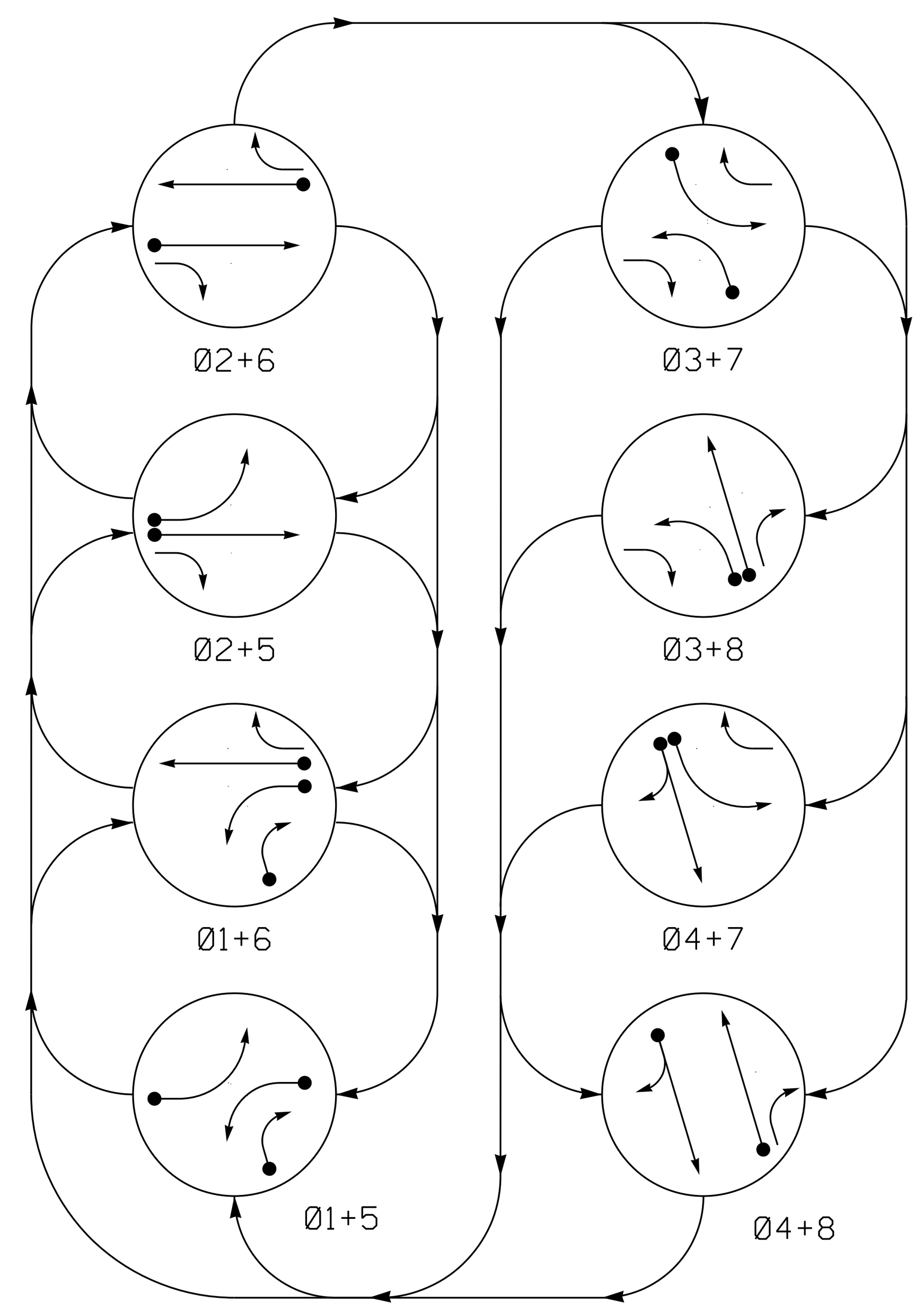
DocuSigned by: Porter Jones
D06E13E3A0E0498...
2/12/2024
DATE

SIG. INVENTORY NO. 09-0264T1

DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM

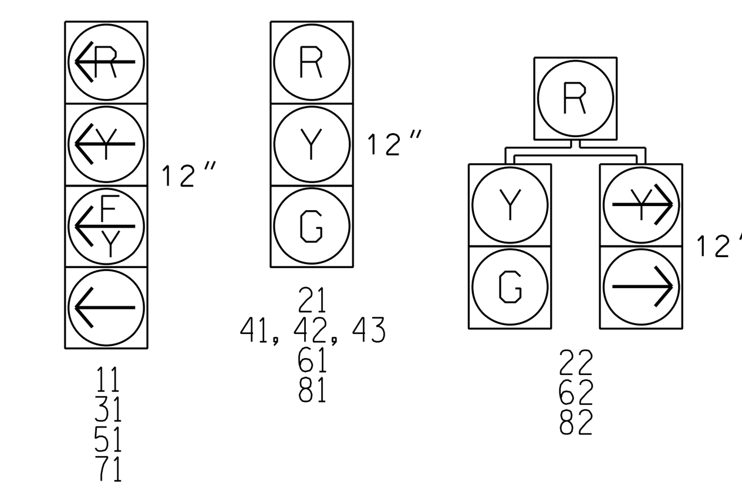


PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

SIGNAL FACE I.D.

All Heads L.E.D.



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3+7	Ø3+8	Ø4+7	Ø4+8	FLASH
11	←	←	F/Y ←	F/Y ←	←R	←R	←R	←R	←Y
21	R	R	G	G	R	R	R	R	Y
22	R	R	G	G	R/→	R/→	R	R	Y
31	←R	←R	←R	←R	←	←	F/Y ←	F/Y ←	←R
41,42,43	R	R	R	R	R	R	G	G	R
51	←	F/Y ←	←	F/Y ←	←R	←R	←R	←R	←Y
61	R	G	R	G	R	R	R	R	Y
62	R	G	R	G	R/→	R	R/→	R	Y
71	←R	←R	←R	←R	←	F/Y ←	←	F/Y ←	←R
81	R	R	R	R	R	G	R	G	R
82	R/→	R/→	R	R	R	G	R	G	R

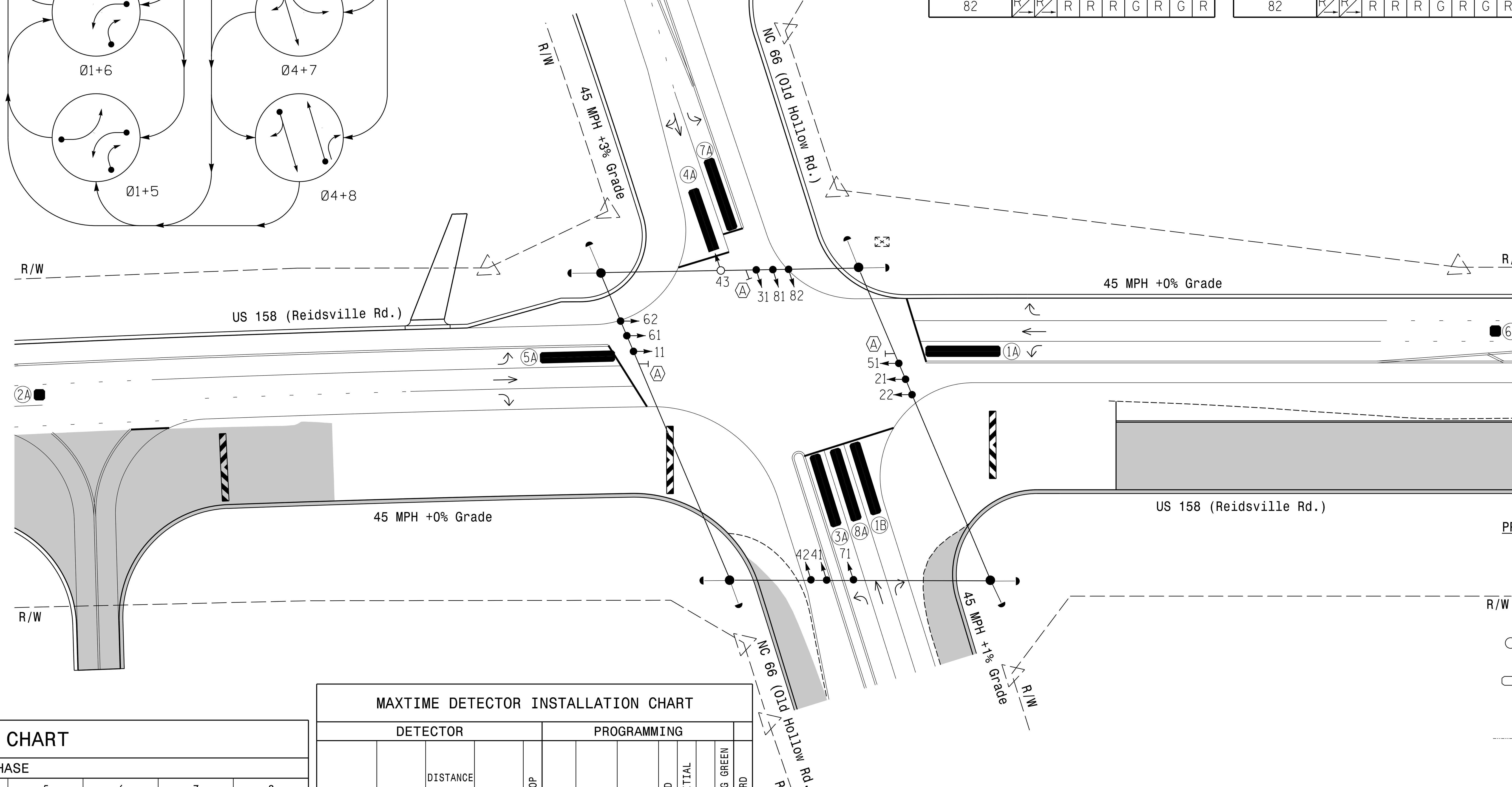
ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3+7	Ø3+8	Ø4+7	Ø4+8	FLASH
11	←	←	←R	←R	←R	←R	←R	←R	←Y
21	R	R	G	G	R	R	R	R	Y
22	R	R	G	G	R/→	R/→	R	R	Y
31	←R	←R	←R	←R	←	←	←R	←R	←R
41,42,43	R	R	R	R	R	R	G	G	R
51	←	←R	←	←R	←R	←R	←R	←R	←Y
61	R	G	R	G	R	R	R	R	Y
62	R	G	R	G	R/→	R	R/→	R	Y
71	←R	←R	←R	←R	←	←R	←	←R	←R
81	R	R	R	R	R	G	R	G	R
82	R/→	R/→	R	R	R	G	R	G	R

8 Phase
Fully Actuated
(Isolated)

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 noted by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. Phase 3 and/or phase 7 may be lagged.
5. Reposition existing signal heads numbered 11, 21, 22, 31, 51, 61, 62, 81, and 82.
6. Set all detector units to presence mode.
7. This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
8. The Division Traffic Engineer will determine the hours of use for each phasing plan.



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	
N/A	Right of Way	
	Directional Arrow	
	Construction Zone	
	Video Detection Zone	
	Barricade	
(A)	No U-turn Sign (R3-4)	(A)

MAXTIME TIMING CHART

FEATURE	PHASE 1	2	3	4	5	6	7	8
Walk *	–	–	–	–	–	–	–	–
Ped Clear *	–	–	–	–	–	–	–	–
Min Green	7	12	7	7	7	12	7	7
Passage *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max 1 *	20	90	20	40	20	90	20	40
Yellow Change	3.0	4.5	3.0	4.4	3.0	4.5	3.0	4.4
Red Clear	2.9	2.2	2.8	1.9	3.1	2.2	3.2	1.9
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	X	X	–	X	X
Vehicle Recall	–	MIN RECALL	–	–	–	MIN RECALL	–	–
Dual Entry	–	–	–	X	–	–	–	X

* 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.

MAXTIME DETECTOR INSTALLATION CHART

DETECTOR: ZONE	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	✳	✳	1	15#	-	X	-	X	-	✳
					6@	3	-	X	-	X	X	✳
1B ✳	6X40	0	✳	✳	1	15	-	X	-	X	-	✳
2A ✳	6X6	300	✳	✳	2	-	-	X	X	X	-	✳
3A ✳	6X40	0	✳	✳	3	15#	-	X	-	X	-	✳
					8@	3	-	X	-	X	-	✳
4A ✳	6X40	0	✳	✳	4	10	-	X	-	X	-	✳
5A ✳	6X40	0	✳	✳	5	15#	-	X	-	X	-	✳
					2@	3	-	X	-	X	X	✳
6A ✳	6X6	300	✳	✳	6	-	-	X	X	X	-	✳
7A ✳	6X40	0	✳	✳	7	15#	-	X	-	X	-	✳
					4@	3	-	X	-	X	-	✳
8A ✳	6X40	0	✳	✳	8	-	-	X	-	X	-	✳

Reduce Delay to 3 Seconds During Alternate Phasing Operation.
@ Disable Phase Call For Zone(s) During Alternate Phasing Operation.
✳ Video Detection Zone

Signal Upgrade - Temporary Design 2 (TMP Phase II)

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

SCALE 0 40
1" = 40'

US 158 (Reidsville Rd.) at NC 66 (Old Hollow Rd.)

Division 9 Forsyth County Walkertown

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

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER W. PORTER JONES

DocuSigned by: Porter Jones
D06E13E3A0E0498...
SIGNATURE 2/12/2024 DATE

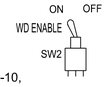
SIG. INVENTORY NO. 09-0264T2

2/12/2024
R:*Traffic*Signals*Design*Signals*090264T2_sig_dsn_XXXXXXXXX.dgn
wpjones

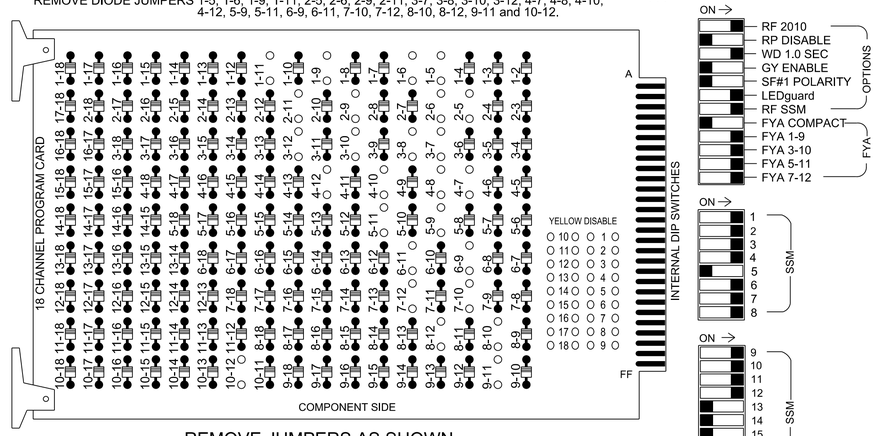
PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 31.1

18 CHANNEL IP CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)



REMOVE DIODE JUMPERS 1-5, 1-6, 1-9, 1-11, 2-5, 2-6, 2-9, 2-11, 3-7, 3-8, 3-10, 3-12, 4-7, 4-8, 4-10, 4-12, 5-9, 5-11, 6-9, 6-11, 7-10, 7-12, 8-10, 8-12, 9-11 and 10-12.



■ = DENOTES POSITION OF SWITCH

REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that the Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the signal plan.
2. Program phases 4 and 8 for Dual Entry.
3. Program controller to start up in phase 2 Green No Walk and 6 Green No Walk.
4. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.

EQUIPMENT INFORMATION

Controller.....2070LX
Cabinet.....332 w/ Aux
Software.....Q-Free MAXTIME
Cabinet Mount.....Base
Output File Positions.....18 With Aux. Output File
Load Switches Used.....S1, S2, S4, S5, S7, S8, S10, S11, AUX S1, AUX S2, AUX S4, AUX S5
Phases Used.....1, 2, 3, 4, 5, 6, 7, 8
Overlap "1".....*
Overlap "2".....*
Overlap "3".....*
Overlap "4".....*

*See overlap programming detail on sheet 2.

SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1		S2	S3	S4		S5	S6	S7	S8	S9	S10		S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1		2	13	3		4	14	5	6	15	7		8	16	9	10	17	11	12	18
PHASE	1		2	2 PED	3		4	4 PED	5	6	6 PED	7		8	8 PED	OL1	OL2	SPARE	OL3	OL4	SPARE
SIGNAL HEAD NO.	11★	82	21,22	NU	22	31★	41,42, 43	NU	51★	61,62	NU	62	71★	81,82	NU	11★	31★	NU	51★	71★	NU
RED	·	*	128	·	*	·	101	·	·	134	·	*	·	107	·	·	·	·	·	·	·
YELLOW	·	·	129	·	·	·	102	·	*	135	·	·	·	108	·	·	·	·	·	·	·
GREEN	·	·	130	·	·	·	103	·	·	136	·	·	·	109	·	·	·	·	·	·	·
RED ARROW	·	·	·	·	·	·	·	·	·	·	·	·	·	·	·	A121	A124	·	A114	A101	·
YELLOW ARROW	·	126	·	·	117	·	·	·	·	·	·	123	·	·	·	A122	A125	·	A115	A102	·
FLASHING YELLOW ARROW	·	·	·	·	·	·	·	·	·	·	·	·	·	·	·	A123	A126	·	A116	A103	·
GREEN ARROW	127	127	·	·	118	118	·	·	133	·	·	124	124	·	·	·	·	·	·	·	·

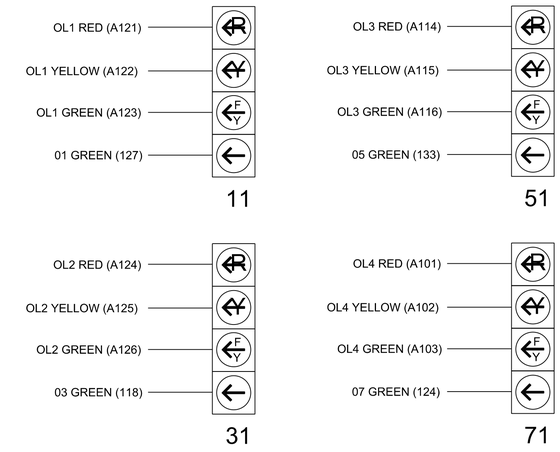
NU = Not Used

* Denotes install load resistor. See load resistor installation detail this sheet.

★See pictorial of head wiring in detail this sheet.

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



INPUT FILE POSITION LAYOUT

(front view)

		1	2	3	4	5	6	7	8	9	1O	11	12	13	14
FILE "I"	U	ø 1	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	ø 3	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	FS DC ISOLATOR
	L	1A NOT USED				3A NOT USED									ST DC ISOLATOR
FILE "J"	U	ø 5	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	ø 7	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY
	L	5A NOT USED				7A NOT USED									

EX.: 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT POINT	DETECTOR NO.	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN
1A	TB2-1,2	I1U	56	18	1 ★	1	15		X		X	
				-	29 ★	6	3		X		X	X
3A	TB4-5,6	I5U	58	20	7 ★	3	15		X		X	
				-	30 ★	8	3		X		X	
5A	TB3-1,2	J1U	55	17	15 ★	5	15		X		X	
				-	31 ★	2	3		X		X	X
7A	TB5-5,6	J5U	57	19	21 ★	7	15		X		X	
				-	32 ★	4	3		X		X	

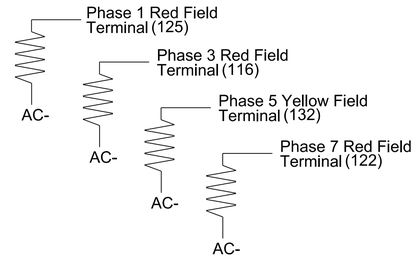
★ For the detector to work as shown on the signal design plan, see the vehicle detector setup programming detail for alternate phasing on sheet 2.

INPUT FILE POSITION LEGEND: J2L
FILE J
SLOT 2
LOWER

LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown)

ACCEPTABLE VALUES	
Value (ohms)	Wattage
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



SPECIAL DETECTOR NOTE

Install a video detection system for vehicle detection for zones. 1A, 1B, 2A, 3A, 4A, 5A, 6A, 7A and 8A. Perform installation according to manufacturer's directions and NCDOT engineer -approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

For detecton zones 1A, 3A, 5A, and 7A, detector card placement and slots are typical for a NCDOT installation. Inputs associated with these slots are compatible with time of day instructions located on sheet 2 of this electrical detail.

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 09-0264T2
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

Signal Upgrade - Temporary Design 2
(TMP Phase II) - Electrical Detail - Sheet 1 of 2

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Electrical and Programming Details For:

Prepared for the Offices of:

Transportation Mobility and Safety Division
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Traffic Engineering Branch
Traffic & Signals Management Section

750 N. Greenfield Pkwy, Garner, NC 27529

US 158 (Reidsville Rd.)
at
NC 66 (Old Hollow Rd.)

Division 9 | Forsyth County | Walkertown

PLAN DATE: February 2024 | REVIEWED BY: DT Sears
PREPARED BY: WP Erickson-Jones | REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER PORTER JONES

DocuSigned by: Porter Jones DOBE13E3A9DA4A8... 2/12/2024
DATE

SIG. INVENTORY NO. 09-0264T2

2/12/2024
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wpjones

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 31.2

MAXTIME DETECTOR PROGRAMMING DETAIL FOR ALTERNATE PHASING LOOPS 1A, 3A, 5A & 7A

Front Panel
Main Menu >Controller >Detector >Veh Det Plans

Web Interface
Home >Controller >Detector Configuration >Vehicle Detectors

In the table view of web interface right click on "Detector" in the top left corner of the table. Copy the entire contents of Detector Plan 1. Paste Detector Plan 1 into Detector Plan 2. Modify Detector Plan 2 as shown below and save changes.

Plan 2

1A

Detector	Call Phase	Delay
1	1	3
29	0	3

3A

Detector	Call Phase	Delay
7	3	3
30	0	3

5A

Detector	Call Phase	Delay
15	5	3
31	0	3

7A

Detector	Call Phase	Delay
21	7	3
32	0	3

MAXTIME ALTERNATE PHASING ACTIVATION DETAIL

To run alternate phasing, select a Pattern that is programmed to run Overlap Plan 2 and Detector Plan 2.
A Pattern can be selected through the scheduler or manually by changing the Operational Mode.

PHASING	OVERLAP PLAN	VEH DET PLAN
ACTIVE PLAN REQUIRED TO RUN DEFAULT PHASING	1	1
ACTIVE PLAN REQUIRED TO RUN ALTERNATE PHASING	2	2

ALTERNATE PHASING CHANGE SUMMARY

THE FOLLOWING IS A SUMMARY OF WHAT TAKES PLACE WHEN OVERLAP PLAN 2 AND VEHICLE DETECTOR PLAN 2 ACTIVATE TO CALL THE "ALTERNATE PHASING":

OVERLAP PLAN 2: Modifies overlap included phases for heads 11, 31, 51, and 71 to run protected turns only.

VEH DET PLAN 2: Disables phase 6 call on loop 1A and reduces delay time for phase 1 call on loop 1A to 3 seconds.

Disables phase 8 call on loop 3A and reduces delay time for phase 3 call on loop 3A to 3 seconds.

Disables phase 2 call on loop 5A and reduces delay time for phase 5 call on loop 5A to 3 seconds.

Disables phase 4 call on loop 7A and reduces delay time for phase 7 call on loop 7A to 3 seconds.

FLASHER CIRCUIT MODIFICATION DETAIL

IN ORDER TO INSURE THAT SIGNALS FLASH CONCURRENTLY ON THE SAME APPROACH, MAKE THE FOLLOWING FLASHER CIRCUIT CHANGES:

1. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-4 AND TERMINATE ON T2-2.
2. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-5 AND TERMINATE ON T2-3.
3. REMOVE FLASHER UNIT 2.

THE CHANGES LISTED ABOVE TIES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.

MAXTIME OVERLAP PROGRAMMING DETAIL FOR DEFAULT PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

Overlap Plan 1

Overlap	1	2	3	4
Type	FYA 4 - Section	FYA 4 - Section	FYA 4 - Section	FYA 4 - Section
Included Phases	2	4	6	8
Modifier Phases	1	3	5	7
Modifier Overlaps	-	-	-	-
Trail Green	0	0	0	0
Trail Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0

MAXTIME OVERLAP PROGRAMMING DETAIL FOR ALTERNATE PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

In the table view of the web interface, right click on "Overlap" in the top left corner of the table. Copy the entire contents of Overlap Plan 1. Paste Overlap Plan 1 into Overlap Plan 2. Modify Overlap Plan 2 as shown below and save changes.

Overlap Plan 2

Overlap	1	2	3	4
Type	FYA 4 - Section	FYA 4 - Section	FYA 4 - Section	FYA 4 - Section
Included Phases	-	-	-	-
Modifier Phases	1	3	5	7
Modifier Overlaps	-	-	-	-
Trail Green	0	0	0	0
Trail Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0

← NOTICE INCLUDED PHASE

MAXTIME ALTERNATE PHASING PATTERN PROGRAMMING DETAIL

Front Panel
Main Menu >Controller >Coordination >Patterns

Web Interface
Home >Controller >Coordination >Patterns

Pattern Parameters

Pattern	Veh Det Plan	Overlap Plan
*	2	2

* The Pattern number(s) are to be determined by the Division and/or City Traffic Engineer.

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 09-0264T2
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

Signal Upgrade - Temporary Design 2
(TMP Phase II) - Electrical Detail - Sheet 2 of 2

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750 N. Greenfield Pkwy, Garner, NC 27529

US 158 (Reidsville Rd.)
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NC 66 (Old Hollow Rd.)

Division 9 | Forsyth County | Walkertown

PLAN DATE: February 2024	REVIEWED BY: DT Sears
PREPARED BY: WP Erickson-Jones	REVIEWED BY:

REVISIONS	INIT.	DATE

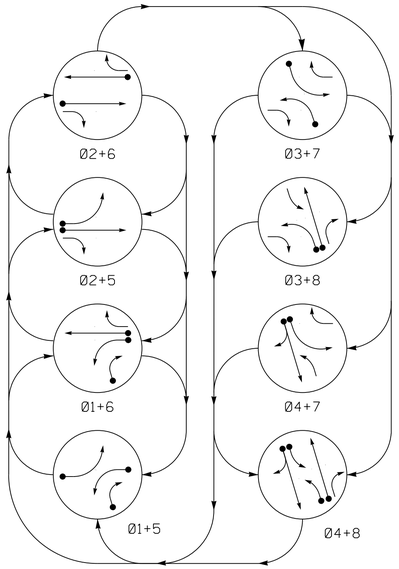
SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER PORTER JONES

DocuSigned by: Porter Jones DOSE13E3A0E0458
2/12/2024
DATE

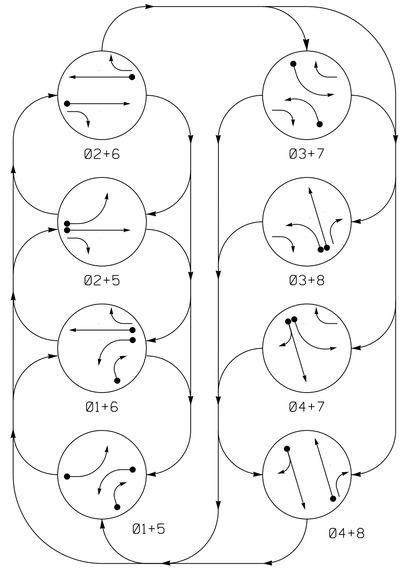
SIG. INVENTORY NO. 09-0264T2

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 32.0

DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM

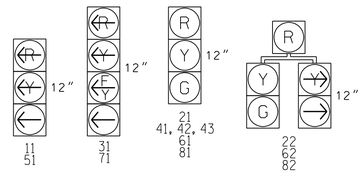


PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

SIGNAL FACE I.D.

All Heads L.E.D.



