

**PHASE** 

2.0

20

3.0

2.1

\* 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

12

\_

6.0

90

4.6

1.0

2.5

15

30

3.0

VEH RECALL

8

2.0

30

3.7

1.3

-

-

**FEATURE** 

6.0

90

1.0

2.5

30

VEH RECALL

Min Green \*

Ped Clear

Max 1 \*

Yellow

Red Clear

Max Initial \*

Actuations B4 Add \*

Seconds /Actuation \*

Time Before Reduction

Time To Reduce \*

Minimum Gap

Locking Detector

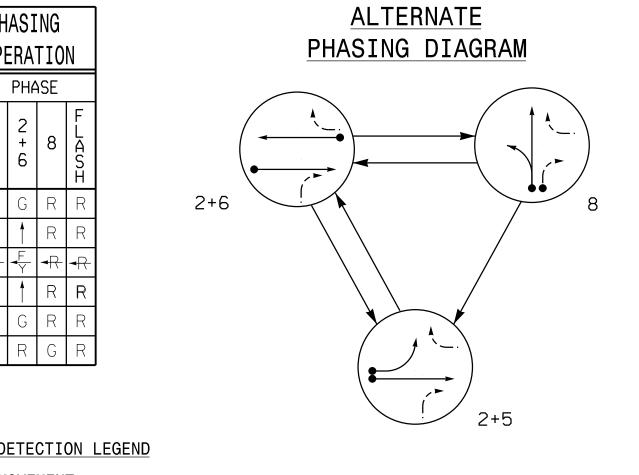
Simultaneous Gap

**Recall Position** 

Dual Entry

Veh. Extension

Walk \*



ALTERNATE PHASING				3		ASC/3 DETECTOR INSTALLATION CHA								
TABLE OF OPERATION				N		DETECTOR				PROGRAMMING				
SIGNAL	2	PH4 2		F	ZONE(S)	SIZE (FT)	DISTANCE FROM STOPBAR	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	
FACE	5	6	8	A S H	2·A	6X6	(FT) 300	**	**	2	Yes	_	_	
21	G	G	R	R		CV/10			**	5	Yes	_	15.0 <del>*</del>	1
22	1	1	R	R	5A	6X40	0	**		2#	Yes	_	3.0	Ī
51	-	<del></del>	<b>-</b> R	<del></del>	6·A	6X6	300	**	**	6	Yes	-	_	
61	R	1	R	R	8·A	6X:40	0	**	**	8	Yes	-	-	
62	R	G	R	R	8·B	6 X:40	0	**	**	8	Yes	_	30.0	
81,82,83	R	R	G	R		ole delay ole phas		-			_	•		g

ation. e Phasing operation. \*\* Multizone Microwave Detection.

SIGNAL FACE I.D.

ADDED | H M

INITIAL

(High	Fully	Phase Actuate Signal	ed System)					
NOTEO								

NOTES

PROJECT REFERENCE NO.

Sig-6.0

U-6018

- 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 5 may be lagged.
- 4. Set all detector units to presence mode.
- 5. This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
- 6. The 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.

<pre></pre>	All Heads L.E.D.
O WE TO THE TOTAL MOVE MICKEY!	
ρ <sup>C</sup> «A	
	$\begin{array}{c c} \hline \\ \hline $
	$\begin{pmatrix} F \\ Y \end{pmatrix}$ 12" $\begin{pmatrix} Y \end{pmatrix}$ 12"
	51 21 22 62 61 81,82,83
NC = 2	01,02,03
NC 62 (Liberty Road)	
=	
	45 MPH +1% Grade
$\Rightarrow \qquad \qquad$	
$\bigcirc \qquad \bigcirc \qquad$	
45 MPH -1% Grade	
	NC 62 (Liberty Road)
T, So Marking Market Ma	
ASC/3 TIMING CHART	

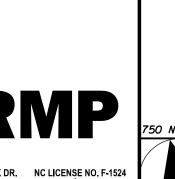
**LEGEND EXISTING** <u>PROPOSED</u> Traffic Signal Head Modified Signal Head Sign Pedestrian Signal Head Signal Pole with Guy Signal Pole with Sidewalk Guy Inductive Loop Detector Controller & Cabinet Junction Box 2-in Underground Conduit \_-----------N/A Right of Way Directional Arrow Non-Intrusive Detection Zone Construction Zone Construction Zone Drums "YIELD" Sign (R1-2) No Right Turn Sign (R3-1) No U-Turn / No Left Turn Sign (R3-18)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL

SIGNATURES COMPLETED

SEAL

SEAL 054155



Temporary Design 1 (TMP Phase I)

1"=40'

Signal Upgrade -

NC 62 (Liberty Road) I-85 Northbound Ramps

Guilford County Division 7 Archdale PLAN DATE: March 2025 REVIEWED BY: ZM Esposito RKA PROJ. NO: 17380 (040) 750 N.Greenfield Pkwy.Garner.NC 27529 PREPARED BY: AW POOle Jachary M. Esposito 3/17/202! SIG. INVENTORY NO. 07-2091T

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