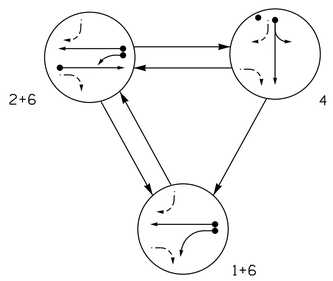
PROJECT REFERENCE NO.	SHEET NO.
U-6018	Sig-2.0

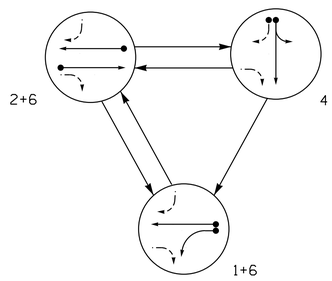
DEFAULT PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE 1+6	PHASE 2+6	PHASE 4	FLASH
11	←	← Y	~~R~~	~~R~~
21	R	↑	R	R
22	R	G	R	R
41,42,43	R	R	G	R
61	G	G	R	R
62	↑	↑	R	R

ALTERNATE PHASING DIAGRAM



ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE 1+6	PHASE 2+6	PHASE 4	FLASH
11	←	~~R~~	~~R~~	~~R~~
21	R	↑	R	R
22	R	G	R	R
41,42,43	R	R	G	R
61	G	G	R	R
62	↑	↑	R	R

ASC/3 DETECTOR INSTALLATION CHART

DETECTOR					PROGRAMMING							
ZONE(S)	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	SYSTEM LOOP	NEW CARD
1A	6X40	0	**	**	1	Yes	-	15.0*	-	N	-	**
					6#	Yes	-	3.0	-	G	-	**
2A/S1	6X6	300	**	**	2	Yes	-	-	X	N	X	**
4A	6X40	0	**	**	4	Yes	-	-	-	N	-	**
4B	6X40	0	**	**	4	Yes	-	30.0	-	N	-	**
6A	6X6	300	**	**	6	Yes	-	-	X	N	-	**

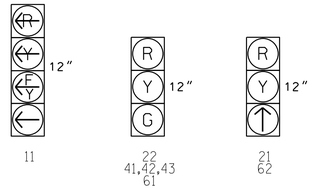
*Disable delay during Alternate Phasing operation.
#Disable phase call for loop during Alternate Phasing operation.
**Multizone Microwave Detection.

PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE I.D.

All Heads L.E.D.



ASC/3 TIMING CHART

FEATURE	PHASE 1	PHASE 2	PHASE 4	PHASE 6
Min Green *	7	12	7	12
Walk *	-	-	-	-
Ped Clear	-	-	-	-
Veh. Extension *	2.0	6.0	2.0	6.0
Max 1 *	20	90	30	90
Yellow	3.0	4.6	3.8	4.6
Red Clear	2.4	1.0	1.3	1.0
Actuations B4 Add *	-	-	-	-
Seconds /Actuation *	-	2.5	-	2.5
Max Initial *	-	34	-	34
Time Before Reduction *	-	15	-	15
Time To Reduce *	-	30	-	30
Minimum Gap	-	3.0	-	3.0
Locking Detector	-	X	-	X
Recall Position	-	VEH RECALL	-	VEH RECALL
Dual Entry	-	-	-	-
Simultaneous Gap	X	X	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.

3 Phase
Fully Actuated
(High Point Signal System)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 may be lagged.
4. Set all detector units to presence mode.
5. Reposition existing signal heads numbered 41 and 42.
6. This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
7. The City Traffic Engineer will determine the hours of use for each phasing plan.
8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head	
	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	
	Non-Intrusive Detection Zone	
	Construction Zone	N/A
	Construction Zone Drums	
Ⓐ	"YIELD" Sign (R1-2)	Ⓐ
Ⓑ	No Right Turn Sign (R3-1)	Ⓑ
Ⓒ	No U-Turn / No Left Turn Sign (R3-18)	Ⓒ

Signal Upgrade -
Temporary Design 1 (TMP Phase I)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

NC 62 (Liberty Road)
at
I-85 Southbound Ramps

Division 7 Guilford County Archdale

PLAN DATE: March 2025
PREPARED BY: AW Poole
REVIEWED BY: ZM Esposito
RKA PROJ. NO: 17380 (040)

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 054155 ENGINEER ZACHARY M. ESPOSITO

Signed by: Zachary M. Esposito 3/17/2025
SIGNATURE DATE

SIG. INVENTORY NO. 07-2090T1