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE 01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8	FLASH
11	←	←	R	R	R	R	R	R	R
21	R	R	G	G	R	R	R	R	Y
22	R	R	G	G	R/→	R/→	R	R	Y
31	R	R	R	R	←	←	F Y	F Y	R
41,42,43	R	R	R	R	R	R	G	G	R
51	←	R	←	R	R	R	R	R	R
61	R	G	R	G	R	R	R	R	Y
62	R	G	R	G	R/→	R	R/→	R	Y
71	R	R	R	R	←	F Y	←	F Y	R
81	R	R	R	R	R	G	R	G	R
82	R/→	R/→	R	R	R	G	R	G	R

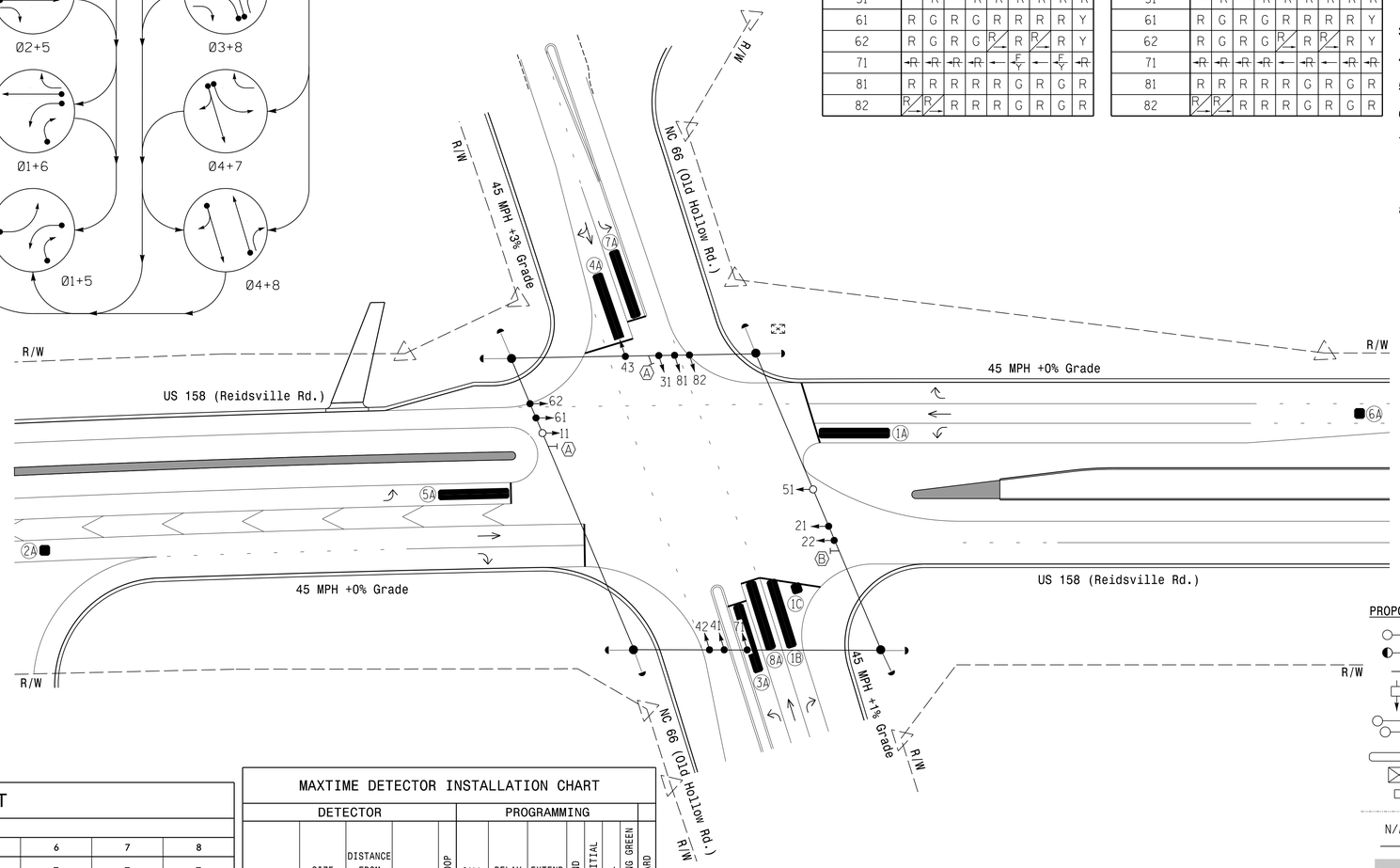
ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE 01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8	FLASH
11	←	←	R	R	R	R	R	R	R
21	R	R	G	G	R	R	R	R	Y
22	R	R	G	G	R/→	R/→	R	R	Y
31	R	R	R	R	←	←	R	R	R
41,42,43	R	R	R	R	R	R	G	G	R
51	←	R	←	R	R	R	R	R	R
61	R	G	R	G	R	R	R	R	Y
62	R	G	R	G	R/→	R	R/→	R	Y
71	R	R	R	R	←	R	←	R	R
81	R	R	R	R	R	G	R	G	R
82	R/→	R/→	R	R	R	G	R	G	R

8 Phase
Fully Actuated
(Isolated)

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 noted by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. Phase 3 and/or phase 7 may be lagged.
5. Reposition existing signal heads numbered 21, 22, and 51.
6. Set all detector units to presence mode.
7. This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
8. The Division Traffic Engineer will determine the hours of use for each phasing plan.



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	
N/A	Right of Way	
→	Directional Arrow	→
▭	Construction Zone	▭
▬	Video Detection Zone	▬
Ⓐ	"U-TURN YIELD TO RIGHT TURN" Sign (R10-16)	Ⓐ
Ⓑ	Right Arrow "ONLY" Sign (R3-5R)	Ⓑ

MAXTIME TIMING CHART

FEATURE	PHASE 1	2	3	4	5	6	7	8
Walk *	–	–	–	–	–	–	–	–
Ped Clear *	–	–	–	–	–	–	–	–
Min Green	7	12	7	7	7	12	7	7
Passage *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max 1 *	20	90	20	40	20	90	20	40
Yellow Change	3.0	4.5	3.0	4.4	3.0	4.5	3.0	4.4
Red Clear	3.3	1.9	3.7	2.6	3.5	1.9	3.9	2.6
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	X	X	–	X	X
Vehicle Recall	–	MIN RECALL	–	–	–	MIN RECALL	–	–
Dual Entry	–	–	–	X	–	–	–	X

* 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.

MAXTIME DETECTOR INSTALLATION CHART

DETECTOR ZONE	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	✳	✳	1	-	-	X	-	X	-	✳
1B ✳	6X40	0	✳	✳	1	15	-	X	-	X	-	✳
1C ✳	6X40	0	✳	✳	1	15	-	X	-	X	-	✳
2A ✳	6X6	300	✳	✳	2	-	-	X	X	X	-	✳
3A ✳	6X40	0	✳	✳	3	15#	-	X	-	X	-	✳
					8@	3	-	X	-	X	-	✳
4A ✳	6X40	0	✳	✳	4	10	-	X	-	X	-	✳
5A ✳	6X40	0	✳	✳	5	-	-	X	-	X	-	✳
6A ✳	6X6	300	✳	✳	6	-	-	X	X	X	-	✳
7A ✳	6X40	0	✳	✳	7	15#	-	X	-	X	-	✳
					4@	3	-	X	-	X	-	✳
8A ✳	6X40	0	✳	✳	8	-	-	X	-	X	-	✳

\# Reduce Delay to 3 Seconds During Alternate Phasing Operation.
@ Disable Phase Call For Zone(s) During Alternate Phasing Operation.
✳ Video Detection Zone

Signal Upgrade - Temporary Design 3 (TMP Phase III)

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Prepared for the Offices of:
Transportation Mobility and Safety Division
Traffic Engineering Branch
Signal Design Section

US 158 (Reidsville Rd.) at NC 66 (Old Hollow Rd.)

Division 9 Forsyth County Walkertown

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

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER W. PORTER JONES

DocuSigned by: Porter Jones D06E13E3ADED498...
SIGNATURE 2/12/2024 DATE

SIG. INVENTORY NO. 09-0264T3

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SCALE 0 40 1" = 40'

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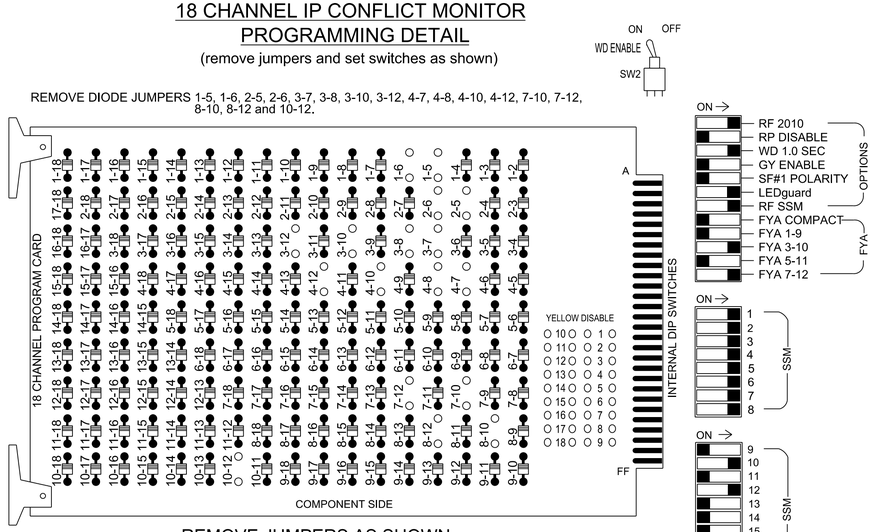
WPJones

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 32.1

18 CHANNEL IP CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)

REMOVE DIODE JUMPERS 1-5, 1-6, 2-5, 2-6, 3-7, 3-8, 3-10, 3-12, 4-7, 4-8, 4-10, 4-12, 7-10, 7-12, 8-10, 8-12 and 10-12.



REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that the Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the signal plan.
2. Return controller to Factory Defaults before programming per this electrical detail.
3. Program phases 4 and 8 for Dual Entry.
4. Program controller to start up in phase 2 Green No Walk and 6 Green No Walk.
5. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.

EQUIPMENT INFORMATION

Controller.....2070LX
Cabinet.....332 w/ Aux
Software.....Q-Free MAXTIME
Cabinet Mount.....Base
Output File Positions.....18 With Aux. Output File
Load Switches Used.....S1, S2, S4, S5, S7, S8, S10, S11, AUX S2, AUX S5
Phases Used.....1, 2, 3, 4, 5, 6, 7, 8
Overlap "1"..... NOT USED
Overlap "2".....*
Overlap "3"..... NOT USED
Overlap "4".....*

*See overlap programming detail on sheet 2.

SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1		S2	S3	S4		S5	S6	S7	S8	S9	S10		S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1		2	13	3		4	14	5	6	15	7		8	16	9	10	17	11	12	18
PHASE	1		2	2 PED	3		4	4 PED	5	6	6 PED	7		8	8 PED	OL1	OL2	SPARE	OL3	OL4	SPARE
SIGNAL HEAD NO.	11	82	21,22	NU	22	31★	41,42, 43	NU	51	61,62	NU	62	71★	81,82	NU	NU	31★	NU	NU	71★	NU
RED	·	·	128	·	*	·	101	·	·	134	·	*	·	107	·	·	·	·	·	·	·
YELLOW	·	·	129	·	·	·	102	·	·	135	·	·	·	108	·	·	·	·	·	·	·
GREEN	·	·	130	·	·	·	103	·	·	136	·	·	·	109	·	·	·	·	·	·	·
RED ARROW	125	·	·	·	·	·	·	·	131	·	·	·	·	·	·	·	A124	·	·	A101	·
YELLOW ARROW	126	126	·	·	117	·	·	·	132	·	·	123	·	·	·	·	A125	·	·	A102	·
FLASHING YELLOW ARROW	·	·	·	·	·	·	·	·	·	·	·	·	·	·	·	·	A126	·	·	A103	·
GREEN ARROW	127	127	·	·	118	118	·	·	133	·	·	124	124	·	·	·	·	·	·	·	·

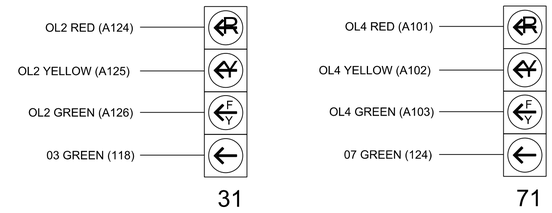
NU = Not Used

* Denotes install load resistor. See load resistor installation detail this sheet.

★See pictorial of head wiring in detail this sheet.

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



INPUT FILE POSITION LAYOUT

(front view)

		1	2	3	4	5	6	7	8	9	1O	11	12	13	14
FILE "I"	U	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	ø 3 3A NOT USED	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	FS DC ISOLATOR
	L														ST DC ISOLATOR
FILE "J"	U	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	ø 7 7A NOT USED	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY
	L														

EX. : 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT POINT	DETECTOR NO.	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN
3A	TB4-5,6	I5U	58	20	7 ★	3	15		X		X	
				-	30 ★	8	3		X		X	
7A	TB5-5,6	J5U	57	19	21 ★	7	15		X		X	
				-	32 ★	4	3		X		X	

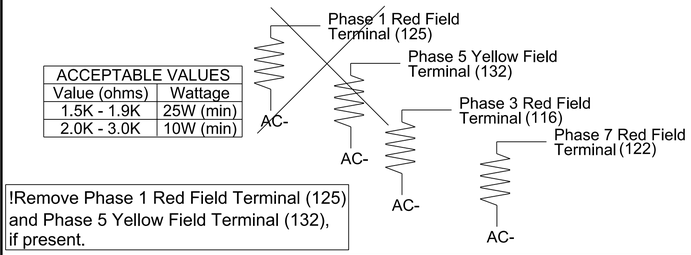
★ For the detector to work as shown on the signal design plan, see the vehicle detector setup programming detail for alternate phasing on sheet 2.

INPUT FILE POSITION LEGEND: J2L
FILE J
SLOT 2
LOWER

LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown)

ACCEPTABLE VALUES	
Value (ohms)	Wattage
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



!Remove Phase 1 Red Field Terminal (125) and Phase 7 Red Field Terminal (122), if present.

SPECIAL DETECTOR NOTE

Install a video detection system for vehicle detection for zones. 1A, 1B, 1C, 2A, 3A, 4A, 5A, 6A, 7A and 8A. Perform installation according to manufacturer's directions and NCDOT engineer -approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

For detecton zones 3A and 7A, detector card placement and slots are typical for a NCDOT installation. Inputs associated with these slots are compatible with time of day instructions located on sheet 2 of this electrical detail.

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 09-0264T3
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

Signal Upgrade - Temporary Design 3
(TMP Phase III) - Electrical Detail - Sheet 1 of 2

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Electrical and Programming Details For:

Prepared for the Offices of:
Transportation Mobility and Safety Division
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Traffic Engineering Branch
Traffic Signal & Signals Management Section
750 N. Greenfield Pkwy, Garner, NC 27529

US 158 (Reidsville Rd.)
at
NC 66 (Old Hollow Rd.)

Division 9 | Forsyth County | Walkertown

PLAN DATE: February 2024	REVIEWED BY: DT Sears
PREPARED BY: WP Erickson-Jones	REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER PORTER JONES
DocuSigned by: Porter Jones DOSE13E3A9DA4A8...
2/12/2024
DATE

SIG. INVENTORY NO. 09-0264T3

2/12/2024
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wpjones

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 32.2

MAXTIME DETECTOR PROGRAMMING DETAIL FOR ALTERNATE PHASING LOOPS 3A & 7A

Front Panel
Main Menu >Controller >Detector >Veh Det Plans

Web Interface
Home >Controller >Detector Configuration >Vehicle Detectors

In the table view of web interface right click on "Detector" in the top left corner of the table. Copy the entire contents of Detector Plan 1. Paste Detector Plan 1 into Detector Plan 2. Modify Detector Plan 2 as shown below and save changes.

Plan 2

3A

Detector	Call Phase	Delay
7	3	3
30	0	3

7A

Detector	Call Phase	Delay
21	7	3
32	0	3

MAXTIME ALTERNATE PHASING ACTIVATION DETAIL

To run alternate phasing, select a Pattern that is programmed to run Overlap Plan 2 and Detector Plan 2.
A Pattern can be selected through the scheduler or manually by changing the Operational Mode.

PHASING	OVERLAP PLAN	VEH DET PLAN
ACTIVE PLAN REQUIRED TO RUN DEFAULT PHASING	1	1
ACTIVE PLAN REQUIRED TO RUN ALTERNATE PHASING	2	2

ALTERNATE PHASING CHANGE SUMMARY

THE FOLLOWING IS A SUMMARY OF WHAT TAKES PLACE WHEN OVERLAP PLAN 2 AND VEHICLE DETECTOR PLAN 2 ACTIVATE TO CALL THE "ALTERNATE PHASING":

OVERLAP PLAN 2: Modifies overlap included phases for heads 31 and 71 to run protected turns only.

VEH DET PLAN 2: Disables phase 8 call on loop 3A and reduces delay time for phase 3 call on loop 3A to 3 seconds.

Disables phase 4 call on loop 7A and reduces delay time for phase 7 call on loop 7A to 3 seconds.

FLASHER CIRCUIT MODIFICATION DETAIL

IN ORDER TO INSURE THAT SIGNALS FLASH CONCURRENTLY ON THE SAME APPROACH, MAKE THE FOLLOWING FLASHER CIRCUIT CHANGES:

1. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-4 AND TERMINATE ON T2-2.
2. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-5 AND TERMINATE ON T2-3.
3. REMOVE FLASHER UNIT 2.

THE CHANGES LISTED ABOVE TIES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.

MAXTIME OVERLAP PROGRAMMING DETAIL FOR DEFAULT PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

Overlap Plan 1

Overlap	2	4
Type	FYA 4 - Section	FYA 4 - Section
Included Phases	4	8
Modifier Phases	3	7
Modifier Overlaps	-	-
Trail Green	0	0
Trail Yellow	0.0	0.0
Trail Red	0.0	0.0

MAXTIME OVERLAP PROGRAMMING DETAIL FOR ALTERNATE PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

In the table view of the web interface, right click on "Overlap" in the top left corner of the table. Copy the entire contents of Overlap Plan 1. Paste Overlap Plan 1 into Overlap Plan 2. Modify Overlap Plan 2 as shown below and save changes.

Overlap Plan 2

Overlap	2	4	
Type	FYA 4 - Section	FYA 4 - Section	
Included Phases	-	-	← NOTICE INCLUDED PHASE
Modifier Phases	3	7	
Modifier Overlaps	-	-	
Trail Green	0	0	
Trail Yellow	0.0	0.0	
Trail Red	0.0	0.0	

MAXTIME ALTERNATE PHASING PATTERN PROGRAMMING DETAIL

Front Panel
Main Menu >Controller >Coordination >Patterns

Web Interface
Home >Controller >Coordination >Patterns

Pattern Parameters

Pattern	Veh Det Plan	Overlap Plan
*	2	2

* The Pattern number(s) are to be determined by the Division and/or City Traffic Engineer.

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 09-0264T3
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

Signal Upgrade - Temporary Design 3
(TMP Phase III) - Electrical Detail - Sheet 2 of 2

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Division 9 | Forsyth County | Walkertown

PLAN DATE: February 2024 | REVIEWED BY: DT Sears
PREPARED BY: WP Erickson-Jones | REVIEWED BY:

REVISIONS	INIT.	DATE

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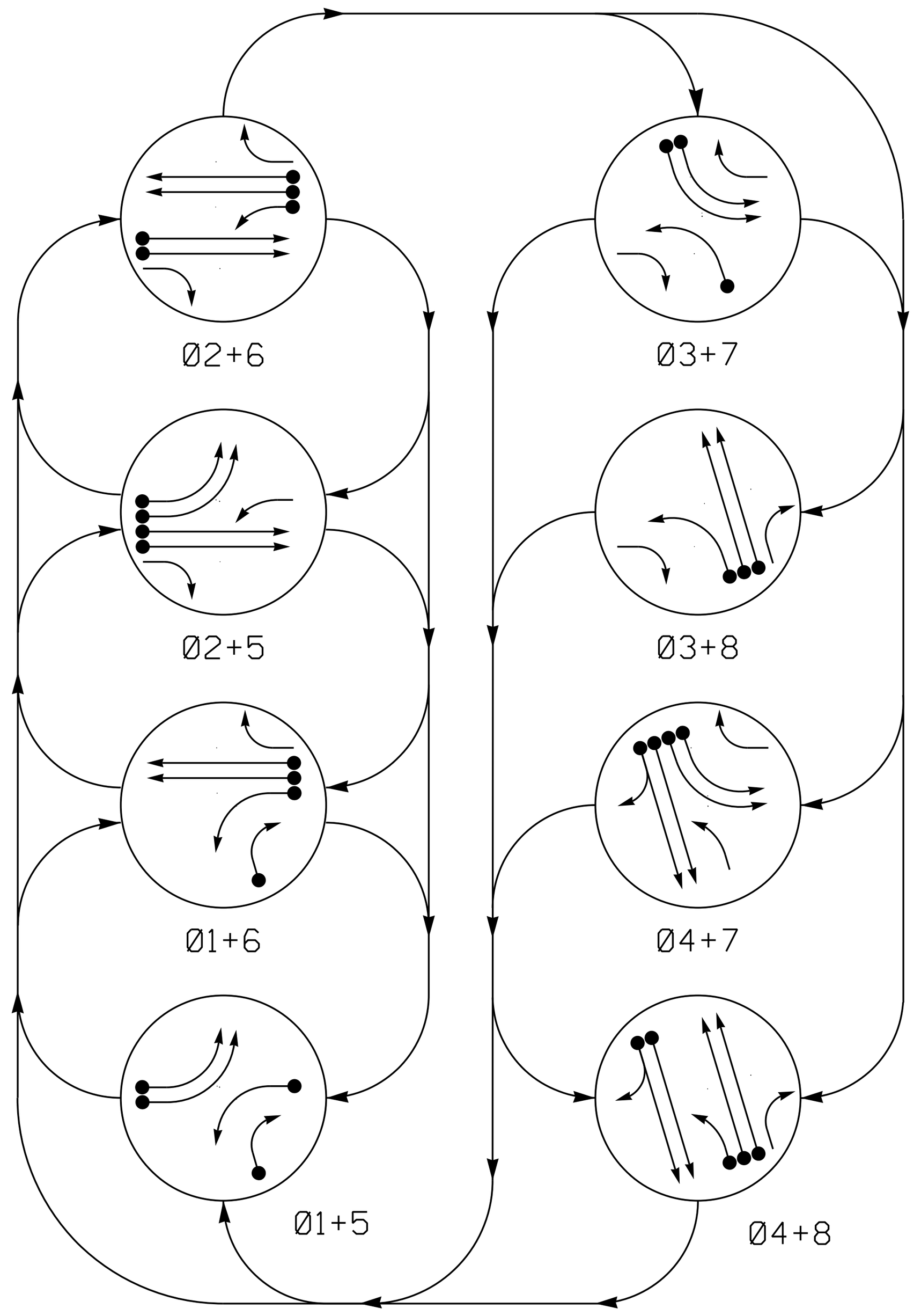
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER W. PORTER JONES

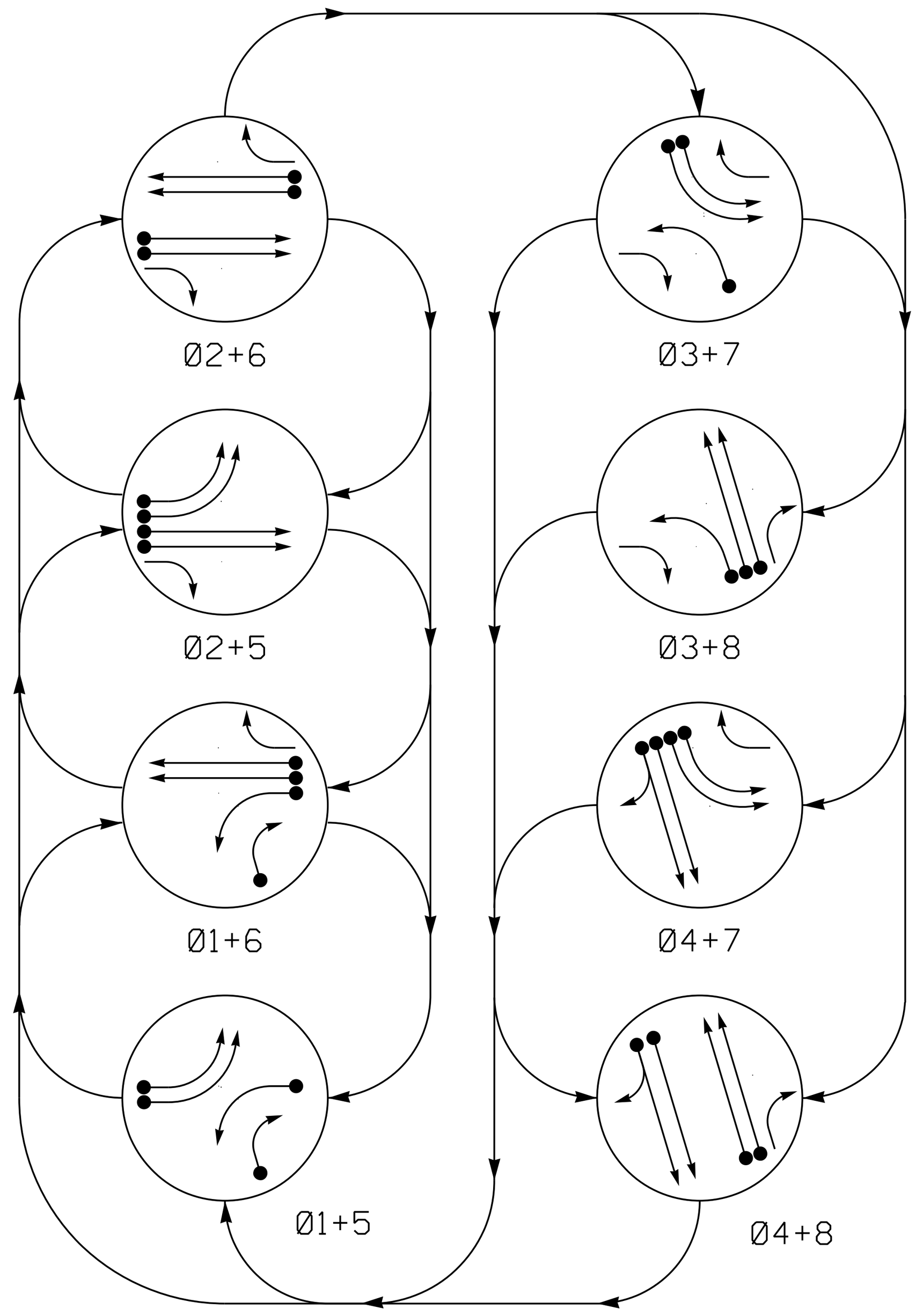
DocuSigned by: Porter Jones 2/12/2024
DATE

SIG. INVENTORY NO. 09-0264T3

DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM

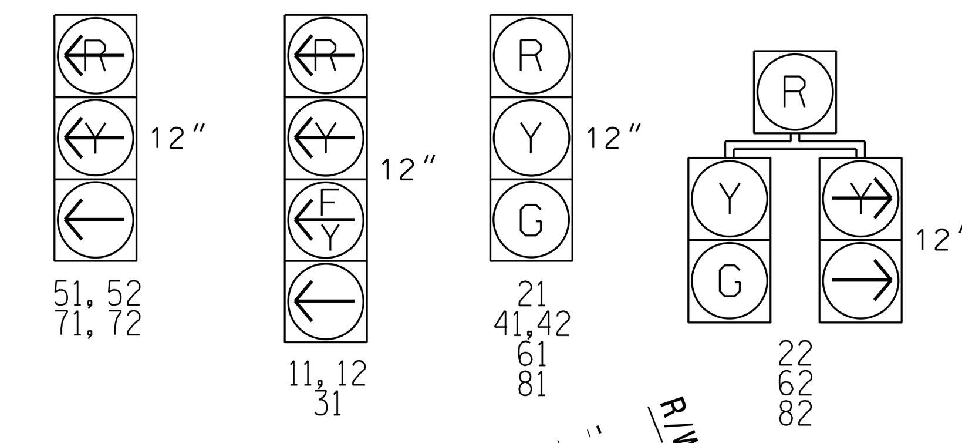


PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

SIGNAL FACE I.D.

All Heads L.E.D.



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3+7	Ø3+8	Ø4+7	Ø4+8	FLASH
11,12	←	←	←F/Y	←F/Y	←R	←R	←R	←R	←Y
21	R	R	G	G	R	R	R	R	Y
22	R	R	G	G	R/→	R/→	R	R	Y
31	←R	←R	←R	←R	←	←	←F/Y	←F/Y	←R
41,42	R	R	R	R	R	R	G	G	R
51,52	←	←R	←	←R	←R	←R	←R	←R	←R
61	R	G	R	G	R	R	R	R	Y
62	R	G	R	G	R/→	R	R/→	R	Y
71,72	←R	←R	←R	←R	←	←R	←	←R	←R
81	R	R	R	R	R	G	R	G	R
82	R/→	R/→	R	R	R	G	R	G	R

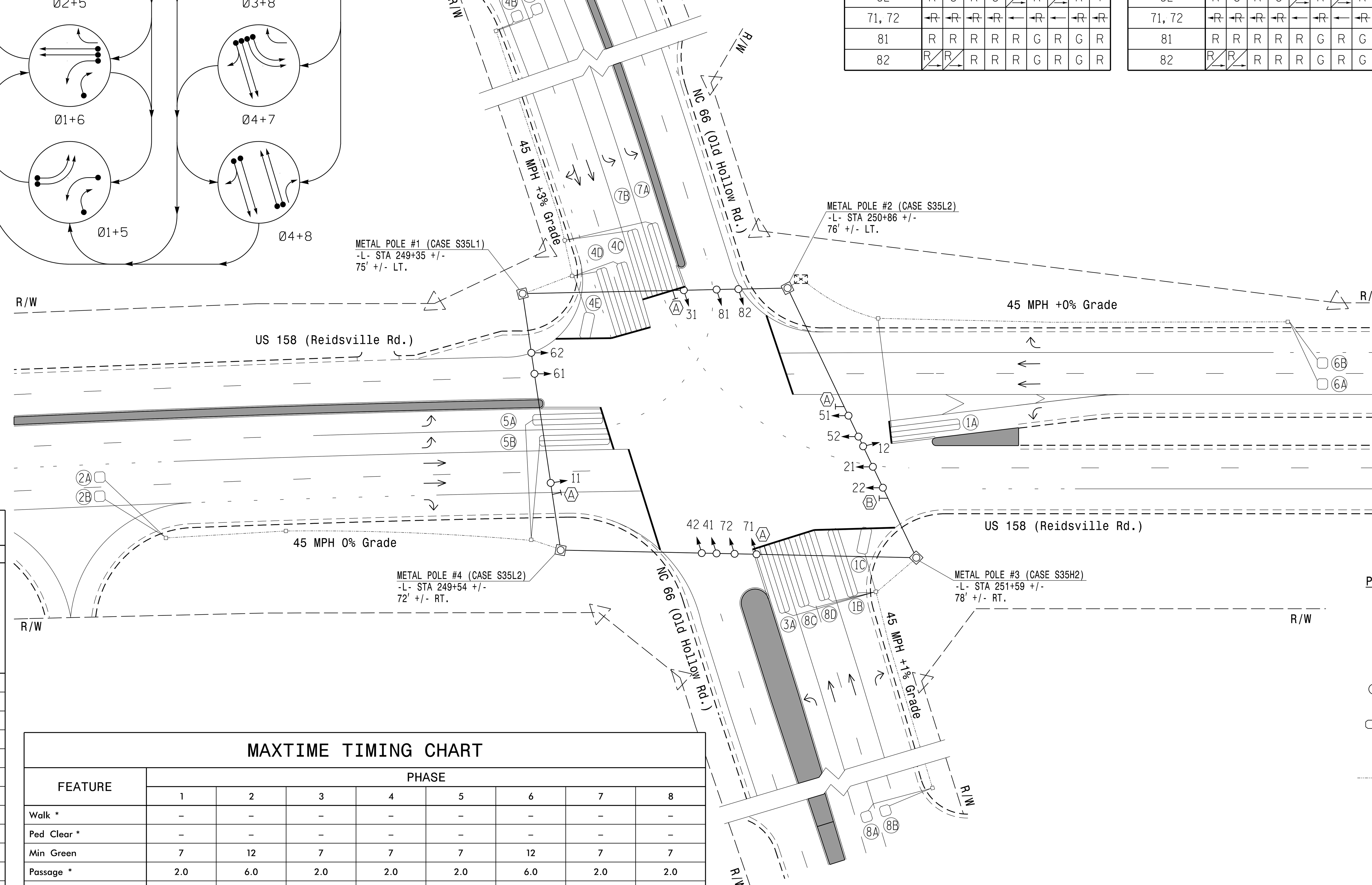
ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3+7	Ø3+8	Ø4+7	Ø4+8	FLASH
11,12	←	←	←R	←R	←R	←R	←R	←R	←Y
21	R	R	G	G	R	R	R	R	Y
22	R	R	G	G	R/→	R/→	R	R	Y
31	←R	←R	←R	←R	←	←	←R	←R	←R
41,42	R	R	R	R	R	R	G	G	R
51,52	←	←R	←	←R	←R	←R	←R	←R	←R
61	R	G	R	G	R	R	R	R	Y
62	R	G	R	G	R/→	R	R/→	R	Y
71,72	←R	←R	←R	←R	←	←R	←	←R	←R
81	R	R	R	R	R	G	R	G	R
82	R/→	R/→	R	R	R	G	R	G	R

8 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 and/or phase 5 may be lagged.
4. Phase 3 and/or phase 7 may be lagged.
5. Set all detector units to presence mode.
6. The Division (City) Traffic Engineer will determine the hours of use for each phasing plan.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



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	
N/A	Right of Way	
	Directional Arrow	
	Metal Strain Pole	
(A)	"U-TURN YIELD TO RIGHT TURN" Sign (R10-16)	(A)
(B)	Right Arrow "ONLY" Sign (R3-5R)	(B)

MAXTIME DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD
	DETECTOR				PROGRAMMING							
1A	6X40	0	2-4-2	X	1	15*	-	X	-	X	-	X
					6#	-	-	X	-	X	X	X
1B	6X40	0	2-4-2	X	1	15	-	X	-	X	-	X
1C	6X15	0	4	X	1	15	-	X	-	X	-	X
2A	6X6	300	4	X	2	-	-	X	X	X	-	X
2B	6X6	300	4	X	2	-	-	X	X	X	-	X
3A	6X40	0	2-4-2	X	3	15*	-	X	-	X	-	X
					8#	-	-	X	-	X	-	X
4A	6X6	300	6	X	4	-	-	X	X	-	-	X
4B	6X6	300	6	X	4	-	-	X	X	-	-	X
4C	6X40	0	2-4-2	X	4	5	2.0	X	-	X	X	X
4D	6X40	0	2-4-2	X	4	5	2.0	X	-	X	X	X
4E	6X15	0	4	X	4	15	-	X	-	X	-	X
5A	6X40	0	2-4-2	X	5	-	-	X	-	X	-	X
5B	6X40	0	2-4-2	X	5	-	-	X	-	X	-	X
6A	6X6	300	4	X	6	-	-	X	X	X	-	X
6B	6X6	300	4	X	6	-	-	X	X	X	-	X
7A	6X40	0	2-4-2	X	7	-	-	X	-	X	-	X
7B	6X40	0	2-4-2	X	7	-	-	X	-	X	-	X
8A	6X6	300	6	X	8	-	-	X	X	-	-	X
8B	6X6	300	6	X	8	-	-	X	X	-	-	X
8C	6X40	0	2-4-2	X	8	5	2.0	X	-	X	X	X
8D	6X40	0	2-4-2	X	8	5	2.0	X	-	X	X	X

✳ Disable Delay During Alternate Phasing Operation.
Disable Phase Call For Loop(s) During Alternate Phasing Operation.

MAXTIME TIMING CHART

FEATURE	PHASE 1	2	3	4	5	6	7	8
Walk *	–	–	–	–	–	–	–	–
Ped Clear *	–	–	–	–	–	–	–	–
Min Green	7	12	7	7	7	12	7	7
Passage *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max 1 *	20	90	20	40	20	90	20	40
Yellow Change	3.0	4.5	3.0	4.4	3.0	4.5	3.0	4.4
Red Clear	3.7	2.4	4.2	2.8	3.2	2.4	4.7	2.8
Added Initial *	–	1.5	–	–	–	1.5	–	–
Maximum Initial *	–	34	–	–	–	34	–	–
Time Before Reduction *	–	15	–	5	–	15	–	5
Time To Reduce *	–	30	–	15	–	30	–	15
Minimum Gap	–	3.0	–	3.0	–	3.0	–	30
Advance Walk	–	–	–	–	–	–	–	–
Non Lock Detector	X	–	X	X	X	–	X	X
Vehicle Recall	–	MIN RECALL	–	–	–	MIN RECALL	–	–
Dual Entry	–	–	–	X	–	–	–	X

* 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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SCALE 0 40
1" = 40'

US 158 (Reidsville Rd.) at NC 66 (Old Hollow Rd.)

Division 9 Forsyth County Walkertown

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

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER W. PORTER JONES

DocuSigned by: Porter Jones
D06E13E3A0E0498...
SIGNATURE 2/12/2024 DATE

SIG. INVENTORY NO. 09-0264

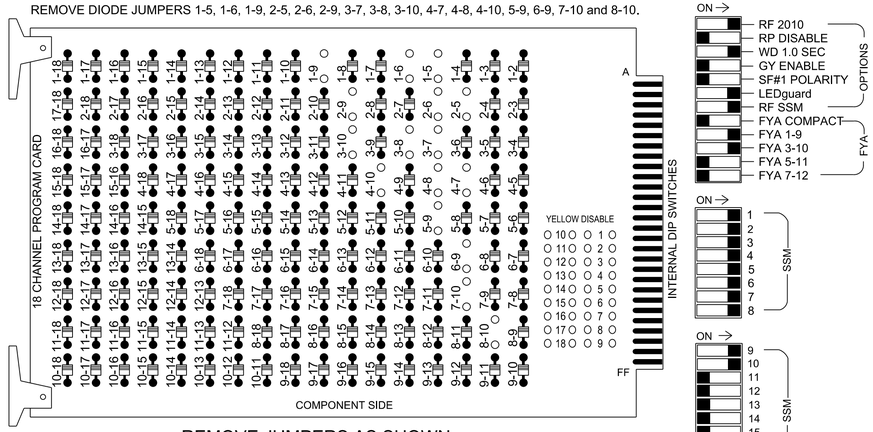
2/12/2024
R:*Traffic*Signals*Design*Signals*090264_sig_dsn_XXXXXXXX.dgn
wpjones

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 33.1

18 CHANNEL IP CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)

REMOVE DIODE JUMPERS 1-5, 1-6, 1-9, 2-5, 2-6, 2-9, 3-7, 3-8, 3-10, 4-7, 4-8, 4-10, 5-9, 6-9, 7-10 and 8-10.



■ = DENOTES POSITION OF SWITCH

REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that the Red Enable is active at all times during normal operation.
4. Integrate monitor with Ethernet network in cabinet.

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the signal plan.
2. Return controller to Factory Defaults before programming per this electrical detail.
3. Program phases 4 and 8 for Dual Entry.
4. Program controller to start up in phase 2 Green No Walk and 6 Green No Walk.
5. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.
6. The cabinet and controller are part of the US 158 Signal System, Signal System : D09-11_Winston-Salem System.

EQUIPMENT INFORMATION

Controller.....2070LX
Cabinet.....332 w/ Aux
Software.....Q-Free MAXTIME
Cabinet Mount.....Base
Output File Positions.....18 With Aux. Output File
Load Switches Used.....S1, S2, S4, S5, S7, S8, S10, S11, AUX S1, AUX S2
Phases Used.....1, 2, 3, 4, 5, 6, 7, 8
Overlap "1".....*
Overlap "2".....*
Overlap "3".....NOT USED
Overlap "4".....NOT USED

*See overlap programming detail on sheet 2.

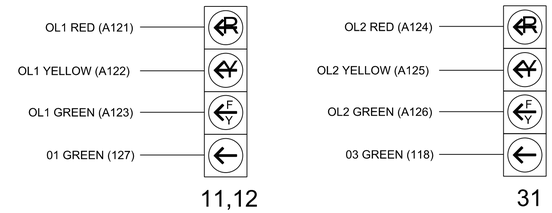
SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1		S2	S3	S4		S5	S6	S7	S8	S9	S10		S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1		2	13	3		4	14	5	6	15	7		8	16	9	10	17	11	12	18
PHASE	1		2	2 PED	3		4	4 PED	5	6	6 PED	7		8	8 PED	OL1	OL2	SPARE	OL3	OL4	SPARE
SIGNAL HEAD NO.	11,12★	82	21,22	NU	22	31★	41,42	NU	51,52	61,62	NU	62	71,72	81,82	NU	11,12★	31★	NU	NU	NU	NU
RED	·	*	128	·	*	·	101	·	·	134	·	·	·	107	·	·	·	·	·	·	·
YELLOW	·	·	129	·	·	·	102	·	·	135	·	·	·	108	·	·	·	·	·	·	·
GREEN	·	·	130	·	·	·	103	·	·	136	·	·	·	109	·	·	·	·	·	·	·
RED ARROW	·	·	·	·	·	·	·	·	131	·	·	·	122	·	·	A121	A124	·	·	·	·
YELLOW ARROW	·	126	·	·	117	·	·	·	132	·	·	123	123	·	·	A122	A125	·	·	·	·
FLASHING YELLOW ARROW	·	·	·	·	·	·	·	·	·	·	·	·	·	·	·	A123	A126	·	·	·	·
GREEN ARROW	127	127	·	·	118	118	·	·	133	·	·	124	124	·	·	·	·	·	·	·	·

NU = Not Used
* Denotes install load resistor. See load resistor installation detail this sheet.
★ See pictorial of head wiring in detail this sheet.

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT POINT	DETECTOR NO.	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN
1A	TB2-1,2	I1U	56	18	1 ★	1	15		X		X	
				-	29 ★	6			X		X	X
1B	TB2-5,6	I2U	39	1	2	1	15		X		X	
1C	TB2-7,8	I2L	43	5	3	1	15		X		X	
2A	TB2-9,10	I3U	63	29	4	2			X	X	X	
2B	TB2-11,12	I3L	76	42	5	2			X	X	X	
3A	TB4-5,6	I5U	58	20	7 ★	3	15		X		X	
				-	30 ★	8			X		X	
4A	TB4-9,10	I6U	41	3	8	4			X	X		
4B	TB4-11,12	I6L	45	7	9	4			X	X		
4C	TB6-1,2	I7U	65	31	10	4	5	2.0	X		X	X
4D	TB6-3,4	I7L	78	44	11	4	5	2.0	X		X	X
4E	TB6-5,6	I8U	49	11	12	4	15		X		X	
5A	TB3-1,2	J1U	55	17	15	5			X		X	
5B	TB3-1,2	J1U	55	17	15	5			X		X	
6A	TB3-5,6	J2U	40	2	16	6			X	X	X	
6B	TB3-7,8	J2L	44	6	17	6			X	X	X	
7A	TB5-5,6	J5U	57	19	21	7			X		X	
7B	TB5-5,6	J5U	57	19	21	7			X		X	
8A	TB5-9,10	J6U	42	4	22	8			X	X		
8B	TB5-11,12	J6L	46	8	23	8			X	X		
8C	TB7-1,2	J7U	66	32	24	8	5	2.0	X		X	X
8D	TB7-3,4	J7L	79	45	25	8	5	2.0	X		X	X

★ For the detector to work as shown on the signal design plan, see the vehicle detector setup programming detail for alternate phasing on sheet 2.

INPUT FILE POSITION LEGEND: J2L
FILE J
SLOT 2
LOWER

INPUT FILE POSITION LAYOUT

(front view)

		1	2	3	4	5	6	7	8	9	10	11	12	13	14
FILE "I"	U	Ø 1 1A	Ø 1 1B	Ø 2 2A	SLOT EMPTY	Ø 3 3A	Ø 4 4A	Ø 4 4C	Ø 4 4E	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	FS DC ISOLATOR
	L	NOT USED	Ø 1 1C	Ø 2 2B		NOT USED	Ø 4 4B	Ø 4 4D	NOT USED						ST DC ISOLATOR
FILE "J"	U	Ø 5 5A	Ø 6 6A	SLOT EMPTY	SLOT EMPTY	Ø 7 7A	Ø 8 8A	Ø 8 8C	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY
	L	Ø 5 5B	Ø 6 6B			Ø 7 7B	Ø 8 8B	Ø 8 8D							

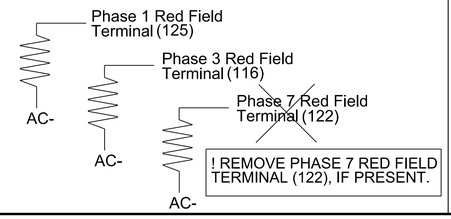
EX. : 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown)

ACCEPTABLE VALUES	
Value (ohms)	Wattage
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



FLASHER CIRCUIT MODIFICATION DETAIL

IN ORDER TO INSURE THAT SIGNALS FLASH CONCURRENTLY ON THE SAME APPROACH, MAKE THE FOLLOWING FLASHER CIRCUIT CHANGES:

1. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-4 AND TERMINATE ON T2-2.
2. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-5 AND TERMINATE ON T2-3.
3. REMOVE FLASHER UNIT 2.

THE CHANGES LISTED ABOVE TIES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 09-0264
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

Signal Upgrade - Final Design - Electrical Detail - Sheet 1 of 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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Electrical and Programming Details For:

Prepared for the Offices of:
Transportation Mobility and Safety Division
DEPARTMENT OF TRANSPORTATION
STATE OF NORTH CAROLINA
Traffic Engineering & Signals Management Section
750 N. Greenfield Pkwy, Garner, NC 27529

US 158 (Reidsville Rd.)
at
NC 66 (Old Hollow Rd.)

Division 9 | Forsyth County | Walkertown

PLAN DATE: February 2024	REVIEWED BY: DT Sears
PREPARED BY: WP Erickson-Jones	REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER W. PORTER JONES
DocuSigned by: Porter Jones DOEE13E3AE6D498...
2/12/2024
DATE

SIG. INVENTORY NO. 09-0264

2/12/2024
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wpjones

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 33.2

MAXTIME DETECTOR PROGRAMMING DETAIL FOR ALTERNATE PHASING LOOPS 1A & 3A

Front Panel
Main Menu >Controller >Detector >Veh Det Plans

Web Interface
Home >Controller >Detector Configuration >Vehicle Detectors

In the table view of web interface right click on "Detector" in the top left corner of the table. Copy the entire contents of Detector Plan 1. Paste Detector Plan 1 into Detector Plan 2. Modify Detector Plan 2 as shown below and save changes.

Plan 2

1A

Detector	Call Phase	Delay
1	1	0
29	0	-

3A

Detector	Call Phase	Delay
7	3	0
30	0	-

MAXTIME ALTERNATE PHASING ACTIVATION DETAIL

To run alternate phasing, select a Pattern that is programmed to run Overlap Plan 2 and Detector Plan 2.
A Pattern can be selected through the scheduler or manually by changing the Operational Mode.

PHASING	OVERLAP PLAN	VEH DET PLAN
ACTIVE PLAN REQUIRED TO RUN DEFAULT PHASING	1	1
ACTIVE PLAN REQUIRED TO RUN ALTERNATE PHASING	2	2

ALTERNATE PHASING CHANGE SUMMARY

THE FOLLOWING IS A SUMMARY OF WHAT TAKES PLACE WHEN OVERLAP PLAN 2 AND VEHICLE DETECTOR PLAN 2 ACTIVATE TO CALL THE "ALTERNATE PHASING":

OVERLAP PLAN 2: Modifies overlap included phases for heads 11, 12, and 31 to run protected turns only.

VEH DET PLAN 2: Disables phase 6 call on loop 1A and reduces delay time for phase 1 call on loop 1A to 0 seconds.

Disables phase 8 call on loop 3A and reduces delay time for phase 3 call on loop 3A to 0 seconds.

MAXTIME ALTERNATE PHASING PATTERN PROGRAMMING DETAIL

Front Panel
Main Menu >Controller >Coordination >Patterns

Web Interface
Home >Controller >Coordination >Patterns

Pattern Parameters

Pattern	Veh Det Plan	Overlap Plan
*	2	2

* The Pattern number(s) are to be determined by the Division and/or City Traffic Engineer.

MAXTIME OVERLAP PROGRAMMING DETAIL FOR DEFAULT PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

Overlap Plan 1

Overlap	1	2
Type	FYA 4 - Section	FYA 4 - Section
Included Phases	2	4
Modifier Phases	1	3
Modifier Overlaps	-	-
Trail Green	0	0
Trail Yellow	0.0	0.0
Trail Red	0.0	0.0

MAXTIME OVERLAP PROGRAMMING DETAIL FOR ALTERNATE PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

In the table view of the web interface, right click on "Overlap" in the top left corner of the table. Copy the entire contents of Overlap Plan 1 into Overlap Plan 2. Modify Overlap Plan 2 as shown below and save changes.

Overlap Plan 2

Overlap	1	2
Type	FYA 4 - Section	FYA 4 - Section
Included Phases	-	-
Modifier Phases	1	3
Modifier Overlaps	-	-
Trail Green	0	0
Trail Yellow	0.0	0.0
Trail Red	0.0	0.0

← NOTICE INCLUDED PHASE

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 09-0264
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

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Signal Upgrade - Final Design - Electrical Detail - Sheet 2 of 2

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Electrical and Programming Details For:

US 158 (Reidsville Rd.)
at
NC 66 (Old Hollow Rd.)

Division 9 | Forsyth County | Walkertown

PLAN DATE: February 2024 | REVIEWED BY: DT Sears
PREPARED BY: WP Erickson-Jones | REVIEWED BY:

REVISIONS	INIT.	DATE

Prepared for the Offices of:
Transportation Mobility and Safety Division
State of North Carolina
Department of Transportation
Signals Management Section
750 N. Greenfield Pkwy, Garner, NC 27529

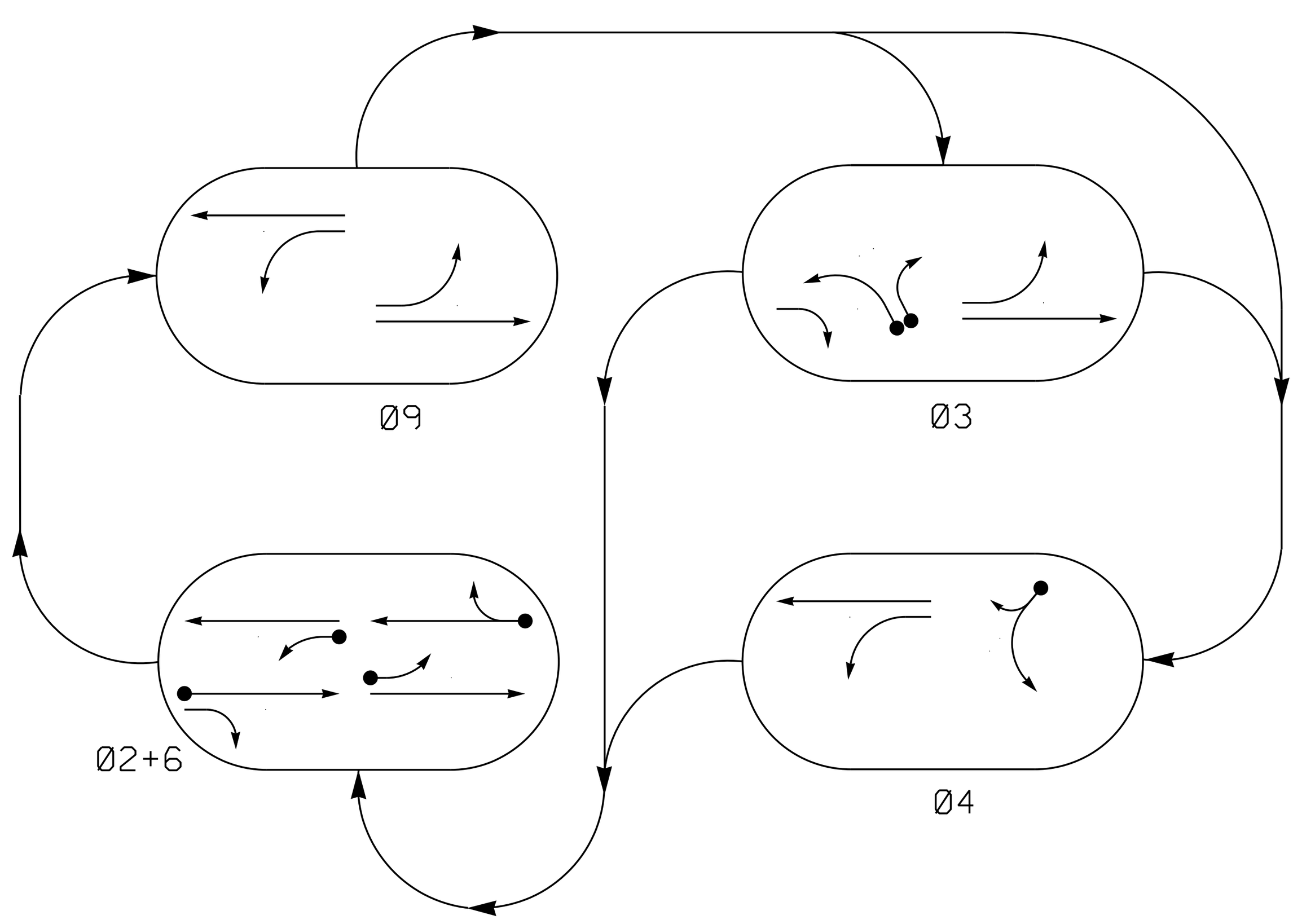
SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER PORTER JONES

DocuSigned by: Porter Jones D05E13E3A9E0498...
2/12/2024
DATE

SIG. INVENTORY NO. 09-0264

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 34.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2+6	Ø9	Ø3	Ø4	FLASH
11	← F/Y	←	←R	←	←Y
21	G	R	R	R	Y
22	G	R	R / →	R	Y
23, 24	G	G	G	R	Y
31	R	R	←	R	R
32	R	R	→	R	R
41	R	R	R	←	R
42	R	R	R	→	R
51	← F/Y	←	←	←R	←Y
61, 62	G	R	R	R	Y
63, 64	G	G	R	G	Y

MAXTIME DETECTOR INSTALLATION CHART

DETECTOR: ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING: CALL PHASE	ADDITIONAL CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD
2A ✳	6X6	300	✳	✳	2	-	-	-	X	X	X	-	✳
2B ✳	6X40	0	✳	✳	2	-	-	-	X	-	X	-	✳
3A ✳	6X40	0	✳	✳	9	3	10	-	X	-	X	-	✳
3B ✳	6X40	0	✳	✳	9	3	15	-	X	-	X	-	✳
3C ✳	6X6	0	✳	✳	9	3	15	-	X	-	X	-	✳
4A ✳	6X40	0	✳	✳	9	4	10	-	X	-	X	-	✳
6A ✳	6X6	300	✳	✳	6	-	-	-	X	X	X	-	✳
6B ✳	6X40	0	✳	✳	6	-	-	-	X	-	X	-	✳

✳ Video Detection Zone

4 Phase
Fully Actuated
(Isolated)

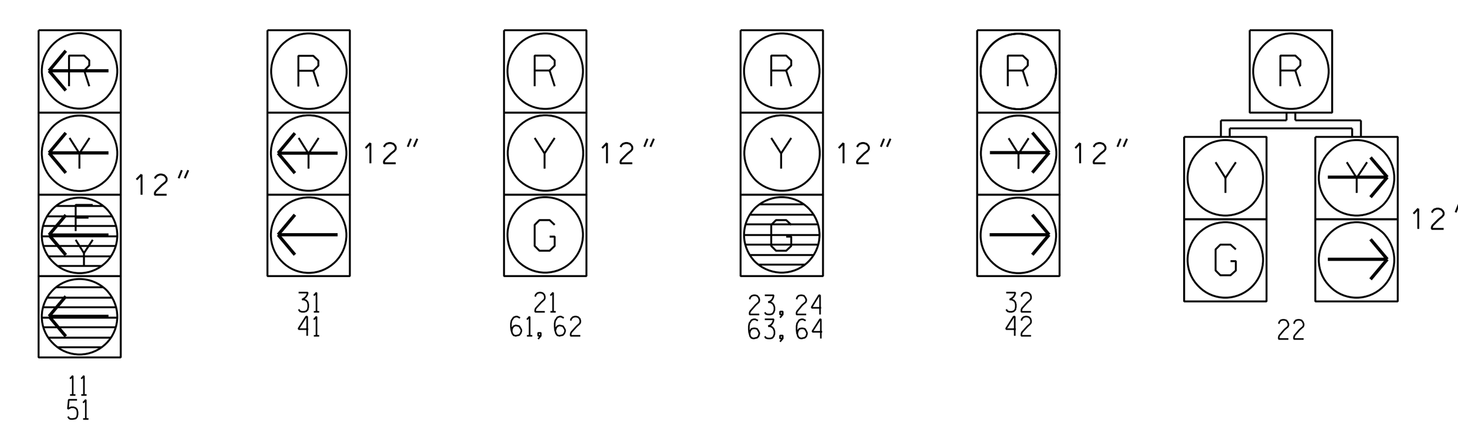
NOTES

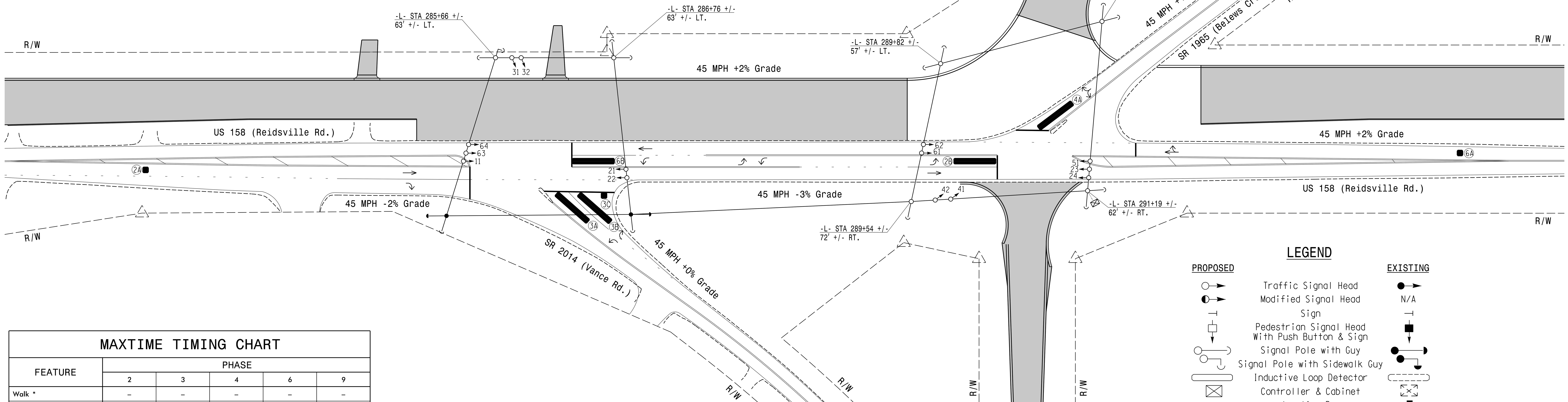
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
2. Do not program signal for late night flashing unless otherwise directed by the Engineer.
3. Program controller to clear from phase 2+6 to phase 3 or phase 4 by progressing through phase 9 (see Electrical Details).
4. The order of phase 3 and phase 4 may be reversed.
5. Tether signal heads numbered 11, 23, 24, 51, 63, and 64.
6. Set all detector units to presence mode.
7. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
8. Pavement markings are existing.
9. This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.

SIGNAL FACE I.D.

All Heads L.E.D.

Denotes Louvers





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	
N/A	Right of Way	
	Directional Arrow	
	Construction Zone	
	Video Detection Zone	

MAXTIME TIMING CHART

FEATURE	PHASE 2	3	4	6	9
Walk *	–	–	–	–	–
Ped Clear *	–	–	–	–	–
Min Green	12	7	7	12	11
Passage *	6.0	2.0	2.0	6.0	2.0
Max 1 *	90	30	30	90	11
Yellow Change	4.7	4.8	4.3	4.7	4.8
Red Clear	2.2	3.3	1.9	2.2	1.6
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.

Signal Upgrade - Temporary Design 1 (TMP Phase I Step 1)

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

US 158 (Reidsville Rd.) at SR 2014 (Vance Rd.) / SR 1965 (Belews Creek 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'

REVISIONS | INIT. | DATE

SEAL — North Carolina Professional Engineer Seal 056142 W. Porter Jones

DocuSigned by: Porter Jones — 2/12/2024 — SIGNATURE DATE

SIG. INVENTORY NO. 09-1100T1

2/12/2024
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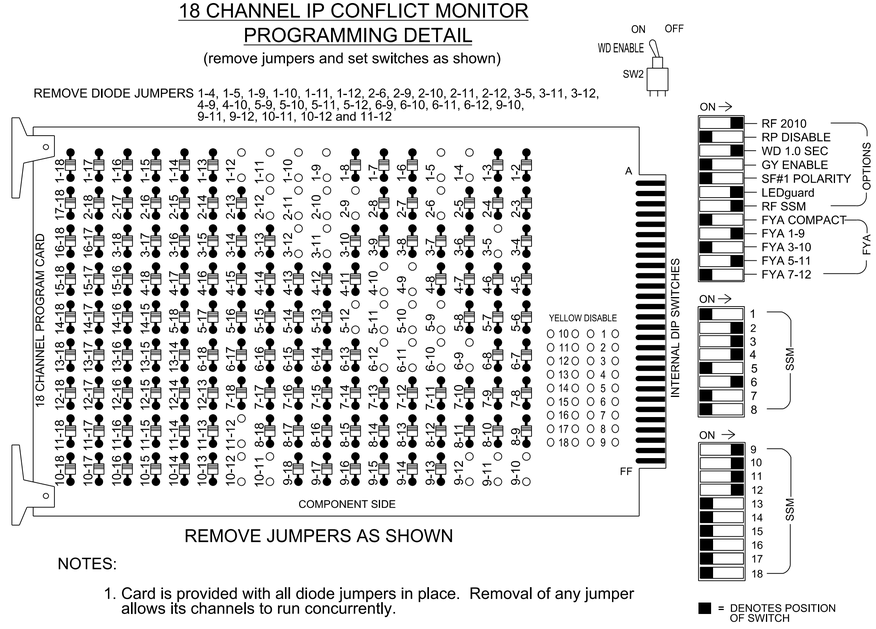
wpjones

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 34.1

18 CHANNEL IP CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)



■ = DENOTES POSITION OF SWITCH

REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that the Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

INPUT FILE POSITION LAYOUT

(front view)

		1	2	3	4	5	6	7	8	9	1O	11	12	13	14
FILE "I"	U	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	FS DC ISOLATOR
	L														ST DC ISOLATOR
FILE "J"	U	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY
	L														

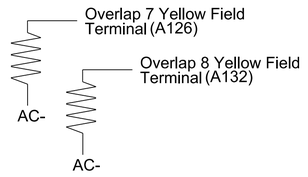
EX. : 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown)

ACCEPTABLE VALUES	
Value (ohms)	Wattage
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the signal plan.
2. Program controller to start up in phase 2 Green No Walk and 6 Green No Walk.
3. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.

EQUIPMENT INFORMATION

Controller.....2070LX
Cabinet.....332 w/ Aux
Software.....Q-Free MAXTIME
Cabinet Mount.....Base
Output File Positions.....18 With Aux. Output File
Load Switches Used.....S1,S2,S4,S5,S7,S8,AUX S1,AUX S2 AUX S4, AUX S5
Phases Used.....2, 3, 4, 6, 9
Overlap "1".....*
Overlap "2".....*
Overlap "3".....*
Overlap "4".....*
Overlap "7".....*
Overlap "8".....*

*See overlap programming detail on sheet 2.

SPECIAL DETECTOR NOTE

Install a video detection system for vehicle detection for zones. 2A, 2B, 3A, 3B, 3C, 4A, 6A and 6B. Perform installation according to manufacturer's directions and NCDOT engineer -approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18
PHASE	OL7	2	2 PED	3	4	4 PED	OL8	6	6 PED	7	8	8 PED	OL1	OL2	SPARE	OL3	OL4	SPARE
SIGNAL HEAD NO.	11★	21,22	NU	22	31,32	41,42	NU	51★	61,62	NU	NU	NU	NU	11★	63,64	NU	51★	23,24	NU
RED	·	128	·	·	·	·	·	·	134	·	·	·	·	·	A124	·	·	A101	·
YELLOW	★	129	·	·	·	·	·	★	135	·	·	·	·	·	A125	·	·	A102	·
GREEN	·	130	·	·	·	·	·	·	136	·	·	·	·	·	A126	·	·	A103	·
RED ARROW	·	·	·	·	116	101	·	·	·	·	·	·	·	A121	·	·	A114	·	·
YELLOW ARROW	·	·	·	117	117	102	·	·	·	·	·	·	·	A122	·	·	A115	·	·
FLASHING YELLOW ARROW	127	·	·	·	·	·	·	133	·	·	·	·	·	A123	·	·	A116	·	·
GREEN ARROW	·	·	·	118	118	103	·	·	·	·	·	·	·	·	·	·	·	·	·

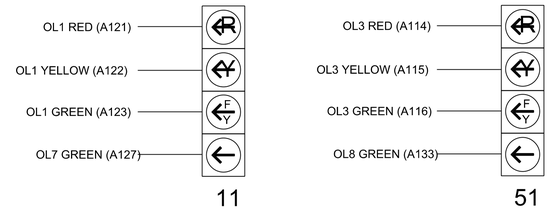
NU = Not Used

★ Denotes install load resistor. See load resistor installation detail this sheet.

★ See pictorial of head wiring in detail this sheet.

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 09-1100T1
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

Signal Upgrade - Temporary Design 1
(TMP Phase I Step 1) Electrical Detail - Sheet 1 of 2

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Electrical and Programming Details For:

Prepared for the Offices of:

Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Traffic Engineering Branch
Signals Management Section

750 N. Greenfield Pkwy, Garner, NC 27529

US 158 (Reidsville Rd.)
at
SR 2014 (Vance Rd.)/
SR 1965 (Belews Creek Rd.)

Division 9 | Forsyth County | Walkertown

PLAN DATE: February 2024	REVIEWED BY: DT Sears
PREPARED BY: WP Erickson-Jones	REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER W. PORTER JONES

DocuSigned by:
Porter Jones
90BF43F3A0E0408...
2/12/2024
DATE

SIG. INVENTORY NO. 09-1100T1

2/12/2024
2:47:07 PM
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wpjones

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 34.2

SEQUENCE DETAIL

Front Panel
Main Menu >Controller >Sequence & Phs Config>Sequences

Web Interface
Home >Controller >Sequence

Sequence 1

Ring	Sequence Data
1	2,a,9,b,3,4,c
2	6,a,b,c

FLASHER CIRCUIT MODIFICATION DETAIL

IN ORDER TO INSURE THAT SIGNALS FLASH CONCURRENTLY ON THE SAME APPROACH, MAKE THE FOLLOWING FLASHER CIRCUIT CHANGES:

1. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-4 AND TERMINATE ON T2-2.
2. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-5 AND TERMINATE ON T2-3.
3. REMOVE FLASHER UNIT 2.

THE CHANGES LISTED ABOVE TIES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.

OVERLAP PROGRAMMING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

Overlap Plan 1

Overlap	1	2	3	4	7	8
Type	FYA 4 - Section	Normal	FYA 4 - Section	Normal	Normal	Normal
Included Phases	2	4,6,9	6	2,3,9	4,9	3,9
Modifier Phases	-	-	-	-	-	-
Modifier Overlaps	7	-	8	-	-	-
Trail Green	0	0	0	0	0	0
Trail Yellow	0.0	0.0	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0	0.0	0.0

OUTPUT CHANNEL CONFIGURATION

Front Panel
Main Menu >Controller >More>Channels>Channels Config

Web Interface
Home >Controller >Advanced IO>Channels>Channels Configuration

Channel Configuration

NOTICE OVERLAP 7 ASSIGNED TO CHANNEL 1. →
NOTICE OVERLAP 8 ASSIGNED TO CHANNEL 7. →

Channel	Control Type	Control Source	Flash Yellow	Flash Red	Flash Alt	MMU Channel
1	Overlap	7	X		X	1
2	Phase Vehicle	2	X			2
3	Phase Vehicle	3		X	X	3
4	Phase Vehicle	4		X		4
5	Phase Vehicle	5		X		5
6	Phase Vehicle	6	X		X	6
7	Overlap	8	X			7
8	Phase Vehicle	8		X	X	8
9	Overlap	1	X		X	9
10	Overlap	2		X	X	10
11	Overlap	3	X			11
12	Overlap	4		X		12
13	Phase Ped	2				13
14	Phase Ped	4				14
15	Phase Ped	6				15
16	Phase Ped	8				16
17	Overlap	5		X	X	17
18	Overlap	6		X		18

← NOTICE CHANNEL 1 YELLOW FLASH
← NOTICE CHANNEL 7 YELLOW FLASH

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 09-1100T1
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

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Signal Upgrade - Temporary Design 1
(TMP Phase I Step 1) Electrical Detail - Sheet 2 of 2

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Electrical and Programming Details For:

Prepared for the Offices of:
Transportation Mobility and Safety Division
State of North Carolina
Traffic Engineering Branch
Traffic Signals Management Section
750 N. Greenfield Pkwy, Garner, NC 27529

US 158 (Reidsville Rd.)
at
SR 2014 (Vance Rd.)/
SR 1965 (Belews Creek Rd.)

Division 9 | Forsyth County | Walkertown

PLAN DATE: February 2024 | REVIEWED BY: DT Sears
PREPARED BY: WP Erickson-Jones | REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER PORTER JONES

DocuSigned by: Porter Jones 2/12/2024
DATE

SIG. INVENTORY NO. 09-1100T1

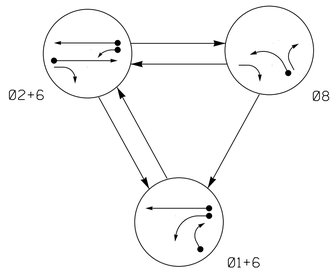
PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 35.0

3 Phase Fully Actuated (Isolated)

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 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.

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

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

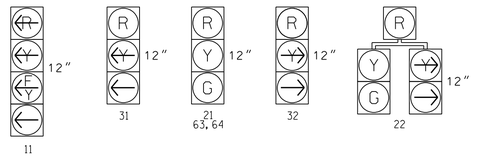
MAXTIME DETECTOR INSTALLATION CHART

DETECTOR ZONE	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	✳	✳	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

SIGNAL FACE I.D.

All Heads L.E.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	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.

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	
N/A	Right of Way	
	Directional Arrow	
	Construction Zone	
	Video Detection Zone	
	Barricade	

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

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Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

SCALE 0 50 1" = 50'

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:

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER PORTER JONES

DocuSigned by: Porter Jones 2/12/2024
SIGNATURE DATE

SIG. INVENTORY NO. 09-1100T2

2/12/2024
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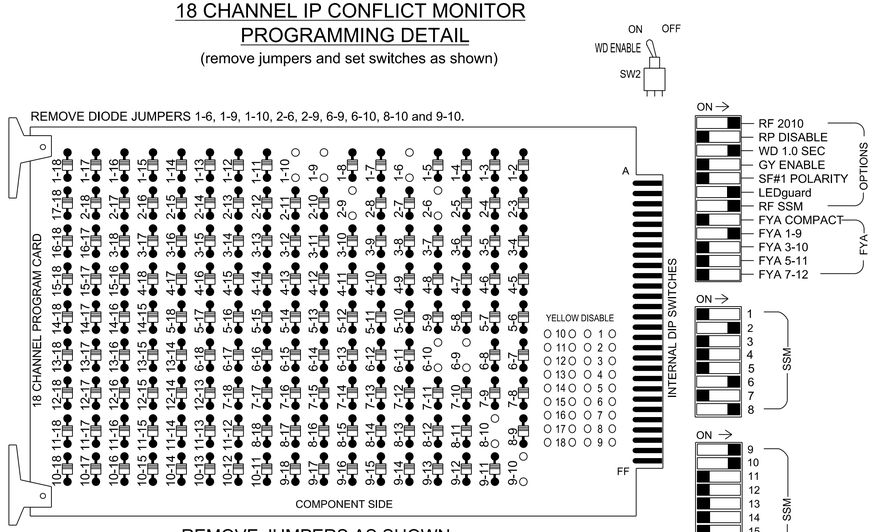
wdjones

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 35.1

18 CHANNEL IP CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)



■ = DENOTES POSITION OF SWITCH

REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that the Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

INPUT FILE POSITION LAYOUT

(front view)

		1	2	3	4	5	6	7	8	9	1O	11	12	13	14
FILE "I"	U	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	FS DC ISOLATOR
	L														ST DC ISOLATOR
FILE "J"	U	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY
	L														

EX. : 1A, 2A, ETC. = LOOP NO.'S

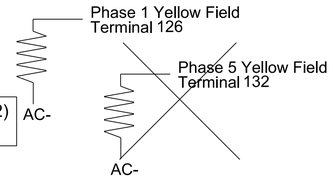
FS = FLASH SENSE
ST = STOP TIME

LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown)

ACCEPTABLE VALUES	
Value (ohms)	Wattage
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)

!Remove Phase 5 Yellow Field Terminal (132) if present.



NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the signal plan.
2. Return controller to Factory Defaults before programming per this electrical detail.
3. Program controller to start up in phase 2 Green No Walk and 6 Green No Walk.
4. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.

EQUIPMENT INFORMATION

Controller.....2070LX
Cabinet.....332 w/ Aux
Software.....Q-Free MAXTIME
Cabinet Mount.....Base
Output File Positions.....18 With Aux. Output File
Load Switches Used.....S1, S2, S8, S11, AUX S1, AUX S2
Phases Used.....1, 2, 6, 8
Overlap "1".....*
Overlap "2".....*
Overlap "3".....NOT USED
Overlap "4".....NOT USED

*See overlap programming detail on this sheet.

OVERLAP PROGRAMMING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

Overlap Plan 1

Overlap	1	2
Type	FYA 4 - Section	Normal
Included Phases	2	1,8
Modifier Phases	1	-
Modifier Overlaps	-	-
Trail Green	0	0
Trail Yellow	0.0	0.0
Trail Red	0.0	0.0

FLASHER CIRCUIT MODIFICATION DETAIL

IN ORDER TO INSURE THAT SIGNALS FLASH CONCURRENTLY ON THE SAME APPROACH, MAKE THE FOLLOWING FLASHER CIRCUIT CHANGES:

1. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-4 AND TERMINATE ON T2-2.
2. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-5 AND TERMINATE ON T2-3.
3. REMOVE FLASHER UNIT 2.

THE CHANGES LISTED ABOVE TIES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.

SPECIAL DETECTOR NOTE

Install a video detection system for vehicle detection for zones. 1A, 1B, 1C, 2A, 6A and 8A. Perform installation according to manufacturer's directions and NCDOT engineer-approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

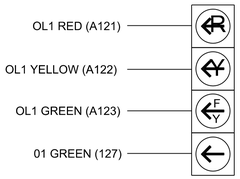
SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11		S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8		16	9	10	17	11	12	18
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	8		8 PED	OL1	OL2	SPARE	OL3	OL4	SPARE
SIGNAL HEAD NO.	★ 11	21,22	NU	NU	NU	NU	NU	63,64	NU	NU	22	31	NU	★ 11	32	NU	NU	NU	NU
RED		128						134											
YELLOW	*	129						135											
GREEN		130						136											
RED ARROW												107		A121	A124				
YELLOW ARROW											108	108		A122	A125				
FLASHING YELLOW ARROW														A123					
GREEN ARROW	127										109	109			A126				

NU = Not Used
*Denotes install load resistor. See load resistor installation detail this sheet.
★See pictorial of head wiring in detail this sheet.

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 09-1100T2
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

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

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SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER W. PORTER JONES

DocuSigned by: Porter Jones 2/12/2024
DATE

SIG. INVENTORY NO. 09-1100T2

Electrical and Programming Details For:

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

Division 9 | Forsyth County | Walkertown

PLAN DATE: February 2024	REVIEWED BY: DT Sears
PREPARED BY: WP Erickson-Jones	REVIEWED BY:

REVISIONS	INIT.	DATE

Prepared for the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Traffic Engineering Branch
Traffic Signals Management Section

750 N. Greenfield Pkwy, Garner, NC 27529

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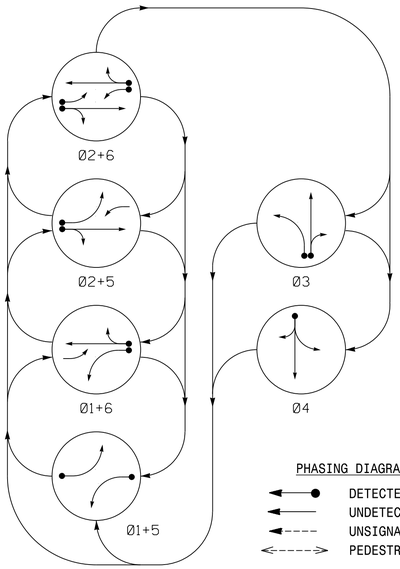
wpjones

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 36.0

6 Phase Fully Actuated (Isolated)

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

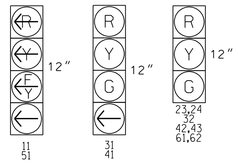
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE 01+05	01+06	02+05	02+06	03	04	FLASH
11	←	←	←F/Y	←F/Y	←R	←R	←Y
23,24	R	R	G	G	R	R	Y
31	R	R	R	R	G←	R	R
32	R	R	R	R	G	R	R
41	R	R	R	R	R	G←	R
42,43	R	R	R	R	R	G	R
51	←F/Y	←F/Y	←	←F/Y	←R	←R	←Y
61,62	R	G	R	G	R	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



MAXTIME DETECTOR INSTALLATION CHART

DETECTOR ZONE	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	✳	✳	1	15	-	X	-	X	-	✳
					6	3	-	X	-	X	X	✳
2A✳	6X6	300	✳	✳	2	-	-	X	X	X	-	✳
3A✳	6X40	0	✳	✳	3	3	-	X	-	X	-	✳
3B✳	6X40	0	✳	✳	3	10	-	X	-	X	-	✳
3C✳	6X6	0	✳	✳	3	10	-	X	-	X	-	✳
4A✳	6X40	0	✳	✳	4	10	-	X	-	X	-	✳
5A✳	6X40	0	✳	✳	5	15	-	X	-	X	-	✳
					2	3	-	X	-	X	X	✳
6A✳	6X6	300	✳	✳	6	-	-	X	X	X	-	✳

✳ Video Detection Zone

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 unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. The order of phase 3 and 4 may be reversed.
5. Remove louvers from heads 23, 24, and 51.
6. Set all detector units to presence mode.
7. This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
8. Remove signal heads 11,21,22,31,32,63, and 64 and the corresponding span wires.

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	
N/A	Right of Way	
	Directional Arrow	
	Construction Zone Drums	
	Construction Zone	
	Video Detection Zone	
	Barricade	

MAXTIME TIMING CHART

FEATURE	PHASE 1	2	3	4	5	6
Walk *	–	–	–	–	–	–
Ped Clear *	–	–	–	–	–	–
Min Green	7	12	7	7	7	12
Passage *	2.0	6.0	2.0	2.0	2.0	6.0
Max 1 *	20	90	30	30	20	90
Yellow Change	3.0	4.8	5.0	5.1	3.0	4.8
Red Clear	2.3	1.5	1.0	1.0	2.1	1.5
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	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 - Temporary Design 3 (TMP Phase I Step 3)

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

SCALE 0 50 1" = 50'

US 158 (Reidsville Rd.) at SR 2014 (Vance Rd.) / SR 1965 (Belews Creek Rd.)

Division 9 Forsyth County Walkertown

PLAN DATE: February 2024 REVIEWED BY: WP Erickson-Jones

PREPARED BY: H Townsend REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER PORTER JONES

DocuSigned by: Porter Jones 2/12/2024
SIGNATURE DATE

SIG. INVENTORY NO. 09-110073

2/12/2024
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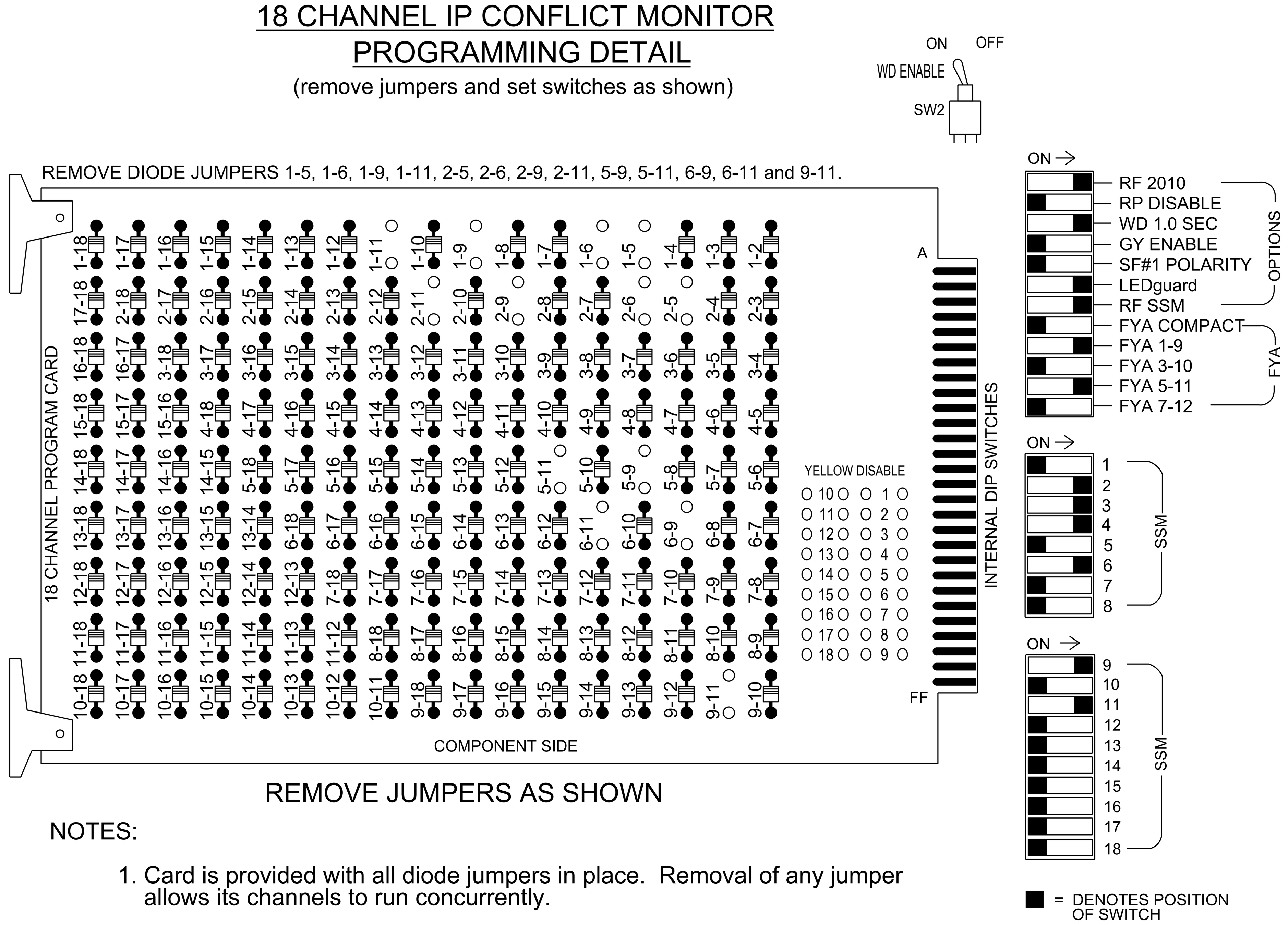
WPJones

18 CHANNEL IP CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)



REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that the Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the signal plan.
2. Return controller to Factory Defaults before programming per this electrical detail.
3. Program controller to start up in phase 2 Green No Walk and 6 Green No Walk.
4. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.

EQUIPMENT INFORMATION

Controller..2070LX
Cabinet...332 w/ Aux
Software...Q-Free MAXTIME
Cabinet Mount....................................Base
Output File Positions...........................18 With Aux. Output File
Load Switches Used............................S1, S2, S4, S5, S7, S8, AUX S1, AUX S4
Phases Used.......................................1, 2, 3, 4, 5, 6
Overlap "1"..*
Overlap "2"..NOT USED
Overlap "3"..*
Overlap "4"..NOT USED

*See overlap programming detail on this sheet.

SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S4	S5	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3		4		14	5	6	15	7	8	16	9	10	17	11	12	18
PHASE	1	2	2 PED	3		4		4 PED	5	6	6 PED	7	8	8 PED	OL1	OL2	SPARE	OL3	OL4	SPARE
SIGNAL HEAD NO.	11★	23,24	NU	31	32	41	42,43	NU	51★	61,62	NU	NU	NU	NU	11★	NU	NU	51★	NU	NU
RED		128		116	116	101	101			134										
YELLOW	*	129		117	117	102	102		*	135										
GREEN		130		118	118	103	103			136										
RED ARROW															A121			A114		
YELLOW ARROW															A122			A115		
FLASHING YELLOW ARROW															A123			A116		
GREEN ARROW	127			118		103			133											

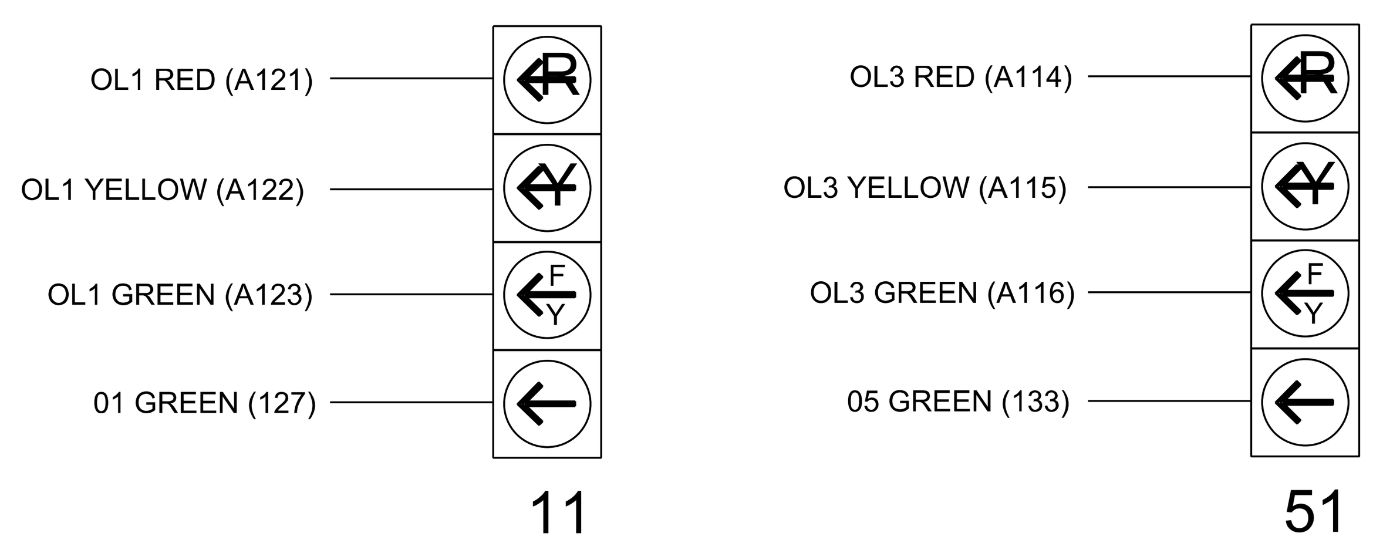
NU = Not Used

* Denotes install load resistor. See load resistor installation detail this sheet.

★ See pictorial of head wiring in detail this sheet.

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



OVERLAP PROGRAMMING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

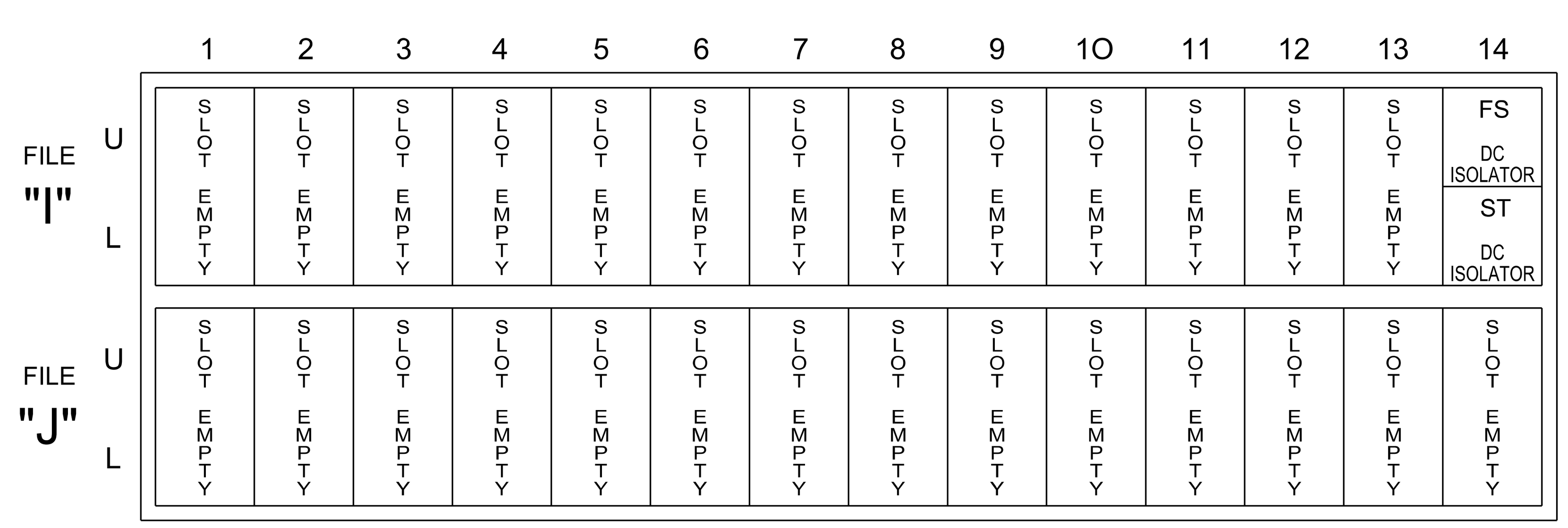
Web Interface
Home >Controller >Overlap Configuration >Overlaps

Overlap Plan 1

Overlap	1	3
Type	FYA 4 - Section	FYA 4 - Section
Included Phases	2	6
Modifier Phases	1	5
Modifier Overlaps	-	-
Trail Green	0	0
Trail Yellow	0.0	0.0
Trail Red	0.0	0.0

INPUT FILE POSITION LAYOUT

(front view)



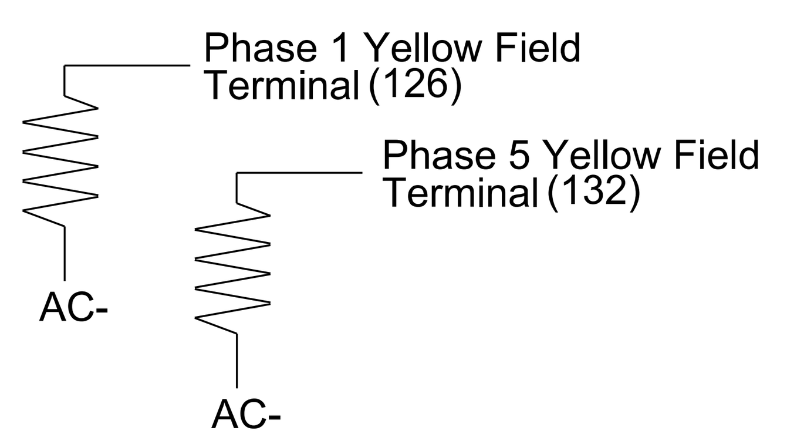
EX.: 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown)

ACCEPTABLE VALUES	
Value (ohms)	Wattage
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



SPECIAL DETECTOR NOTE

Install a video detection system for vehicle detection for zones. 1A, 2A, 3A, 3B, 3C, 4A, 5A and 6A. Perform installation according to manufacturer's directions and NCDOT engineer-approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 09-1100T3
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

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

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Electrical and Programming Details For:

Prepared for the Offices of:
Transportation Mobility and Safety Division
ITS & Signals Management Section
750 N. Greenfield Pkwy, Garner, NC 27529

US 158 (Reidsville Rd.)
at
SR 2014 (Vance Rd.)/
SR 1965 (Belews Creek Rd.)

Division 9 | Forsyth County | Walkertown

PLAN DATE: February 2024	REVIEWED BY: DT Sears
PREPARED BY: WP Erickson-Jones	REVIEWED BY:

REVISIONS	INIT.	DATE

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SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER W. PORTER JONES
DocuSigned by: Porter Jones
D06F13F3A0E0498...
2/12/2024
DATE

SIG. INVENTORY NO. 09-1100T3

2/12/2024
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wpjones

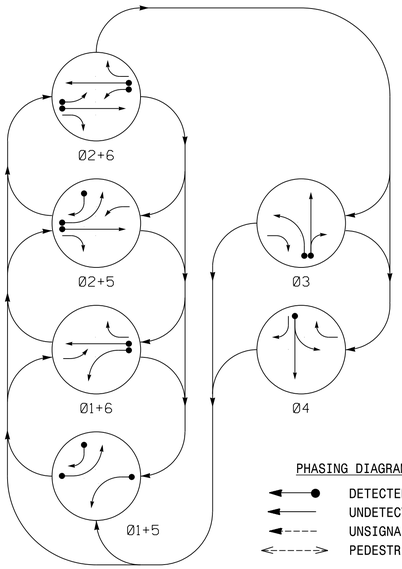
PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 37.0

6 Phase Fully Actuated (Isolated)

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 unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. The order of phase 3 and 4 may be reversed.
5. Reposition existing signal heads numbered 11, 23, 41, 51, 61, and 62.
6. Set all detector units to presence mode.
7. This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3	Ø4	FLASH
11	←	←	F Y	F Y	R	R	Y
23	R	R	G	G	R	R	Y
24	R	R	G	G	R →	R	Y
31	R	R	R	R	G ←	R	R
32	R	R	R	R	G	R	R
41	R	R	R	R	R	G ←	R
42	R →	R	R →	R	R	G	R
43	R	R	R	R	R	G	R
51	←	F Y	←	F Y	R	R	Y
61	R	G	R	G	R	R	Y
62	R	G	R	G	R	R →	Y

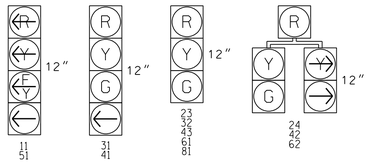
MAXTIME DETECTOR INSTALLATION CHART

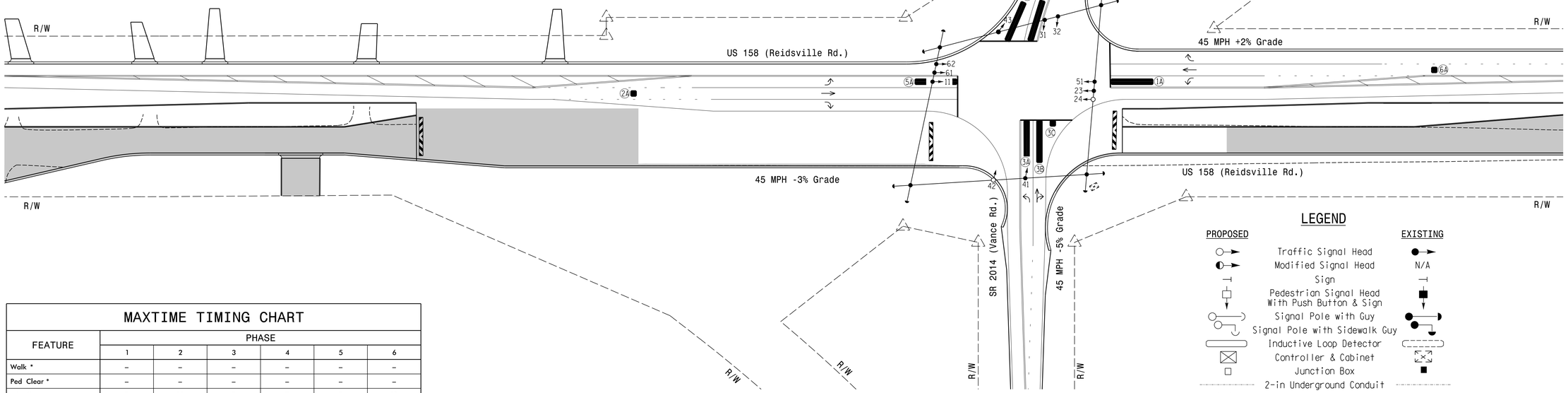
DETECTOR ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD
1A ✳	6X40	0	✳	✳	1	15	-	X	-	X	-	✳
					6	3	-	X	-	X	X	✳
2A ✳	6X6	300	✳	✳	2	-	-	X	X	X	-	✳
3A ✳	6X40	0	✳	✳	3	3	-	X	-	X	-	✳
3B ✳	6X40	0	✳	✳	3	10	-	X	-	X	-	✳
3C ✳	6X6	0	✳	✳	3	10	-	X	-	X	-	✳
4A ✳	6X40	0	✳	✳	4	3	-	X	-	X	-	✳
5A ✳	6X40	0	✳	✳	5	15	-	X	-	X	-	✳
					2	3	-	X	-	X	X	✳
5B ✳	6X40	0	✳	✳	5	15	-	X	-	X	-	✳
6A ✳	6X6	300	✳	✳	6	-	-	X	X	X	-	✳

✳ Video Detection Zone

SIGNAL FACE I.D.

All Heads L.E.D.





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	·····
N/A	Right of Way	– – – –
→	Directional Arrow	→
▒	Construction Zone	▒
▬	Video Detection Zone	▬
▬	Barricade	▬

MAXTIME TIMING CHART

FEATURE	PHASE 1	2	3	4	5	6
Walk *	–	–	–	–	–	–
Ped Clear *	–	–	–	–	–	–
Min Green	7	12	7	7	7	12
Passage *	2.0	6.0	2.0	2.0	2.0	6.0
Max 1 *	20	90	30	30	20	90
Yellow Change	3.0	4.8	5.0	5.1	3.0	4.8
Red Clear	3.2	1.9	1.1	1.0	2.8	1.9
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	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.

2/12/2024
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mjones

Signal Upgrade - Temporary Design 4 (TMP Phase II)

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

US 158 (Reidsville Rd.) at SR 2014 (Vance Rd.) / SR 1965 (Belews Creek Rd.)
Division 9 Forsyth County Walkertown

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

REVISIONS	INIT.	DATE

SCALE 0 50 1" = 50'

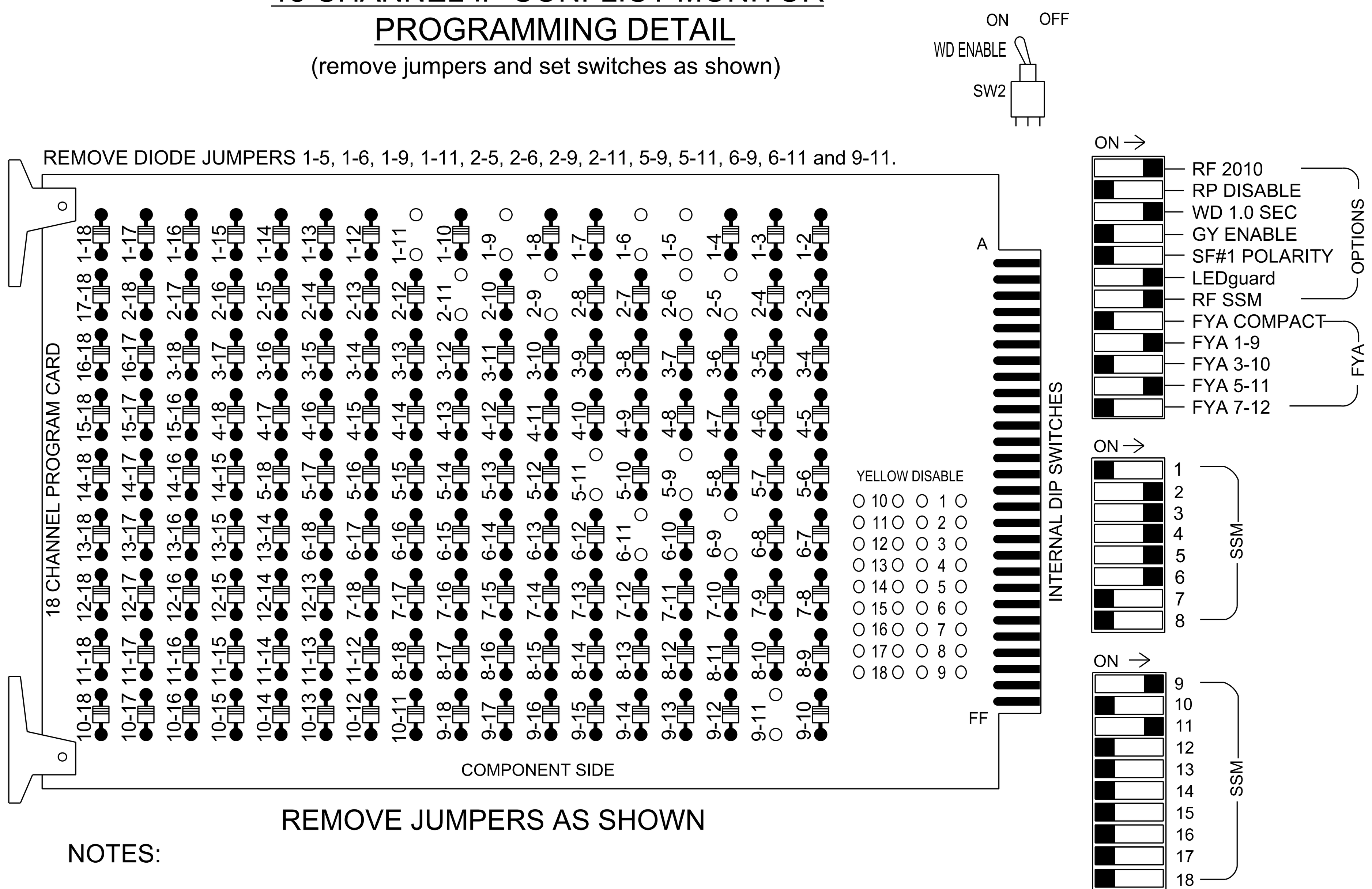
SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER PORTER JONES
DocuSigned by: Porter Jones 2/12/2024
SIGNATURE DATE
SIG. INVENTORY NO. 09-110074

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 37.1

18 CHANNEL IP CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)

REMOVE DIODE JUMPERS 1-5, 1-6, 1-9, 1-11, 2-5, 2-6, 2-9, 2-11, 5-9, 5-11, 6-9, 6-11 and 9-11.



REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that the Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the signal plan.
2. Program controller to start up in phase 2 Green No Walk and 6 Green No Walk.
3. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.

EQUIPMENT INFORMATION

Controller..2070LX
Cabinet...332 w/ Aux
Software..Q-Free MAXTIME
Cabinet Mount.....................................Base
Output File Positions...........................18 With Aux. Output File
Load Switches Used............................S1, S2, S4, S5, S7, S8, AUX S1, AUX S4
Phases Used.......................................1, 2, 3, 4, 5, 6
Overlap "1"...*
Overlap "2"...NOT USED
Overlap "3"...*
Overlap "4"...NOT USED
*See overlap programming detail on this sheet.

SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4			S5			S6	S7		S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3			4			14	5		6	15	7	8	16	9	10	17	11	12	18
PHASE	1	2	2 PED	3			4			4 PED	5		6	6 PED	7	8	8 PED	OL1	OL2	SPARE	OL3	OL4	SPARE
SIGNAL HEAD NO.	11★	23,24	NU	31	32	24	41	42,43	62	NU	51★	42	61,62	NU	NU	NU	NU	11★	NU	NU	51★	NU	NU
RED		128		116	116		101	101				*	134										
YELLOW	*	129		117	117		102	102					135										
GREEN		130		118	118		103	103					136										
RED ARROW																		A121			A114		
YELLOW ARROW						117			102			132						A122			A115		
FLASHING YELLOW ARROW																		A123			A116		
GREEN ARROW	127			118		118	103		103		133	133											

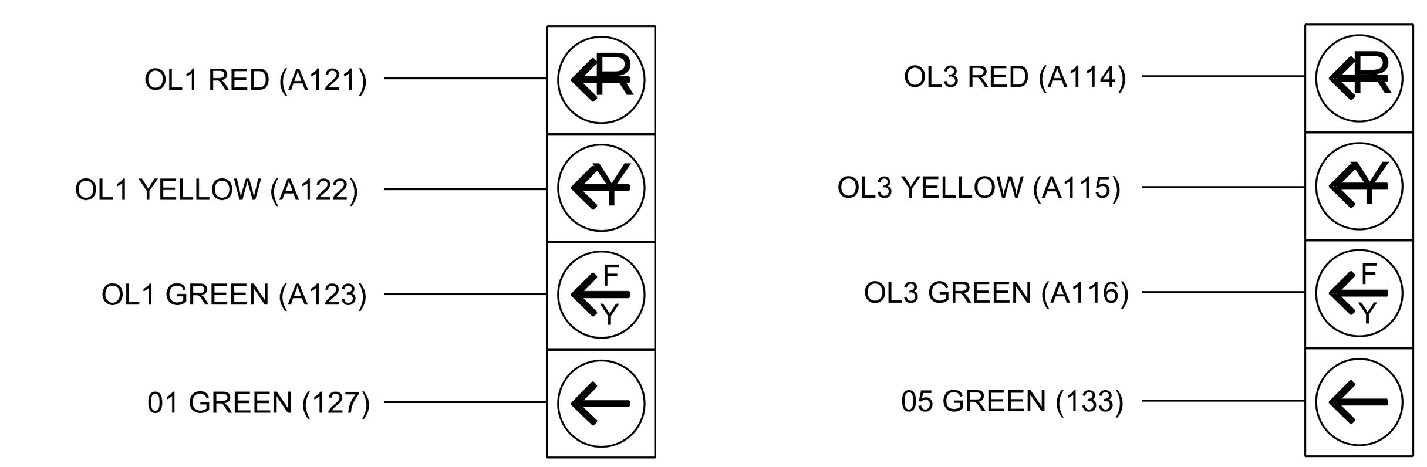
NU = Not Used

*Denotes install load resistor. See load resistor installation detail this sheet.

★See pictorial of head wiring in detail this sheet.

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



OVERLAP PROGRAMMING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

Overlap Plan 1

Overlap	1	3
Type	FYA 4 - Section	FYA 4 - Section
Included Phases	2	6
Modifier Phases	1	5
Modifier Overlaps	-	-
Trail Green	0	0
Trail Yellow	0.0	0.0
Trail Red	0.0	0.0

INPUT FILE POSITION LAYOUT

(front view)

		1	2	3	4	5	6	7	8	9	1O	11	12	13	14
FILE "I"	U	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	FS DC ISOLATOR
	L														ST DC ISOLATOR
FILE "J"	U	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY
	L														

EX. : 1A, 2A, ETC. = LOOP NO.'S

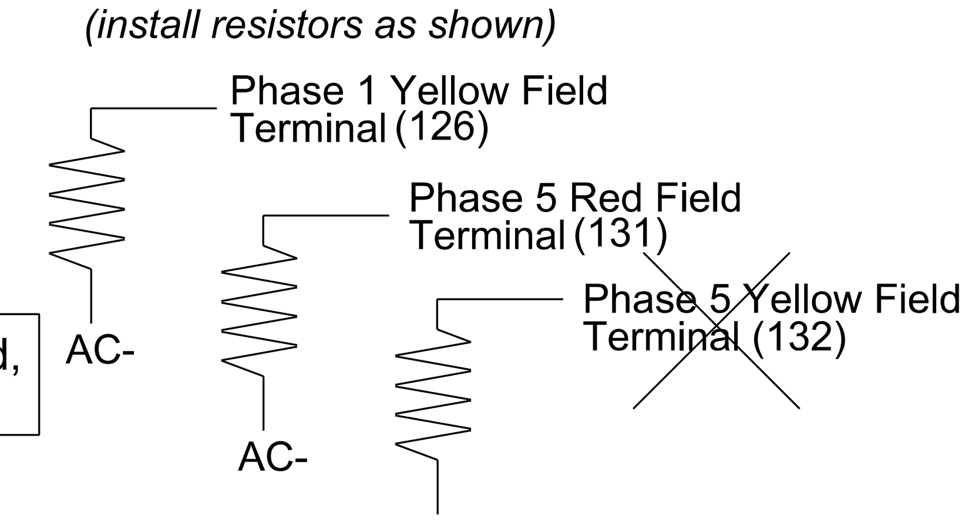
FS = FLASH SENSE
ST = STOP TIME

LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown)

ACCEPTABLE VALUES	
Value (ohms)	Wattage
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)

!Remove Phase 5 Yellow Field, Terminal (132), if present.



SPECIAL DETECTOR NOTE

Install a video detection system for vehicle detection for zones. 1A, 2A, 3A, 3B, 3C, 4A, 5A, 5B and 6A. Perform installation according to manufacturer's directions and NCDOT engineer-approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 09-1100T4
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

Signal Upgrade - Temporary Design 4
(TMP Phase II) Electrical Detail

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Electrical and Programming Details For:

Prepared for the Offices of:
Transportation Mobility and Safety Division
ITS & Signals Management Section
750 N. Greenfield Pkwy, Garner, NC 27529

US 158 (Reidsville Rd.)
at
SR 2014 (Vance Rd.)/
SR 1965 (Belews Creek Rd.)

Division 9 | Forsyth County | Walkertown
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 SEAL 056142 ENGINEER W. PORTER JONES
DocuSigned by: Porter Jones
2/12/2024
DATE

SIG. INVENTORY NO. 09-1100T4

2/12/2024
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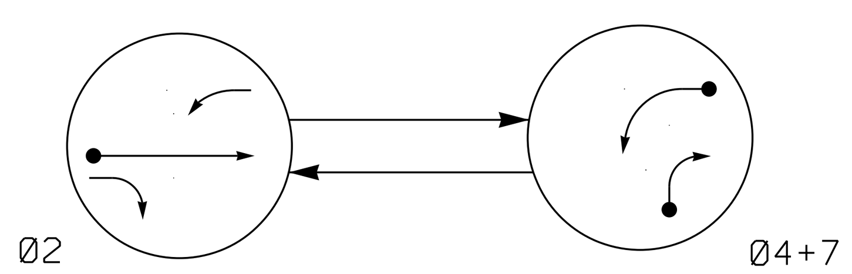
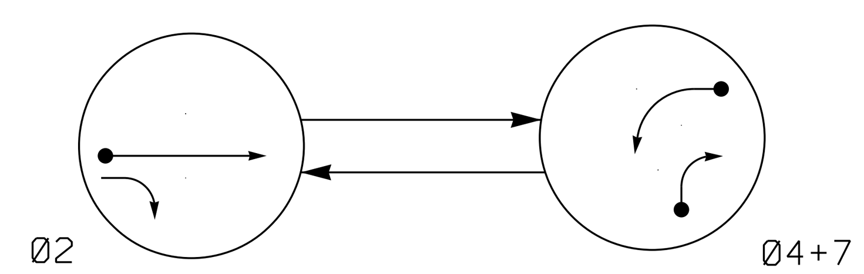
wpjones

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 38.0

DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2	PHASE Ø4+7	PHASE FLASH
21	↑	R	Y
22	G	R	Y
23	F/Y →	R	Y→
41, 42, 43	R	→	R
71,72	← F/Y	←	←Y

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2	PHASE Ø4+7	PHASE FLASH
21	↑	R	Y
22	G	R	Y
23	F/Y →	R	Y→
41, 42, 43	R	→	R
71,72	←R	←	←Y

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
2A ✳	6X6	300	✳	✳	2	-	-	X	X	X	-	✳
4A ✳	6X40	0	✳	✳	4	15	-	X	-	X	-	✳
7A ✳	6X40	0	✳	✳	7	15#	-	X	-	X	-	✳

✳ Video Detection Zone
\# Disable Delay During Alternate Phasing Operation.

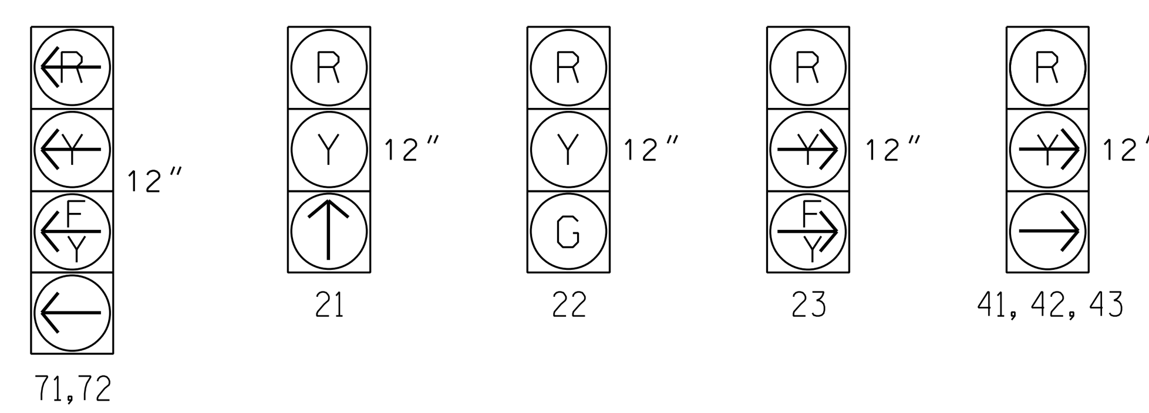
2 Phase
Fully Actuated
(Isolated)

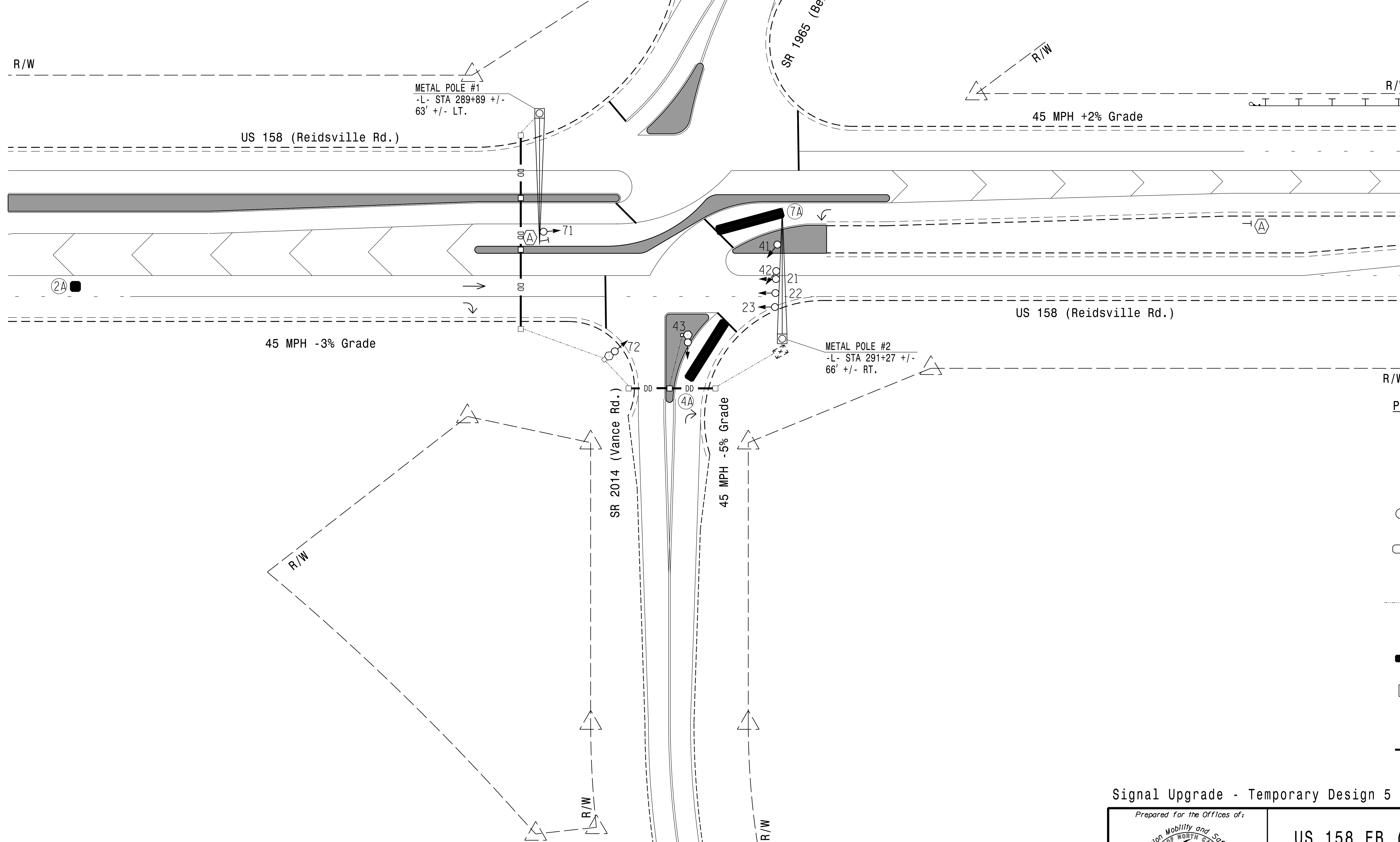
NOTES

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. Set all detector units to presence mode.
4. This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.

SIGNAL FACE I.D.

All Heads L.E.D.





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	
N/A	Right of Way	
	Directional Arrow	
	Video Detection Zone	
N/A	Guardrail	
	Metal Pole with Mastarm	
	No U-Turn Sign (R3-4)	
	Type II Signal Pedestal	
DD	Directional Drill	N/A

MAXTIME TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 7
Walk *	–	–	–
Ped Clear *	–	–	–
Min Green	12	7	7
Passage *	6.0	2.0	2.0
Max 1 *	90	30	30
Yellow Change	4.8	3.0	3.0
Red Clear	1.3	2.3	2.3
Added Initial *	2.5	–	–
Maximum Initial *	34	–	–
Time Before Reduction *	15	–	–
Time To Reduce *	30	–	–
Minimum Gap	3.0	–	–
Advance Walk	–	–	–
Non Lock Detector	–	X	X
Vehicle Recall	MIN RECALL	–	–
Dual Entry	–	X	X

* These values may be field adjusted. Do not adjust Min Green and Extension times for phase 2 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

Signal Upgrade - Temporary Design 5 (TMP Phase III Step 3)

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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

SCALE 0 40 — 1" = 40'

US 158 EB (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:

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER W. PORTER JONES

DocuSigned by: Porter Jones
D06F13F3A0E0498...
SIGNATURE 2/12/2024 DATE

SIG. INVENTORY NO. 09-1100T5

2/12/2024
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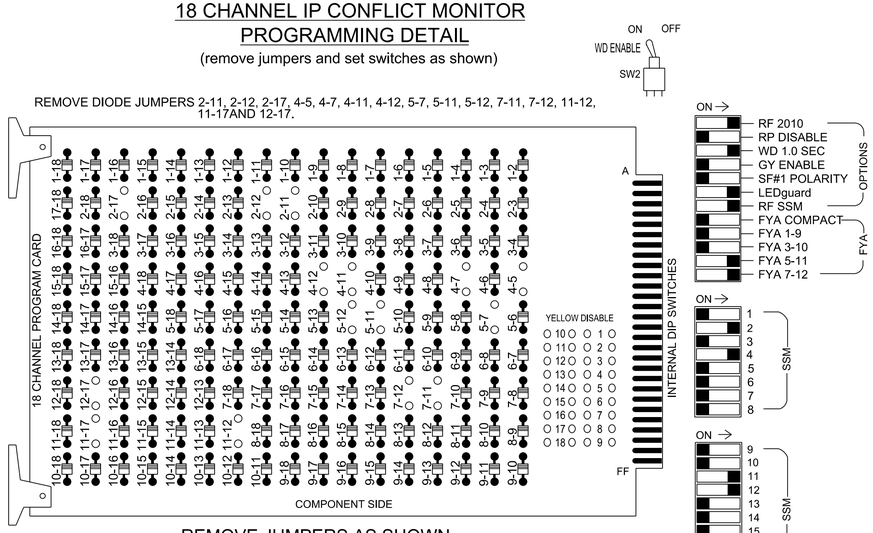
wpjones

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 38.1

18 CHANNEL IP CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)



REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that the Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the signal plan.
2. Return controller to Factory Defaults before programming per this electrical detail.
3. Program controller to start up in phase 2 Green No Walk.
4. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.

EQUIPMENT INFORMATION

Controller.....2070LX
Cabinet.....332 w/ Aux
Software.....Q-Free MAXTIME
Cabinet Mount.....Base
Output File Positions.....18 With Aux. Output File
Load Switches Used.....S2, S5, S7, S10, AUX S3, AUX S4, AUX S5
Phases Used.....2, 4, 7
Overlap "1".....NOT USED
Overlap "2".....NOT USED
Overlap "3".....*
Overlap "4".....*
Overlap "5".....*
Overlap "7".....*

*See overlap programming detail on sheet 2.

SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2		S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2		13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18
PHASE	1	2		2 PED	3	4	4 PED	OL7	6	6 PED	7	8	8 PED	OL1	OL2	OL5	OL3	OL4	SPARE
SIGNAL HEAD NO.	NU	21	22	NU	NU	41,42, 43	NU	72★	NU	NU	71★	NU	NU	NU	NU	23★	72★	71★	NU
RED		128	128			101										A111			
YELLOW		129	129					*			*								
GREEN			130																
RED ARROW																	A114	A101	
YELLOW ARROW						102										A112	A115	A102	
FLASHING YELLOW ARROW																A113	A116	A103	
GREEN ARROW		130				103		133			124								

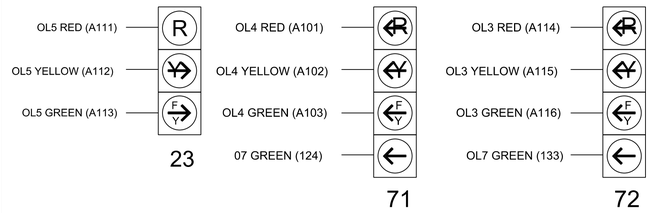
NU = Not Used

* Denotes install load resistor. See load resistor installation detail this sheet.

★See pictorial of head wiring in detail this sheet.

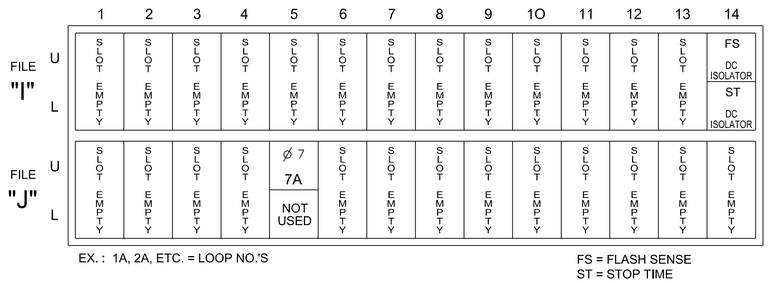
FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



INPUT FILE POSITION LAYOUT

(front view)



EX. : 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT POINT	DETECTOR NO.	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN
7A	TB5-5,6	J5U	57	19	21★	7	15		X		X	

★ For the detector to work as shown on the signal design plan, see the vehicle detector setup programming detail for alternate phasing on sheet 2.

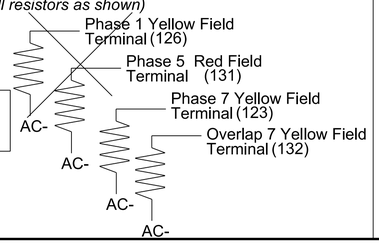
INPUT FILE POSITION LEGEND: J2L
FILE J
SLOT 2
LOWER

LOAD RESISTOR INSTALLATION DETAIL

ACCEPTABLE VALUES	
Value (ohms)	Wattage
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)

!Remove Phase 1 Yellow Field Terminal (126) and Phase 5 Red Field Terminal (131), if present.

(install resistors as shown)



SPECIAL DETECTOR NOTE

Install a video detection system for vehicle detection for zones. 2A, 4A and 7A. Perform installation according to manufacturer's directions and NCDOT engineer-approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

For Detection Zone 7A, the equipment placement and slots are typical for a NCDOT installation. Inputs associated with these slots are compatible with time of day instructions located on sheet 2 of this electrical detail.

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THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 09-1100T5
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

Signal Upgrade - Temporary Design 5
(TMP Phase III Step 3) - Electrical Detail - Sheet 1 of 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Electrical and Programming Details For:

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

Division 9 | Forsyth County | Walkertown

PLAN DATE: February 2024 | REVIEWED BY: DT Sears

PREPARED BY: WP Erickson-Jones | REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER PORTER JONES

DocuSigned by: Porter Jones D06F13F3A0E0408... 2/12/2024 DATE

SIG. INVENTORY NO. 09-1100T5

Prepared for the Offices of:
Transportation Mobility and Safety Division
Traffic Engineering Branch
State Traffic Engineer
Signals Management Section
750 N. Greenfield Pkwy, Garner, NC 27529

2/12/2024
12:47:07 PM
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wpjones

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 38.2

MAXTIME OVERLAP PROGRAMMING DETAIL FOR DEFAULT PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

Overlap Plan 1

Overlap	3	4	5	7
Type	FYA 4 - Section	FYA 4 - Section	FYA 4 - Section	Normal
Included Phases	2	2	2	7
Modifier Phases	-	7	-	-
Modifier Overlaps	7	-	-	-
Trail Green	0	0	0	0
Trail Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0

MAXTIME OVERLAP PROGRAMMING DETAIL FOR ALTERNATE PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

In the table view of the web interface, right click on "Overlap" in the top left corner of the table. Copy the entire contents of Overlap Plan 1. Paste Overlap Plan 1 into Overlap Plan 2. Modify Overlap Plan 2 as shown below and save changes.

Overlap Plan 2

Overlap	3	4	5	7
Type	FYA 4 - Section	FYA 4 - Section	FYA 4 - Section	Normal
Included Phases	-	-	2	7
Modifier Phases	-	7	-	-
Modifier Overlaps	7	-	-	-
Trail Green	0	0	0	0
Trail Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0

← NOTICE INCLUDED PHASE

MAXTIME ALTERNATE PHASING PATTERN PROGRAMMING DETAIL

Front Panel
Main Menu >Controller >Coordination >Patterns

Web Interface
Home >Controller >Coordination >Patterns

Pattern Parameters

Pattern	Veh Det Plan	Overlap Plan
*	2	2

* The Pattern number(s) are to be determined by the Division and/or City Traffic Engineer.

OUTPUT CHANNEL CONFIGURATION

Front Panel
Main Menu >Controller >More>Channels>Channels Config

Web Interface
Home >Controller >Advanced IO>Channels>Channels Configuration

Channel Configuration

Channel	Control Type	Control Source	Flash Yellow	Flash Red	Flash Alt	MMU Channel
1	Phase Vehicle	1	·	X	X	1
2	Phase Vehicle	2	X	·	·	2
3	Phase Vehicle	3	·	X	X	3
4	Phase Vehicle	4	·	X	X	4
5	Overlap	7	X	·	·	5
6	Phase Vehicle	6	X	·	X	6
7	Phase Vehicle	7	X	·	·	7
8	Phase Vehicle	8	·	X	X	8
9	Overlap	1	X	·	X	9
10	Overlap	2	·	X	X	10
11	Overlap	3	X	·	X	11
12	Overlap	4	X	·	X	12
13	Phase Ped	2	·	·	·	13
14	Phase Ped	4	·	·	·	14
15	Phase Ped	6	·	·	·	15
16	Phase Ped	8	·	·	·	16
17	Overlap	5	X	·	·	17
18	Overlap	6	·	X	·	18

NOTICE OVERLAP 7 ASSIGNED TO CHANNEL 5 →

← NOTICE CHANNEL 5 YELLOW FLASH

← NOTICE CHANNEL 7 YELLOW FLASH

← NOTICE CHANNEL 12 YELLOW FLASH

← NOTICE CHANNEL 17 YELLOW FLASH

MAXTIME DETECTOR PROGRAMMING DETAIL FOR ALTERNATE PHASING LOOP 7A

Front Panel
Main Menu >Controller >Detector >Veh Det Plans

Web Interface
Home >Controller >Detector Configuration >Vehicle Detectors

In the table view of web interface right click on "Detector" in the top left corner of the table. Copy the entire contents of Detector Plan 1. Paste Detector Plan 1 into Detector Plan 2. Modify Detector Plan 2 as shown below and save changes.

Plan 2

7A

Detector	Call Phase	Delay
21	7	0

MAXTIME ALTERNATE PHASING ACTIVATION DETAIL

To run alternate phasing, select a Pattern that is programmed to run Overlap Plan 2 and Detector Plan 2. A Pattern can be selected through the scheduler or manually by changing the Operational Mode.

PHASING	OVERLAP PLAN	VEH DET PLAN
ACTIVE PLAN REQUIRED TO RUN DEFAULT PHASING	1	1
ACTIVE PLAN REQUIRED TO RUN ALTERNATE PHASING	2	2

ALTERNATE PHASING CHANGE SUMMARY

THE FOLLOWING IS A SUMMARY OF WHAT TAKES PLACE WHEN OVERLAP PLAN 2 AND VEHICLE DETECTOR PLAN 2 ACTIVATE TO CALL THE "ALTERNATE PHASING":

OVERLAP PLAN 2: Modifies overlap included phases for heads 71 and 72 to run protected turns only.

VEH DET PLAN 2: Reduces delay time for phase 7 call on loop 7A to 0 seconds.

FLASHER CIRCUIT MODIFICATION DETAIL

IN ORDER TO INSURE THAT SIGNALS FLASH CONCURRENTLY ON THE SAME APPROACH, MAKE THE FOLLOWING FLASHER CIRCUIT CHANGES:

1. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-4 AND TERMINATE ON T2-2.
2. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-5 AND TERMINATE ON T2-3.
3. REMOVE FLASHER UNIT 2.

THE CHANGES LISTED ABOVE TIES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 09-1100T5
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

Signal Upgrade - Temporary Design 5
(TMP Phase III Step 3) - Electrical Detail - Sheet 2 of 2

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Electrical and Programming Details For:

Prepared for the Offices of:
Transportation Mobility and Safety Division
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signals Management Section
750 N. Greenfield Pkwy, Garner, NC 27529

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

Division 9 | Forsyth County | Walkertown

PLAN DATE: February 2024 | REVIEWED BY: DT Sears
PREPARED BY: WP Erickson-Jones | REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER PORTER JONES

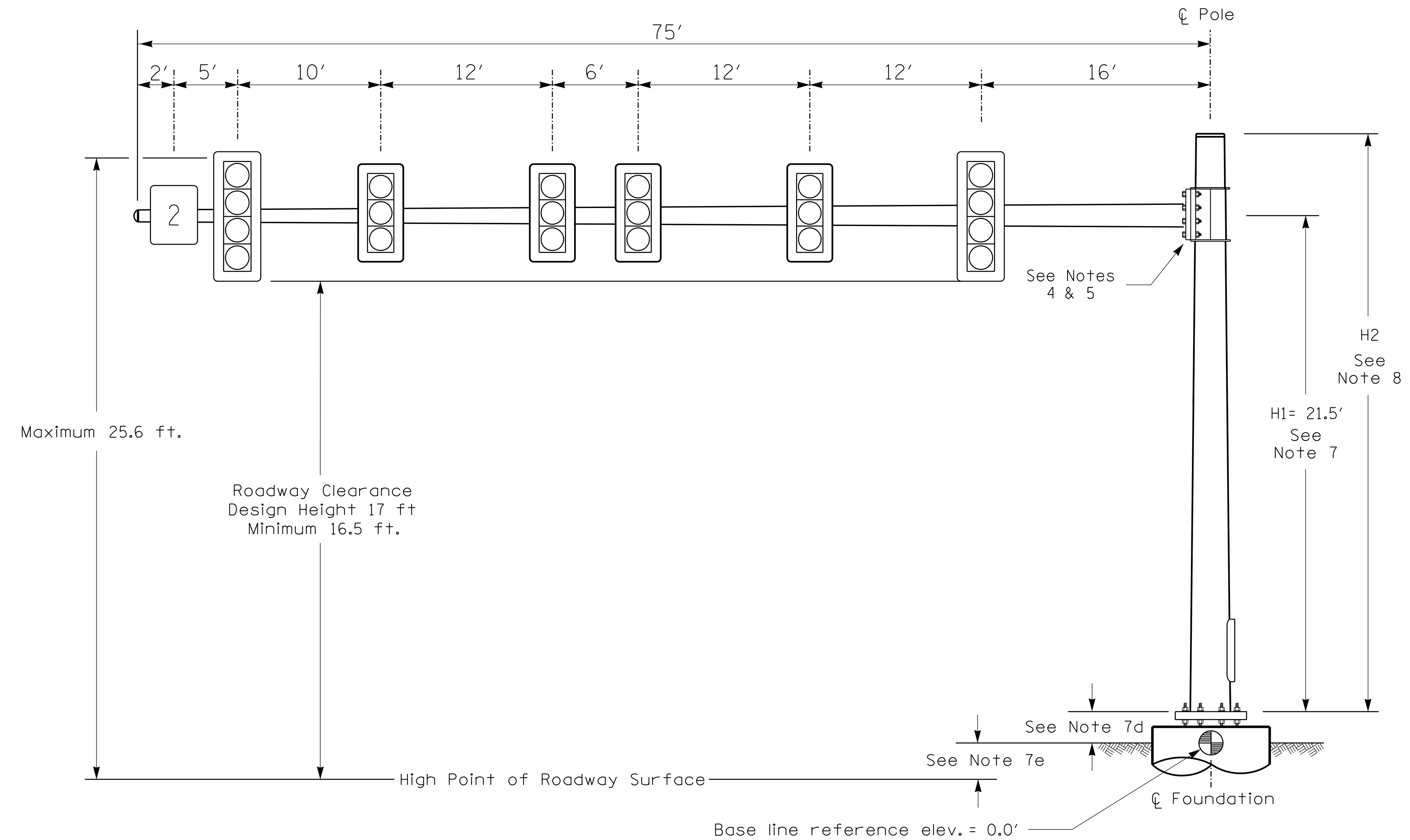
DocuSigned by: Porter Jones D06F13F3A0E0408... 2/12/2024 DATE

SIG. INVENTORY NO. 09-1100T5

METAL POLE No. 1 AND No. 2

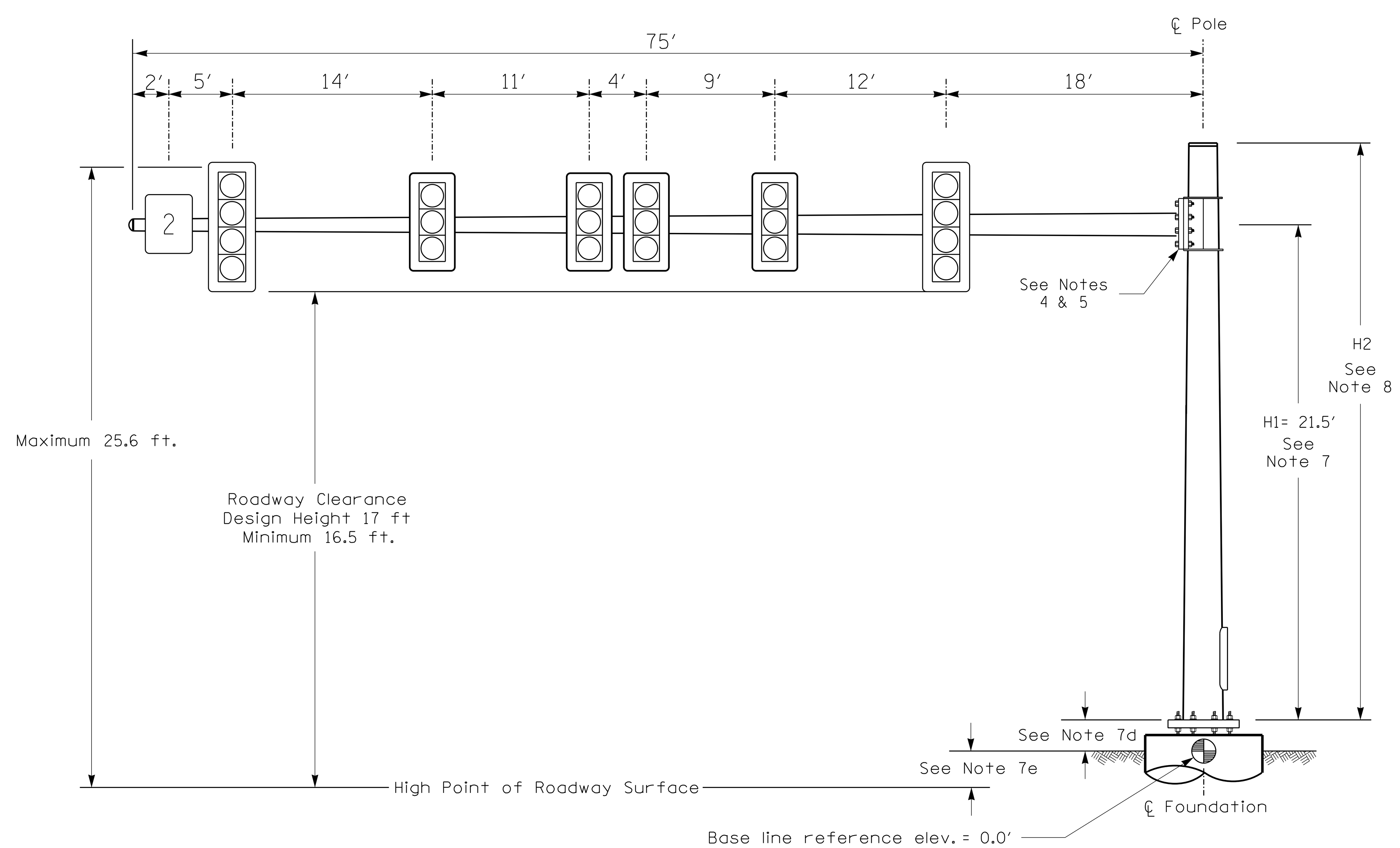
PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig.38.3

Design Loading for METAL POLE NO. 1



Elevation View @ 0°

Design Loading for METAL POLE NO. 2



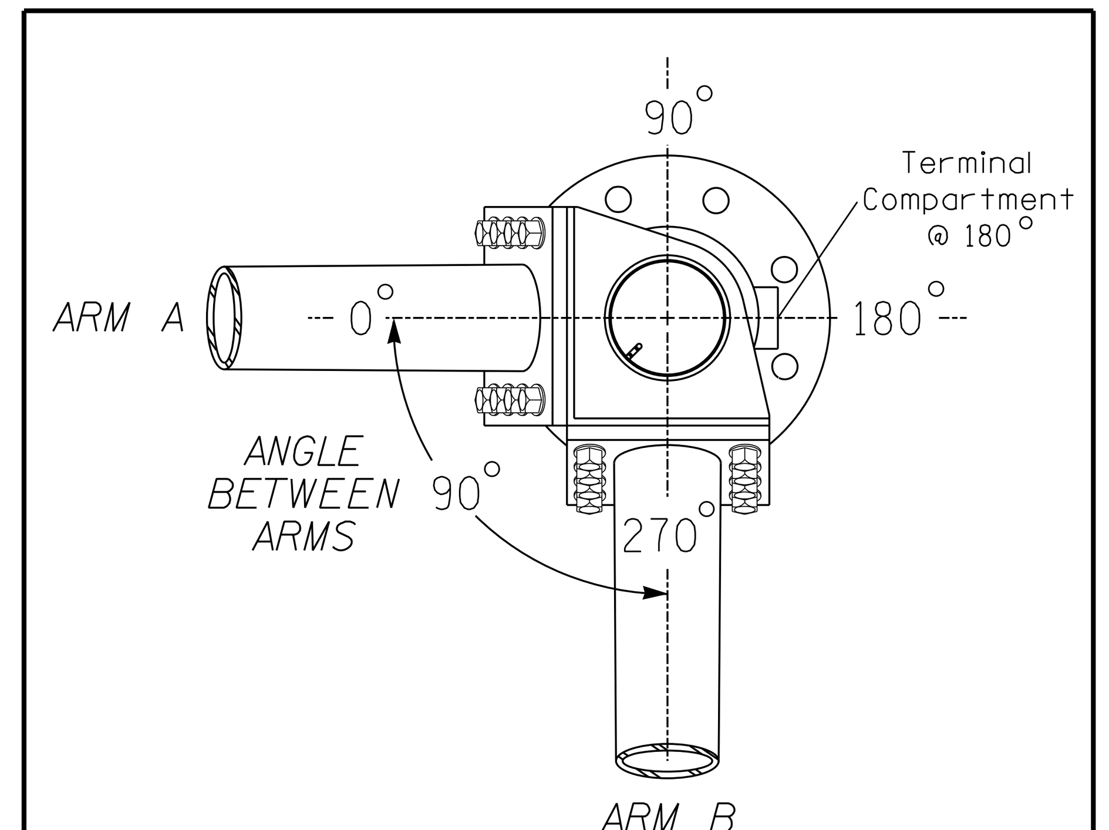
Elevation View @ 0°

SPECIAL NOTE

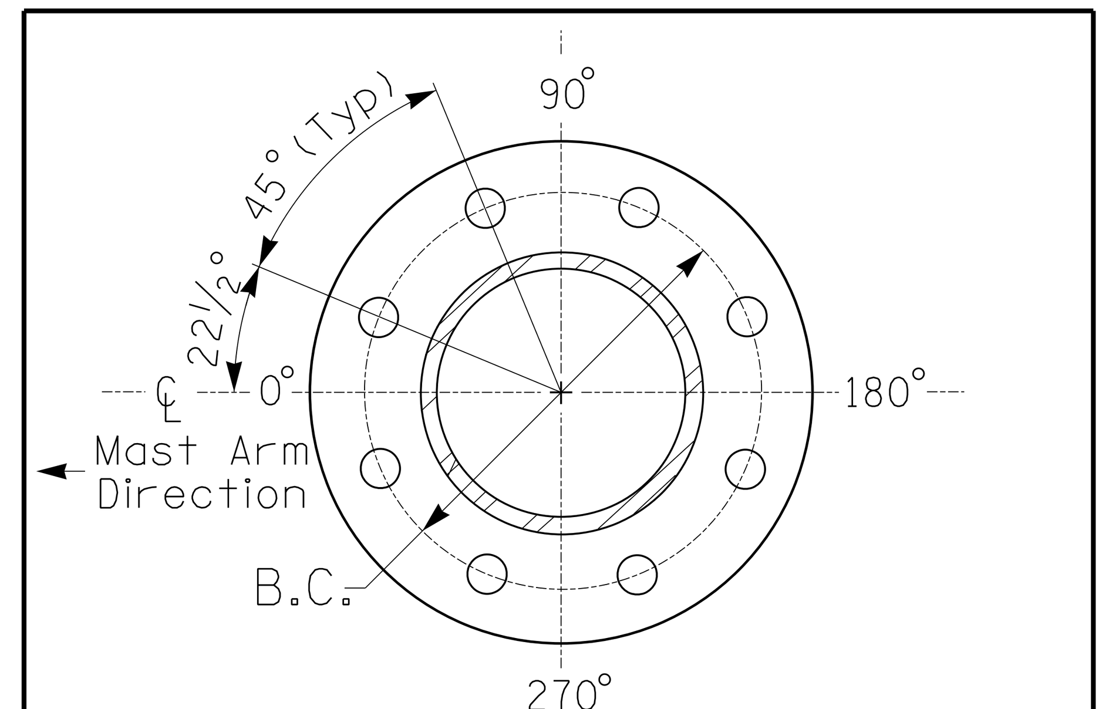
The contractor is responsible for verifying that the mast arm attachment height (H1) will provide the "Design Height" clearance from the roadway before submitting final shop drawings for approval. Verify elevation data below which was obtained by field measurement or from available project survey data.

Elevation Data for Mast Arm Attachment (H1)

Elevation Differences for:	Pole 1	Pole 2
Baseline reference point at ℄ Foundation @ ground level	0.0 ft.	0.0 ft.
Elevation difference at High point of roadway surface	+2.2 ft.	+2.6 ft.
Elevation difference at Edge of travelway or face of curb	+1.2 ft.	+1.7 ft.

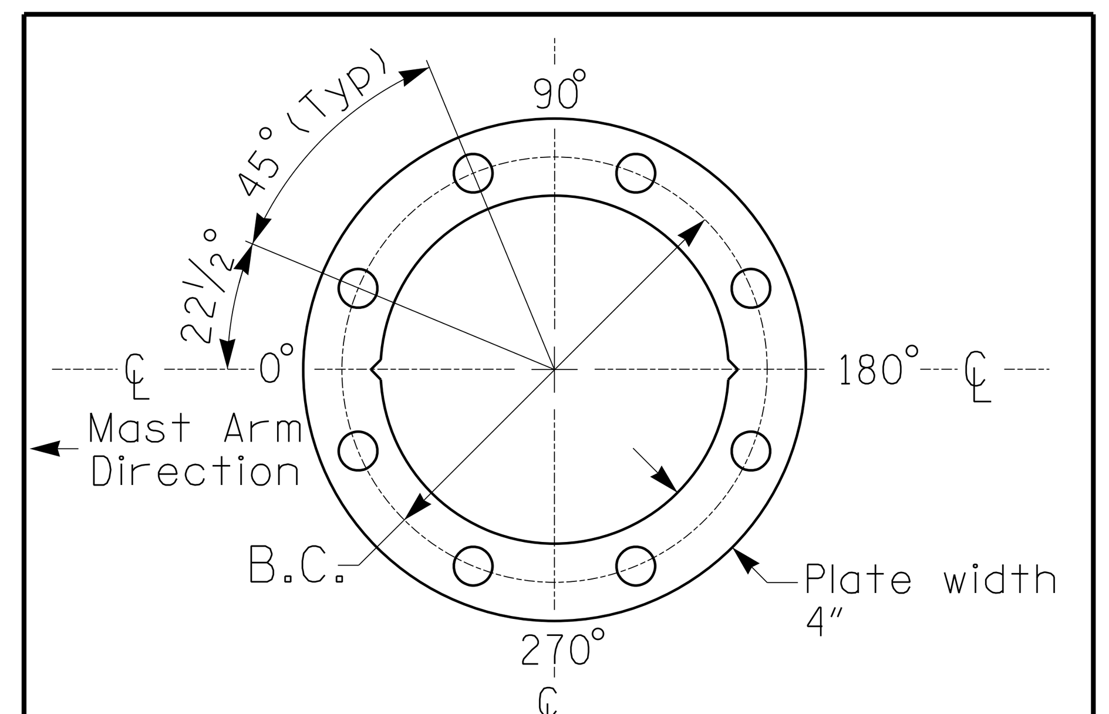


POLE RADIAL ORIENTATION



8 BOLT BASE PLATE DETAIL

See Note 6



BASE PLATE TEMPLATE & ANCHOR BOLT LOCK PLATE DETAIL
For 8 Bolt Base Plate

MAST ARM LOADING SCHEDULE

LOADING SYMBOL	DESCRIPTION	AREA	SIZE	WEIGHT
(3-section head)	RIGID MOUNTED SIGNAL HEAD 12″-3 SECTION-WITH BACKPLATE	9.3 S.F.	25.5″W X 52.5″L	60 LBS
(4-section head)	RIGID MOUNTED SIGNAL HEAD 12″-4 SECTION-WITH BACKPLATE	11.5 S.F.	25.5″W X 66.0″L	74 LBS
2	SIGN RIGID MOUNTED	7.5 S.F.	30.0″W X 36.0″L	14 LBS

DESIGN REFERENCE MATERIAL

1. Design the traffic signal structure and foundation in accordance with:
   - The 1st Edition 2015 AASHTO LRFD "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, including all of the latest interim revisions.
   - The 2024 NCDOT "Standard Specifications for Roads and Structures." The latest addenda to the specifications can be found in the traffic signal project special provisions.
   - The 2024 NCDOT Roadway Standard Drawings.
   - The traffic signal project plans and special provisions.
   - The NCDOT "Metal Pole Standards" located at the following NCDOT website: https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx

DESIGN REQUIREMENTS

2. Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signal plans for the actual loads that will be applied at the time of the installation.
3. Design all signal supports using force ratios that do not exceed 0.9.
4. The camber design for the mast arm deflection should provide an appearance of a low pitched arch where the tip or the free end of the mast arm does not deflect below horizontal when fully loaded.
5. A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design requirements. This requires staggering the connections. Use elevation data for each arm to determine appropriate arm connection points.
6. Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts.
7. The mast arm attachment height (H1) shown is based on the following design assumptions:
   a. Mast arm slope and deflection are not considered in determining the arm attachment height as they are assumed to offset each other.
   b. Signal heads are rigidly mounted and vertically centered on the mast arm.
   c. The roadway clearance height for design is as shown in the elevation views.
   d. The top of the pole base plate is 0.75 feet above the ground elevation.
   e. Refer to the Elevation Data Chart for the elevation differences between the proposed foundation ground level and the high point of the roadway.
8. The pole manufacturer will determine the total height (H2) of each pole using the greater of the following:
   - Mast arm attachment height (H1) plus 2 feet, or
   - H1 plus 1/2 of the total height of the mast arm attachment assembly plus 1 foot.
9. If pole location adjustments are required, the contractor must gain approval from the Engineer as this may affect the mast arm lengths and arm attachment heights. The contractor may contact the Signal Design Section Senior Structural Engineer for assistance at (919) 814-5000.
10. The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway.
11. The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.

NCDOT Wind Zone 4 (90 mph)

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DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

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

Division 9 Forsyth County Walkertown

PLAN DATE: February 2024 REVIEWED BY: DT Sears
PREPARED BY: WP Erickson-Jones REVIEWED BY:

SCALE 0 N/A
N/A

REVISIONS	INIT.	DATE

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 056142 W. PORTER JONES

DocuSigned by: Porter Jones 2/12/2024
SIGNATURE DATE

SIG. INVENTORY NO. 09-1100T5

2/12/2024
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wpjones

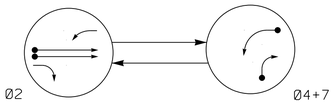
PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 39.0

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

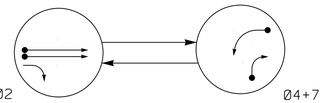
NOTES

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. Reposition existing signal heads numbered 21 and 22.
4. Set all detector units to presence mode.
5. 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.

DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2	PHASE Ø4+7	PHASE FLASH
21	↑	R	Y
22	G	R	Y
23	~~F~~	R	~~Y~~
41, 42, 43	R	→	R
71, 72	~~F~~	←	~~Y~~

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2	PHASE Ø4+7	PHASE FLASH
21	↑	R	Y
22	G	R	Y
23	~~F~~	R	~~Y~~
41, 42, 43	R	→	R
71, 72	~~R~~	←	~~Y~~

MAXTIME DETECTOR INSTALLATION CHART

DETECTOR					PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD
2A	6X6	300	5	X	2	-	-	X	X	X	-	X
2B	6X6	300	5	X	2	-	-	X	X	X	-	X
4A	6X40	0	2-4-2	X	4	15	-	X	-	X	-	X
7A	6X40	0	2-4-2	X	7	15#	-	X	-	X	-	X

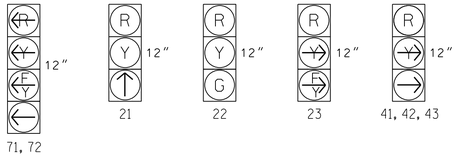
Disable Delay During Alternate Phasing Operation.

PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

SIGNAL FACE I.D.

All Heads L.E.D.



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	·····
N/A	Right of Way	-----
→	Directional Arrow	→
N/A	Guardrail	I I
◎	Metal Pole with Mastarm	◎
DD	Directional Drill	N/A
Ⓐ	No U-Turn Sign (R3-4)	Ⓐ
⬡	Type II Signal Pedestal	●

MAXTIME TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 7
Walk *	–	–	–
Ped Clear *	–	–	–
Min Green	12	7	7
Passage *	6.0	2.0	2.0
Max 1 *	90	30	30
Yellow Change	4.8	3.0	3.0
Red Clear	1.3	2.3	2.3
Added Initial *	1.5	–	–
Maximum Initial *	34	–	–
Time Before Reduction *	15	–	–
Time To Reduce *	30	–	–
Minimum Gap	3.0	–	–
Advance Walk	–	–	–
Non Lock Detector	–	X	X
Vehicle Recall	MIN RECALL	–	–
Dual Entry	–	X	X

* These values may be field adjusted. Do not adjust Min Green and Extension times for phase 2 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

2/12/2024
H:\Traffic\Signals\Design\Signals\09100_sig_dsn_XXXXXXX.dgn
wpjones

Signal Upgrade - Final Design

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Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
1750 N.Greenfield Pkwy.Garner,NC 27529

SCALE
0 40
1" = 40'

US 158 EB (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:

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER W. PORTER JONES

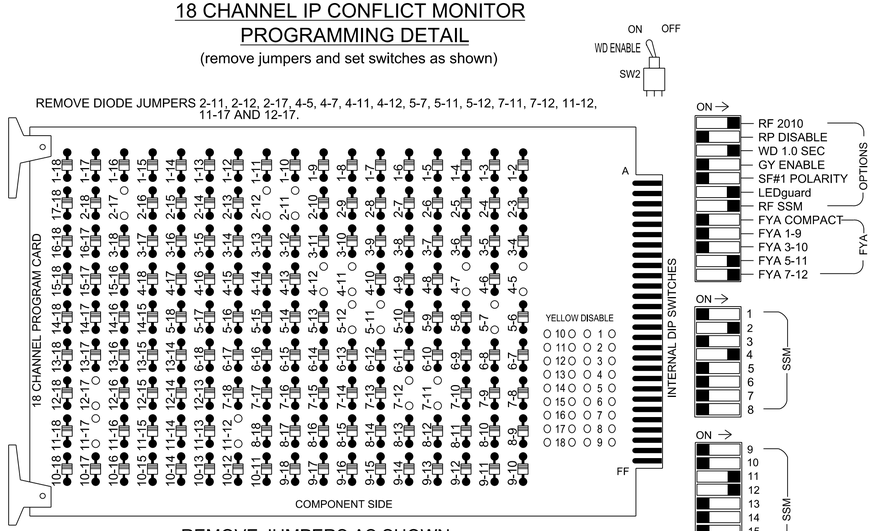
DocuSigned by:
Porter Jones 2/12/2024
SIGNATURE DATE

SIG. INVENTORY NO. 09-1100

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 39.1

18 CHANNEL IP CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)



REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that the Red Enable is active at all times during normal operation.
4. Integrate monitor with Ethernet network in cabinet.

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the signal plan.
2. Program controller to start up in phase 2 Green No Walk.
3. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.
4. The cabinet and controller are part of the US 158 Signal System, Signal System : D09-11_Winston-Salem System.

EQUIPMENT INFORMATION

Controller.....2070LX
Cabinet.....332 w/ Aux
Software.....Q-Free MAXTIME
Cabinet Mount.....Base
Output File Positions.....18 With Aux. Output File
Load Switches Used.....S2, S5, S7, S10, AUX S3, AUX S4, AUX S5
Phases Used.....2, 4, 7
Overlap "1".....NOT USED
Overlap "2".....NOT USED
Overlap "3".....*
Overlap "4".....*
Overlap "5".....*
Overlap "7".....*

*See overlap programming detail on sheet 2.

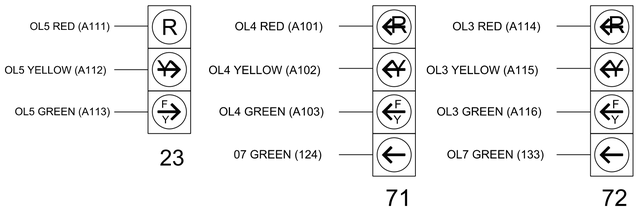
SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2		S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2		13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18
PHASE	1	2		2 PED	3	4	4 PED	OL7	6	6 PED	7	8	8 PED	OL1	OL2	OL5	OL3	OL4	SPARE
SIGNAL HEAD NO.	NU	21	22	NU	NU	41,42,43	NU	72★	NU	NU	71★	NU	NU	NU	NU	23★	72★	71★	NU
RED	·	128	128	·	·	101	·	·	·	·	·	·	·	·	·	A111	·	·	·
YELLOW	·	129	129	·	·	·	·	*	·	·	*	·	·	·	·	·	·	·	·
GREEN	·	·	130	·	·	·	·	·	·	·	·	·	·	·	·	·	·	·	·
RED ARROW	·	·	·	·	·	·	·	·	·	·	·	·	·	·	·	·	A114	A101	·
YELLOW ARROW	·	·	·	·	·	102	·	·	·	·	·	·	·	·	·	A112	A115	A102	·
FLASHING YELLOW ARROW	·	·	·	·	·	·	·	·	·	·	·	·	·	·	·	A113	A116	A103	·
GREEN ARROW	·	130	·	·	·	103	·	133	·	·	124	·	·	·	·	·	·	·	·

NU = Not Used
* Denotes install load resistor. See load resistor installation detail this sheet.
★See pictorial of head wiring in detail this sheet.

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



INPUT FILE POSITION LAYOUT

(front view)

		1	2	3	4	5	6	7	8	9	1O	11	12	13	14
FILE "I"	U	SLOT EMPTY	∅ 2 2A	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	∅ 4 4A	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	FS DC ISOLATOR
	L		∅ 2 2B				NOT USED								ST DC ISOLATOR
FILE "J"	U	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	∅ 7 7A	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY
	L					NOT USED									

EX.: 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT POINT	DETECTOR NO.	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN
2A	TB2-5,6	I2U	39	1	2	2			X	X	X	
2B	TB2-7,8	I2L	43	5	3	2			X	X	X	
4A	TB4-9,10	I6U	41	3	8	4	15		X		X	
7A	TB5-5,6	J5U	57	19	21 ★	7	15		X		X	

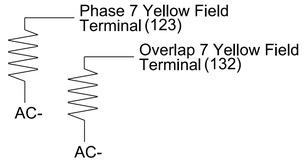
★ For the detector to work as shown on the signal design plan, see the vehicle detector setup programming detail for alternate phasing on sheet 2.

INPUT FILE POSITION LEGEND: J2L
FILE J
SLOT 2
LOWER

LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown)

ACCEPTABLE VALUES	
Value (ohms)	Wattage
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 09-1100
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

Signal Upgrade - Final Design - Electrical Detail - Sheet 1 of 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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Prepared for the Offices of:
Transportation Mobility and Safety Division
North Carolina Department of Transportation
Traffic Engineering Branch
Signals Management Section
750 N. Greenfield Pkwy, Garner, NC 27529

Electrical and Programming Details For:

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

Division 9 | Forsyth County | Walkertown

PLAN DATE: February 2024	REVIEWED BY: DT Sears
PREPARED BY: WP Erickson-Jones	REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER W. PORTER JONES

DocuSigned by: Porter Jones D0EF13F3A0E0408... 2/12/2024
DATE

SIG. INVENTORY NO. 09-1100

2/12/2024
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WPJones

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 39.2

MAXTIME OVERLAP PROGRAMMING DETAIL FOR DEFAULT PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

Overlap Plan 1

Overlap	3	4	5	7
Type	FYA 4 - Section	FYA 4 - Section	FYA 4 - Section	Normal
Included Phases	2	2	2	7
Modifier Phases	-	7	-	-
Modifier Overlaps	7	-	-	-
Trail Green	0	0	0	0
Trail Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0

MAXTIME OVERLAP PROGRAMMING DETAIL FOR ALTERNATE PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

In the table view of the web interface, right click on "Overlap" in the top left corner of the table. Copy the entire contents of Overlap Plan 1. Paste Overlap Plan 1 into Overlap Plan 2. Modify Overlap Plan 2 as shown below and save changes.

Overlap Plan 2

Overlap	3	4	5	7
Type	FYA 4 - Section	FYA 4 - Section	FYA 4 - Section	Normal
Included Phases	-	-	2	7
Modifier Phases	-	7	-	-
Modifier Overlaps	7	-	-	-
Trail Green	0	0	0	0
Trail Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0

← NOTICE INCLUDED PHASE

MAXTIME ALTERNATE PHASING PATTERN PROGRAMMING DETAIL

Front Panel
Main Menu >Controller >Coordination >Patterns

Web Interface
Home >Controller >Coordination >Patterns

Pattern Parameters

Pattern	Veh Det Plan	Overlap Plan
*	2	2

* The Pattern number(s) are to be determined by the Division and/or City Traffic Engineer.

OUTPUT CHANNEL CONFIGURATION

Front Panel
Main Menu >Controller >More>Channels>Channels Config

Web Interface
Home >Controller >Advanced IO>Channels>Channels Configuration

Channel Configuration

Channel	Control Type	Control Source	Flash Yellow	Flash Red	Flash Alt	MMU Channel
1	Phase Vehicle	1	·	X	X	1
2	Phase Vehicle	2	X	·	·	2
3	Phase Vehicle	3	·	X	X	3
4	Phase Vehicle	4	·	X	X	4
5	Overlap	7	X	·	·	5
6	Phase Vehicle	6	X	·	X	6
7	Phase Vehicle	7	X	·	·	7
8	Phase Vehicle	8	·	X	X	8
9	Overlap	1	X	·	X	9
10	Overlap	2	·	X	X	10
11	Overlap	3	X	·	X	11
12	Overlap	4	X	·	X	12
13	Phase Ped	2	·	·	·	13
14	Phase Ped	4	·	·	·	14
15	Phase Ped	6	·	·	·	15
16	Phase Ped	8	·	·	·	16
17	Overlap	5	X	·	·	17
18	Overlap	6	·	X	·	18

NOTICE OVERLAP 7 ASSIGNED TO CHANNEL 5 →

← NOTICE CHANNEL 5 YELLOW FLASH

← NOTICE CHANNEL 7 YELLOW FLASH

← NOTICE CHANNEL 12 YELLOW FLASH

← NOTICE CHANNEL 17 YELLOW FLASH

MAXTIME DETECTOR PROGRAMMING DETAIL FOR ALTERNATE PHASING LOOP 7A

Front Panel
Main Menu >Controller >Detector >Veh Det Plans

Web Interface
Home >Controller >Detector Configuration >Vehicle Detectors

In the table view of web interface right click on "Detector" in the top left corner of the table. Copy the entire contents of Detector Plan 1. Paste Detector Plan 1 into Detector Plan 2. Modify Detector Plan 2 as shown below and save changes.

Plan 2

Detector	Call Phase	Delay
7A 21	7	0

MAXTIME ALTERNATE PHASING ACTIVATION DETAIL

To run alternate phasing, select a Pattern that is programmed to run Overlap Plan 2 and Detector Plan 2.
A Pattern can be selected through the scheduler or manually by changing the Operational Mode.

PHASING	OVERLAP PLAN	VEH DET PLAN
ACTIVE PLAN REQUIRED TO RUN DEFAULT PHASING	1	1
ACTIVE PLAN REQUIRED TO RUN ALTERNATE PHASING	2	2

ALTERNATE PHASING CHANGE SUMMARY

THE FOLLOWING IS A SUMMARY OF WHAT TAKES PLACE WHEN OVERLAP PLAN 2 AND VEHICLE DETECTOR PLAN 2 ACTIVATE TO CALL THE "ALTERNATE PHASING":

OVERLAP PLAN 2: Modifies overlap included phases for heads 71 and 72 to run protected turns only.

VEH DET PLAN 2: Reduces delay time for phase 7 call on loop 7A to 0 seconds.

FLASHER CIRCUIT MODIFICATION DETAIL

IN ORDER TO INSURE THAT SIGNALS FLASH CONCURRENTLY ON THE SAME APPROACH, MAKE THE FOLLOWING FLASHER CIRCUIT CHANGES:

1. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-4 AND TERMINATE ON T2-2.
2. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-5 AND TERMINATE ON T2-3.
3. REMOVE FLASHER UNIT 2.

THE CHANGES LISTED ABOVE TIES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 09-1100
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

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Signal Upgrade - Final Design - Electrical Detail - Sheet 2 of 2

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Electrical and Programming Details For:

Prepared for the Offices of:
Transportation Mobility and Safety Division
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
Signals Management Section
750 N. Greenfield Pkwy, Garner, NC 27529

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

Division 9 | Forsyth County | Walkertown

PLAN DATE: February 2024 | REVIEWED BY: DT Sears
PREPARED BY: WP Erickson-Jones | REVIEWED BY:

REVISIONS	INIT.	DATE

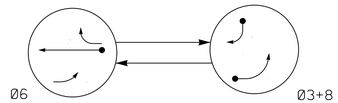
SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER PORTER JONES

DocuSigned by: Porter Jones D00F10F3A0E0493... 2/12/2024 DATE

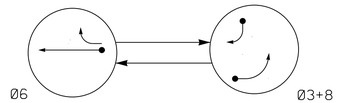
SIG. INVENTORY NO. 09-1100

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 40.0

DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION			
SIGNAL FACE	PHASE Ø6	PHASE Ø3+8	PHASE FLASH
31,32	F Y	←	↛Y
61	↑	R	Y
62	G	R	Y
63	F Y	R	↛Y
81, 82, 83	R	→	R

ALTERNATE PHASING TABLE OF OPERATION			
SIGNAL FACE	PHASE Ø6	PHASE Ø3+8	PHASE FLASH
31,32	↛R	←	↛Y
61	↑	R	Y
62	G	R	Y
63	F Y	R	↛Y
81, 82, 83	R	→	R

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
3A ✳	6X40	0	✳	✳	3	15#	-	X	-	X	-	✳
6A ✳	6X6	300	✳	✳	6	-	-	X	X	X	-	✳
8A ✳	6X40	0	✳	✳	8	15	-	X	-	X	-	✳

✳ Video Detection Zone

\# Disable Delay During Alternate Phasing Operation.

2 Phase
Fully Actuated
(Isolated)

NOTES

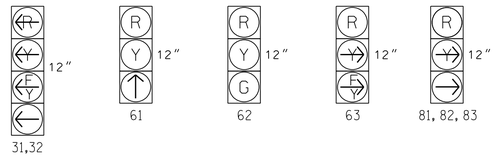
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Set all detector units to presence mode.
4. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
5. The Divison 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.

PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

SIGNAL FACE I.D.

All Heads L.E.D.



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	·····
N/A	Right of Way	– – – –
→	Directional Arrow	→
N/A	Guardrail	N/A
⊙◁	Metal Pole with Mastarm	⊙◁
Ⓐ	No U-Turn Sign (R3-4)	Ⓐ
⬡	Type II Signal Pedestal	⬢
DD	Directional Drill	N/A

MAXTIME TIMING CHART

FEATURE	PHASE 3	PHASE 6	PHASE 8
Walk *	–	–	–
Ped Clear *	–	–	–
Min Green	7	12	7
Passage *	2.0	6.0	2.0
Max 1 *	30	90	30
Yellow Change	3.0	4.3	3.0
Red Clear	2.3	1.6	2.3
Added Initial *	–	2.5	–
Maximum Initial *	–	34	–
Time Before Reduction *	–	15	–
Time To Reduce *	–	30	–
Minimum Gap	–	3.0	–
Advance Walk	–	–	–
Non Lock Detector	X	–	X
Vehicle Recall	–	MIN RECALL	–
Dual Entry	X	–	X

* These values may be field adjusted. Do not adjust Min Green and Extension times for phase 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

New Installation - Temporary Design (TMP Phase III Step 3)

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

SCALE 0 40 1" = 40'

US 158 WB (Reidsville Rd.) at SR 1965 (Belews Creek Rd.)

Division 9 Forsyth County Walkertown

PLAN DATE: February 2024 REVIEWED BY: WP Erickson-Jones

PREPARED BY: H Townsend REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER PORTER JONES

DocuSigned by: Porter Jones DOEF13F3A0E040B... SIGNATURE 2/12/2024 DATE

SIG. INVENTORY NO. 09-0985T

2/12/2024
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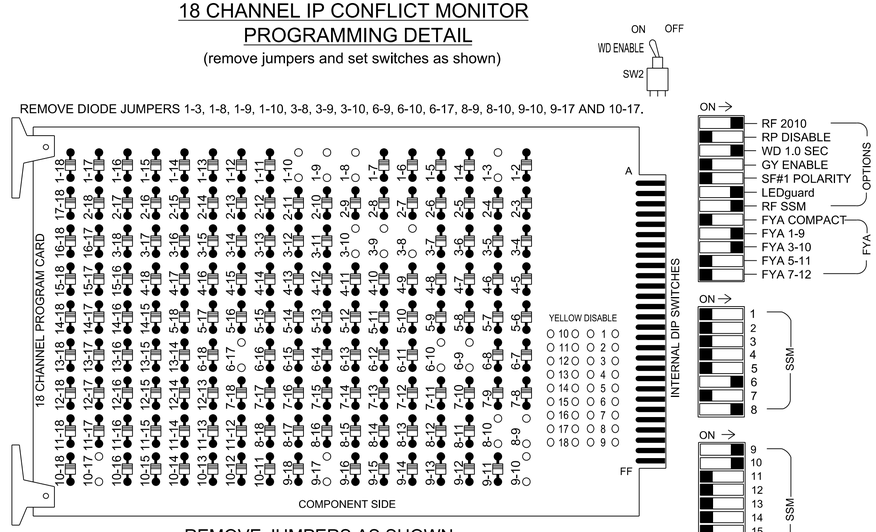
WPJones

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 40.1

18 CHANNEL IP CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)



■ = DENOTES POSITION OF SWITCH

REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that the Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the signal plan.
2. Program controller to start up in phase 6 Green.
3. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.

EQUIPMENT INFORMATION

Controller.....2070LX
Cabinet.....332 w/ Aux
Software.....Q-Free MAXTIME
Cabinet Mount.....Base
Output File Positions.....18 With Aux. Output File
Load Switches Used.....S1, S4, S8, S11, AUX S1, AUX S2, AUX S3
Phases Used.....3, 6, 8
Overlap "1".....*
Overlap "2".....*
Overlap "3".....NOT USED
Overlap "4".....NOT USED
Overlap "5".....*
Overlap "7".....*

*See overlap programming detail on sheet 2.

SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8		S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4	14	5	6		15	7	8	16	9	10	17	11	12	18
PHASE	OL7	2	2 PED	3	4	4 PED	5	6		6 PED	7	8	8 PED	OL1	OL2	OL5	OL3	OL4	SPARE
SIGNAL HEAD NO.	32★	NU	NU	31★	NU	NU	NU	61	62	NU	NU	81,82, 83	NU	32★	31★	63★	NU	NU	NU
RED	·	·	·	·	·	·	·	134	134	·	·	107	·	·	·	A111	·	·	·
YELLOW	*	·	·	*	·	·	·	135	135	·	·	108	·	·	·	·	·	·	·
GREEN	·	·	·	·	·	·	·	·	136	·	·	109	·	·	·	·	·	·	·
RED ARROW	·	·	·	·	·	·	·	·	·	·	·	·	·	A121	A124	·	·	·	·
YELLOW ARROW	·	·	·	·	·	·	·	·	·	·	·	·	·	A122	A125	A112	·	·	·
FLASHING YELLOW ARROW	·	·	·	·	·	·	·	·	·	·	·	·	·	A123	A126	A113	·	·	·
GREEN ARROW	127	·	·	118	·	·	·	136	·	·	·	·	·	·	·	·	·	·	·

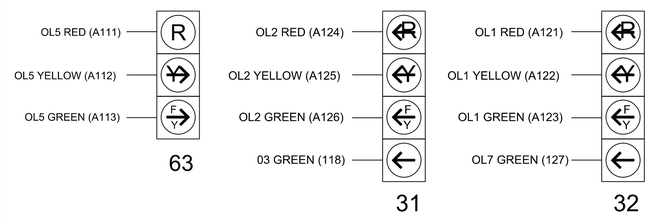
NU = Not Used

*Denotes install load resistor. See load resistor installation detail this sheet.

★See pictorial of head wiring in detail this sheet.

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



INPUT FILE POSITION LAYOUT

(front view)

		1	2	3	4	5	6	7	8	9	1O	11	12	13	14
FILE "I"	U	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	Ø 3 3A	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	FS DC ISOLATOR
	L					NOT USED									ST DC ISOLATOR
FILE "J"	U	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY
	L														

EX.: 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

INPUT FILE CONNECTION & PROGRAMMING CHART

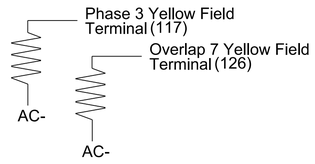
LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT POINT	DETECTOR NO.	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN
3A	TB4-5,6	I5U	58	20	7 ★	3	15		X		X	

★ For the detector to work as shown on the signal design plan, see the vehicle detector setup programming detail for alternate phasing on sheet 2.

LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown)

ACCEPTABLE VALUES	
Value (ohms)	Wattage
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



SPECIAL DETECTOR NOTE

Install a video detection system for vehicle detection for zones. 3A, 6A and 8A. Perform installation according to manufacturer's directions and NCDOT engineer -approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

For Detection Zone 3A, the equipment placement and slots are typical for a NCDOT installation. Inputs associated with these slots are compatible with time of day instructions located on sheet 2 of this electrical detail.

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 09-0985T
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

New Installation - Temporary Design
(TMP Phase III Step 3) Electrical Detail - Sheet 1 of 2

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Electrical and Programming Details For:

Prepared for the Offices of:
Transportation Mobility and Safety Division
State of North Carolina Department of Transportation
Traffic Engineering Branch
Signals Management Section

750 N. Greenfield Pkwy, Garner, NC 27529

US 158 WB (Reidsville Rd.)
at
SR 1965 (Belews Creek Rd.)

Division 9 | Forsyth County | near Winston-Salem

PLAN DATE: February 2024	REVIEWED BY: DT Sears
PREPARED BY: WP Erickson-Jones	REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL
North Carolina Professional Seal 056142 Engineer Porter Jones

DocuSigned by: Porter Jones D0EF13F3A0E0408... 2/12/2024
DATE

SIG. INVENTORY NO. 09-0985T

2/12/2024
R:\2577A\Traffic\Signals\Designs\Signals\09098 5T_sig_dsn_XXXXXXX.dgn
WPJones

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 40.2

MAXTIME OVERLAP PROGRAMMING DETAIL FOR DEFAULT PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

Overlap Plan 1

Overlap	1	2	5	7
Type	FYA 4 - Section	FYA 4 - Section	FYA 4 - Section	Normal
Included Phases	6	6	6	3
Modifier Phases	-	3	-	-
Modifier Overlaps	7	-	-	-
Trail Green	0	0	0	0
Trail Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0

MAXTIME OVERLAP PROGRAMMING DETAIL FOR ALTERNATE PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

In the table view of the web interface, right click on "Overlap" in the top left corner of the table. Copy the entire contents of Overlap Plan 1. Paste Overlap Plan 1 into Overlap Plan 2. Modify Overlap Plan 2 as shown below and save changes.

Overlap Plan 2

Overlap	1	2	5	7
Type	FYA 4 - Section	FYA 4 - Section	FYA 4 - Section	Normal
Included Phases	-	-	6	3
Modifier Phases	-	3	-	-
Modifier Overlaps	7	-	-	-
Trail Green	0	0	0	0
Trail Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0

← NOTICE INCLUDED PHASE

MAXTIME ALTERNATE PHASING PATTERN PROGRAMMING DETAIL

Front Panel
Main Menu >Controller >Coordination >Patterns

Web Interface
Home >Controller >Coordination >Patterns

Pattern Parameters

Pattern	Veh Det Plan	Overlap Plan
*	2	2

* The Pattern number(s) are to be determined by the Division and/or City Traffic Engineer.

OUTPUT CHANNEL CONFIGURATION

Front Panel
Main Menu >Controller >More>Channels>Channels Config

Web Interface
Home >Controller >Advanced IO>Channels>Channels Configuration

Channel Configuration

NOTICE OVERLAP 7 ASSIGNED TO CHANNEL 1. →

Channel	Control Type	Control Source	Flash Yellow	Flash Red	Flash Alt	MMU Channel
1	Overlap	7	X	·	X	1
2	Phase Vehicle	2	X	·	·	2
3	Phase Vehicle	3	X	·	X	3
4	Phase Vehicle	4	·	X	·	4
5	Phase Vehicle	5	·	X	·	5
6	Phase Vehicle	6	X	·	X	6
7	Phase Vehicle	7	·	X	·	7
8	Phase Vehicle	8	·	X	·	8
9	Overlap	1	X	·	·	9
10	Overlap	2	X	·	·	10
11	Overlap	3	X	·	·	11
12	Overlap	4	·	X	·	12
13	Phase Ped	2	·	·	·	13
14	Phase Ped	4	·	·	·	14
15	Phase Ped	6	·	·	·	15
16	Phase Ped	8	·	·	·	16
17	Overlap	5	X	·	X	17
18	Overlap	6	·	X	·	18

← NOTICE CHANNEL 1 YELLOW FLASH
← NOTICE CHANNEL 3 YELLOW FLASH
← NOTICE CHANNEL 10 YELLOW FLASH
← NOTICE CHANNEL 17 YELLOW FLASH

MAXTIME DETECTOR PROGRAMMING DETAIL FOR ALTERNATE PHASING LOOP 3A

Front Panel
Main Menu >Controller >Detector >Veh Det Plans

Web Interface
Home >Controller >Detector Configuration >Vehicle Detectors

In the table view of web interface right click on "Detector" in the top left corner of the table. Copy the entire contents of Detector Plan 1. Paste Detector Plan 1 into Detector Plan 2. Modify Detector Plan 2 as shown below and save changes.

Plan 2

	Detector	Call Phase	Delay
3A	7	3	0

MAXTIME ALTERNATE PHASING ACTIVATION DETAIL

To run alternate phasing, select a Pattern that is programmed to run Overlap Plan 2 and Detector Plan 2. A Pattern can be selected through the scheduler or manually by changing the Operational Mode.

PHASING	OVERLAP PLAN	VEH DET PLAN
ACTIVE PLAN REQUIRED TO RUN DEFAULT PHASING	1	1
ACTIVE PLAN REQUIRED TO RUN ALTERNATE PHASING	2	2

ALTERNATE PHASING CHANGE SUMMARY

THE FOLLOWING IS A SUMMARY OF WHAT TAKES PLACE WHEN OVERLAP PLAN 2 AND VEHICLE DETECTOR PLAN 2 ACTIVATE TO CALL THE "ALTERNATE PHASING":

OVERLAP PLAN 2: Modifies overlap included phases for heads 31 and 32 to run protected turns only.

VEH DET PLAN 2: Reduces delay time for phase 3 call on loop 3A to 0 seconds.

FLASHER CIRCUIT MODIFICATION DETAIL

IN ORDER TO INSURE THAT SIGNALS FLASH CONCURRENTLY ON THE SAME APPROACH, MAKE THE FOLLOWING FLASHER CIRCUIT CHANGES:

1. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-4 AND TERMINATE ON T2-2.
2. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-5 AND TERMINATE ON T2-3.
3. REMOVE FLASHER UNIT 2.

THE CHANGES LISTED ABOVE TIES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 09-0985T
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

New Installation - Temporary Design
(TMP Phase III Step 3) Electrical Detail - Sheet 2 of 2

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Electrical and Programming Details For:

Prepared for the Offices of:
Transportation Mobility and Safety Division
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Traffic Engineering Branch
Traffic Signals Management Section
750 N. Greenfield Pkwy, Garner, NC 27529

US 158 WB (Reidsville Rd.)
at
SR 1965 (Belews Creek Rd.)

Division 9 | Forsyth County | Walkertown

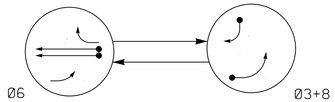
PLAN DATE:	February 2024	REVIEWED BY:	DT Sears
PREPARED BY:	WP Erickson-Jones	REVIEWED BY:	

REVISIONS	INIT.	DATE

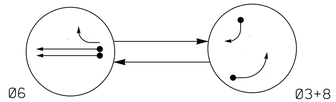
SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER PORTER JONES
DocuSigned by: Porter Jones 2/12/2024
SIG. INVENTORY NO. 09-0985T

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 41.0

DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø6	PHASE Ø3+8	PHASE FLASH
31,32	F Y	←	↛
61	↑	R	Y
62	G	R	Y
63	F Y	R	↛
81, 82, 83	R	→	R

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø6	PHASE Ø3+8	PHASE FLASH
31,32	↛ R	←	↛
61	↑	R	Y
62	G	R	Y
63	F Y	R	↛
81, 82, 83	R	→	R

MAXTIME DETECTOR INSTALLATION CHART

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

Disable Delay During Alternate Phasing Operation.

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

NOTES

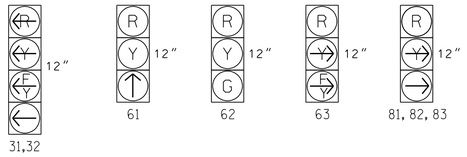
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Reposition existing signal heads numbered 61, 62, 63, 81 and 82.
4. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. The Divison Traffic Engineer will determine the hours of use for each phasing plan.
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

SIGNAL FACE I.D.

All Heads L.E.D.



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	·····
N/A	Right of Way	– – – –
→	Directional Arrow	→
N/A	Guardrail	I I
⬭	Metal Pole with Mastarm	⬭
Ⓐ	No U-Turn Sign (R3-4)	Ⓐ
⬡	Type II Signal Pedestal	⬢

MAXTIME TIMING CHART

FEATURE	PHASE 3	PHASE 6	PHASE 8
Walk *	–	–	–
Ped Clear *	–	–	–
Min Green	7	12	7
Passage *	2.0	6.0	2.0
Max 1 *	30	90	30
Yellow Change	3.0	4.3	3.0
Red Clear	2.3	1.6	2.3
Added Initial *	–	1.5	–
Maximum Initial *	–	34	–
Time Before Reduction *	–	15	–
Time To Reduce *	–	30	–
Minimum Gap	–	3.0	–
Advance Walk	–	–	–
Non Lock Detector	X	–	X
Vehicle Recall	–	MIN RECALL	–
Dual Entry	X	–	X

* These values may be field adjusted. Do not adjust Min Green and Extension times for phase 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

2/12/2024
R:\Traffic\Signals\Designs\Signals\D09085_sig.dsn_XXXXXXXX.dgn
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Signal Upgrade

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Prepared for the Offices of:
Transportation Mobility and Safety Division
North Carolina Department of Transportation
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

SCALE 0 40 1" = 40'

US 158 WB (Reidsville Rd.)
at
SR 1965 (Belews Creek Rd.)

Division 9 Forsyth County Walkertown

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

REVISIONS	INIT.	DATE

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SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER W. PORTER JONES

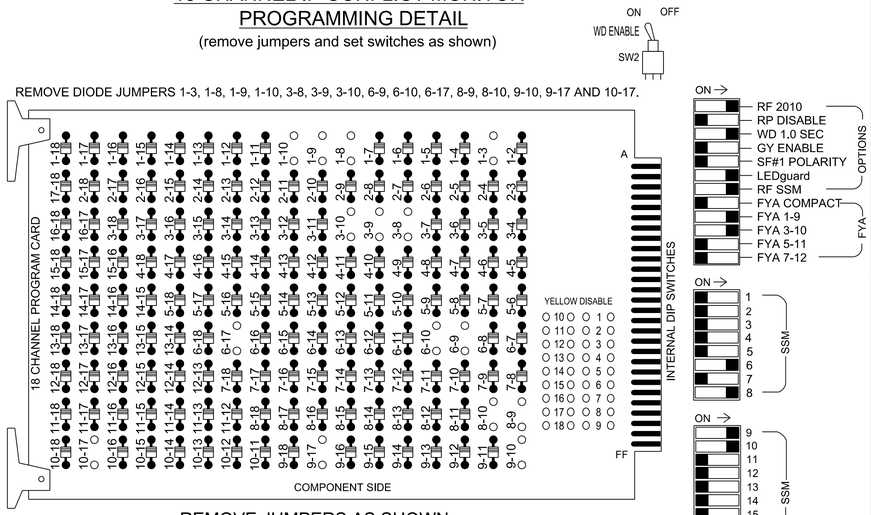
DocuSigned by: Porter Jones 2/12/2024
SIGNATURE DATE

SIG. INVENTORY NO. 09-0985

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 41.1

18 CHANNEL IP CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)



REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that the Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the signal plan.
2. Program controller to start up in phase 6 Green No Walk.
3. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.
4. The cabinet and controller are part of the US 158 Signal System, Signal System: D09-11_Winston-Salem System.

EQUIPMENT INFORMATION

Controller.....2070LX
Cabinet.....332 w/ Aux
Software.....Q-Free MAXTIME
Cabinet Mount.....Base
Output File Positions.....18 With Aux. Output File
Load Switches Used.....S1, S4, S8, S11, AUX S1, AUX S2, AUX S3
Phases Used.....3, 6, 8
Overlap "1".....*
Overlap "2".....*
Overlap "3".....NOT USED
Overlap "4".....NOT USED
Overlap "5".....*
Overlap "7".....*

*See overlap programming detail on sheet 2.

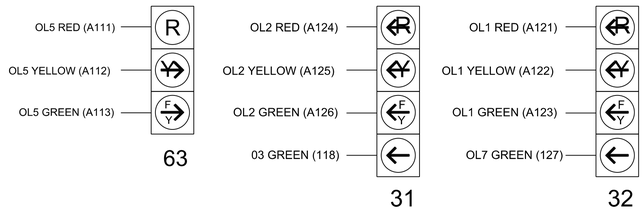
SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8		S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4	14	5	6		15	7	8	16	9	10	17	11	12	18
PHASE	OL7	2	2 PED	3	4	4 PED	5	6		6 PED	7	8	8 PED	OL1	OL2	OL5	OL3	OL4	SPARE
SIGNAL HEAD NO.	32★	NU	NU	31★	NU	NU	NU	61	62	NU	NU	81,82, 83	NU	32★	31★	63★	NU	NU	NU
RED	.	.	.	.	.	.	.	134	134	.	.	107	.	.	.	A111	.	.	.
YELLOW	*	.	.	*	.	.	.	135	135	.	.	108	.	.	.	.	.	.	.
GREEN	.	.	.	.	.	.	.	.	136	.	.	109	.	.	.	.	.	.	.
RED ARROW	.	.	.	.	.	.	.	.	.	.	.	.	.	A121	A124	.	.	.	.
YELLOW ARROW	.	.	.	.	.	.	.	.	.	.	.	.	.	A122	A125	A112	.	.	.
FLASHING YELLOW ARROW	.	.	.	.	.	.	.	.	.	.	.	.	.	A123	A126	A113	.	.	.
GREEN ARROW	127	.	.	118	.	.	.	136	.	.	.	.	.	.	.	.	.	.	.

NU = Not Used
*Denotes Install load resistor. See load resistor installation detail this sheet.
★See pictorial of head wiring in detail this sheet.

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



INPUT FILE POSITION LAYOUT

(front view)

		1	2	3	4	5	6	7	8	9	1O	11	12	13	14
FILE "I"	U	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	∅ 3 3A / NOT USED	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	FS / DC ISOLATOR
	L														ST / DC ISOLATOR
FILE "J"	U	SLOT EMPTY	∅ 6 6A / ∅ 6 6B	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	∅ 8 8A / NOT USED	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY
	L														

EX.: 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT POINT	DETECTOR NO.	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN
3A	TB4-5,6	I5U	58	20	7 ★	3	15		X		X	
6A	TB3-5,6	J2U	40	2	16	6			X	X	X	
6B	TB3-7,8	J2L	44	6	17	6			X	X	X	
8A	TB5-9,10	J6U	42	4	22	8	15		X		X	

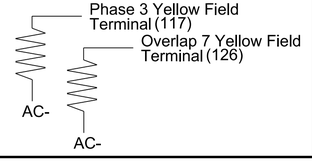
★ For the detector to work as shown on the signal design plan, see the vehicle detector setup programming detail for alternate phasing on sheet 2.

INPUT FILE POSITION LEGEND: J2L
FILE J
SLOT 2
LOWER

LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown)

ACCEPTABLE VALUES	
Value (ohms)	Wattage
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 09-0985
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

Signal Upgrade - Final Design - Electrical Detail - Sheet 1 of 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Electrical and Programming Details For:

US 158 WB (Reidsville Rd.)
at
SR 1965 (Belews Creek Rd.)

Division 9 | Forsyth County | Walkertown

PLAN DATE: February 2024 | REVIEWED BY: DT Sears
PREPARED BY: WP Erickson-Jones | REVIEWED BY:

REVISIONS	INIT.	DATE

SIG. INVENTORY NO. 09-0985

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER W. PORTER JONES

DocuSigned by: Porter Jones 2/12/2024
DATE

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Prepared for the Offices of:
Transportation Mobility and Safety Division
State of North Carolina Department of Transportation
Traffic Engineering Branch
Traffic Signal & Signals Management Section
750 N. Greenfield Pkwy, Garner, NC 27529

2/12/2024
R-2577A_TrafficSignals#Design#Signals#090985e_sig_dsn_XXXXXXXX.dgn
wpjones

PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 41.2

MAXTIME OVERLAP PROGRAMMING DETAIL FOR DEFAULT PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

Overlap Plan 1

Overlap	1	2	5	7
Type	FYA 4 - Section	FYA 4 - Section	FYA 4 - Section	Normal
Included Phases	6	6	6	3
Modifier Phases	-	3	-	-
Modifier Overlaps	7	-	-	-
Trail Green	0	0	0	0
Trail Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0

MAXTIME OVERLAP PROGRAMMING DETAIL FOR ALTERNATE PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

In the table view of the web interface, right click on "Overlap" in the top left corner of the table. Copy the entire contents of Overlap Plan 1. Paste Overlap Plan 1 into Overlap Plan 2. Modify Overlap Plan 2 as shown below and save changes.

Overlap Plan 2

Overlap	1	2	5	7
Type	FYA 4 - Section	FYA 4 - Section	FYA 4 - Section	Normal
Included Phases	-	-	6	3
Modifier Phases	-	3	-	-
Modifier Overlaps	7	-	-	-
Trail Green	0	0	0	0
Trail Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0

← NOTICE INCLUDED PHASE

MAXTIME ALTERNATE PHASING PATTERN PROGRAMMING DETAIL

Front Panel
Main Menu >Controller >Coordination >Patterns

Web Interface
Home >Controller >Coordination >Patterns

Pattern Parameters

Pattern	Veh Det Plan	Overlap Plan
*	2	2

* The Pattern number(s) are to be determined by the Division and/or City Traffic Engineer.

OUTPUT CHANNEL CONFIGURATION

Front Panel
Main Menu >Controller >More>Channels>Channels Config

Web Interface
Home >Controller >Advanced IO>Channels>Channels Configuration

Channel Configuration

NOTICE OVERLAP 7 ASSIGNED TO CHANNEL 1. →

Channel	Control Type	Control Source	Flash Yellow	Flash Red	Flash Alt	MMU Channel
1	Overlap	7	X		X	1
2	Phase Vehicle	2	X			2
3	Phase Vehicle	3	X		X	3
4	Phase Vehicle	4		X		4
5	Phase Vehicle	5		X		5
6	Phase Vehicle	6	X		X	6
7	Phase Vehicle	7		X		7
8	Phase Vehicle	8		X		8
9	Overlap	1	X			9
10	Overlap	2	X			10
11	Overlap	3	X			11
12	Overlap	4		X		12
13	Phase Ped	2				13
14	Phase Ped	4				14
15	Phase Ped	6				15
16	Phase Ped	8				16
17	Overlap	5	X		X	17
18	Overlap	6		X		18

← NOTICE CHANNEL 1 YELLOW FLASH
← NOTICE CHANNEL 3 YELLOW FLASH
← NOTICE CHANNEL 10 YELLOW FLASH
← NOTICE CHANNEL 17 YELLOW FLASH

MAXTIME DETECTOR PROGRAMMING DETAIL FOR ALTERNATE PHASING LOOP 3A

Front Panel
Main Menu >Controller >Detector >Veh Det Plans

Web Interface
Home >Controller >Detector Configuration >Vehicle Detectors

In the table view of web interface right click on "Detector" in the top left corner of the table. Copy the entire contents of Detector Plan 1. Paste Detector Plan 1 into Detector Plan 2. Modify Detector Plan 2 as shown below and save changes.

Plan 2

	Detector	Call Phase	Delay
3A	7	3	0

MAXTIME ALTERNATE PHASING ACTIVATION DETAIL

To run alternate phasing, select a Pattern that is programmed to run Overlap Plan 2 and Detector Plan 2. A Pattern can be selected through the scheduler or manually by changing the Operational Mode.

PHASING	OVERLAP PLAN	VEH DET PLAN
ACTIVE PLAN REQUIRED TO RUN DEFAULT PHASING	1	1
ACTIVE PLAN REQUIRED TO RUN ALTERNATE PHASING	2	2

ALTERNATE PHASING CHANGE SUMMARY

THE FOLLOWING IS A SUMMARY OF WHAT TAKES PLACE WHEN OVERLAP PLAN 2 AND VEHICLE DETECTOR PLAN 2 ACTIVATE TO CALL THE "ALTERNATE PHASING":

OVERLAP PLAN 2: Modifies overlap included phases for heads 31 and 32 to run protected turns only.

VEH DET PLAN 2: Reduces delay time for phase 3 call on loop 3A to 0 seconds.

FLASHER CIRCUIT MODIFICATION DETAIL

IN ORDER TO INSURE THAT SIGNALS FLASH CONCURRENTLY ON THE SAME APPROACH, MAKE THE FOLLOWING FLASHER CIRCUIT CHANGES:

1. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-4 AND TERMINATE ON T2-2.
2. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-5 AND TERMINATE ON T2-3.
3. REMOVE FLASHER UNIT 2.

THE CHANGES LISTED ABOVE TIES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 09-0985
DESIGNED: February 2024
SEALED: February 12, 2024
REVISED:

Signal Upgrade - Final Design - Electrical Detail - Sheet 2 of 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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750 N. Greenfield Pkwy, Garner, NC 27529

US 158 WB (Reidsville Rd.)
at
SR 1965 (Belews Creek Rd.)

Division 9 | Forsyth County | Walkertown

PLAN DATE:	February 2024	REVIEWED BY:	DT Sears
PREPARED BY:	WP Erickson-Jones	REVIEWED BY:	

REVISIONS	INIT.	DATE

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