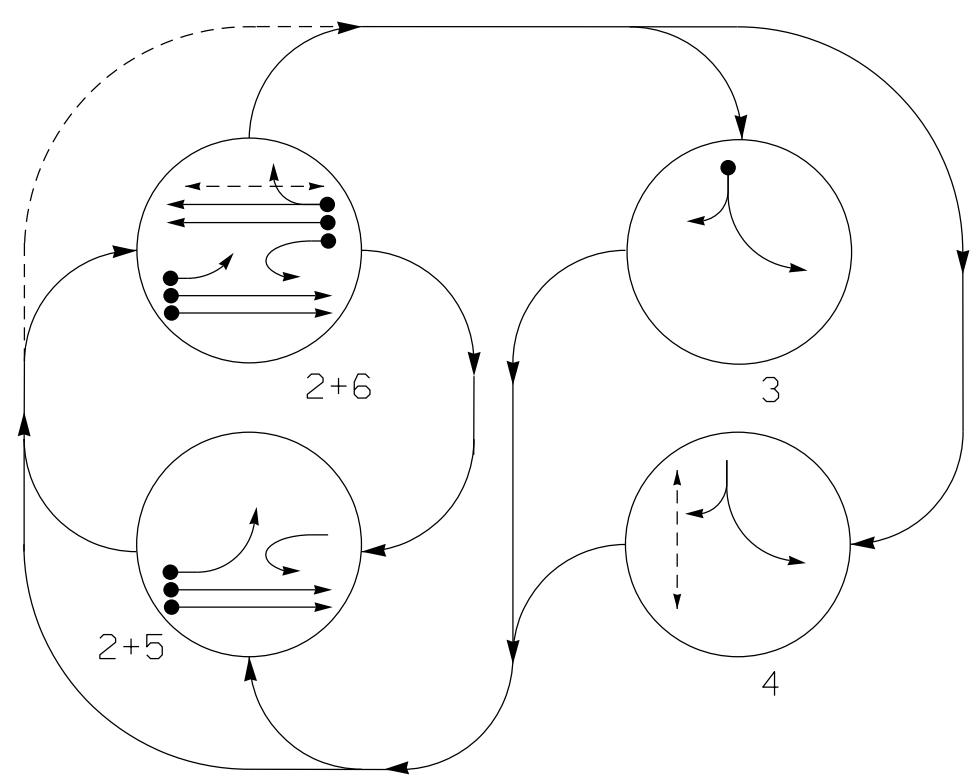
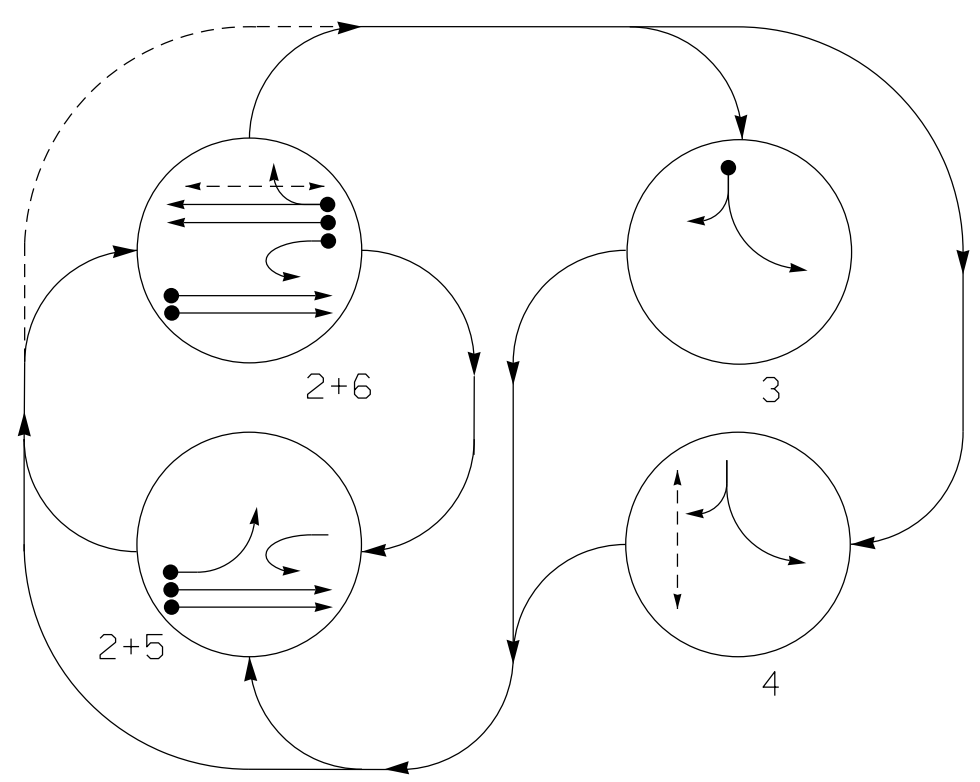


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE				
	2+5	2+6	3	4	FLASH
21, 22, 23	G	G	R	R	R
31	R	R	←	←	R
32	R	R	→	→	R
51	←	←	←	←	←
61	←	←	←	←	←
62, 63, 64	R	G	R	R	R
P41, P42	DW	DW	DW	W	DRK
P61, P62	DW	W	DW	DW	DRK

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE				
	2+5	2+6	3	4	FLASH
21, 22, 23	G	G	R	R	R
31	R	R	←	←	R
32	R	R	→	→	R
51	←	←	←	←	←
61	←	←	←	←	←
62, 63, 64	R	G	R	R	R
P41, P42	DW	DW	DW	W	DRK
P61, P62	DW	W	DW	DW	DRK

ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	SYSTEM LOOP	NEW CARD
2A	6X6	300	4	X	2	Yes	-	-	X	N	-	X
2B	6X6	300	4	X	2	Yes	-	-	X	N	-	X
3A	6X40	0	2-4-2	X	3	Yes	-	10.0	-	N	-	X
3B	6X6	0	3	X	3	Yes	-	15.0	-	N	-	X
5A	6X40	0	2-4-2	X	5	Yes	-	15.0*	-	N	-	X
					2#	Yes	-	3.0	-	G	-	X
6A	6X6	300	4	X	6	Yes	-	-	X	N	-	X
6B	6X6	300	4	X	6	Yes	-	-	X	N	-	X
6C	6X40	0	2-4-2	X	6	Yes	-	3.0	-	G	-	X

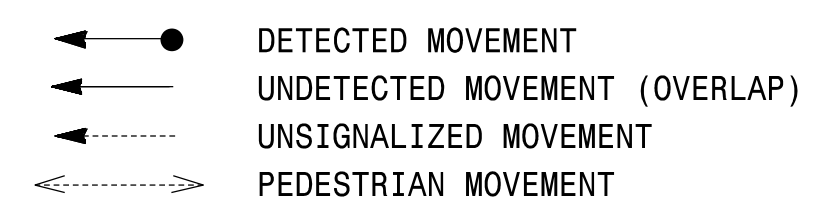
* Disable delay during alternate phasing operation
Disable phase call for loop(s) during alternate phasing operation

3 Phase Fully Actuated (High Point Signal System)

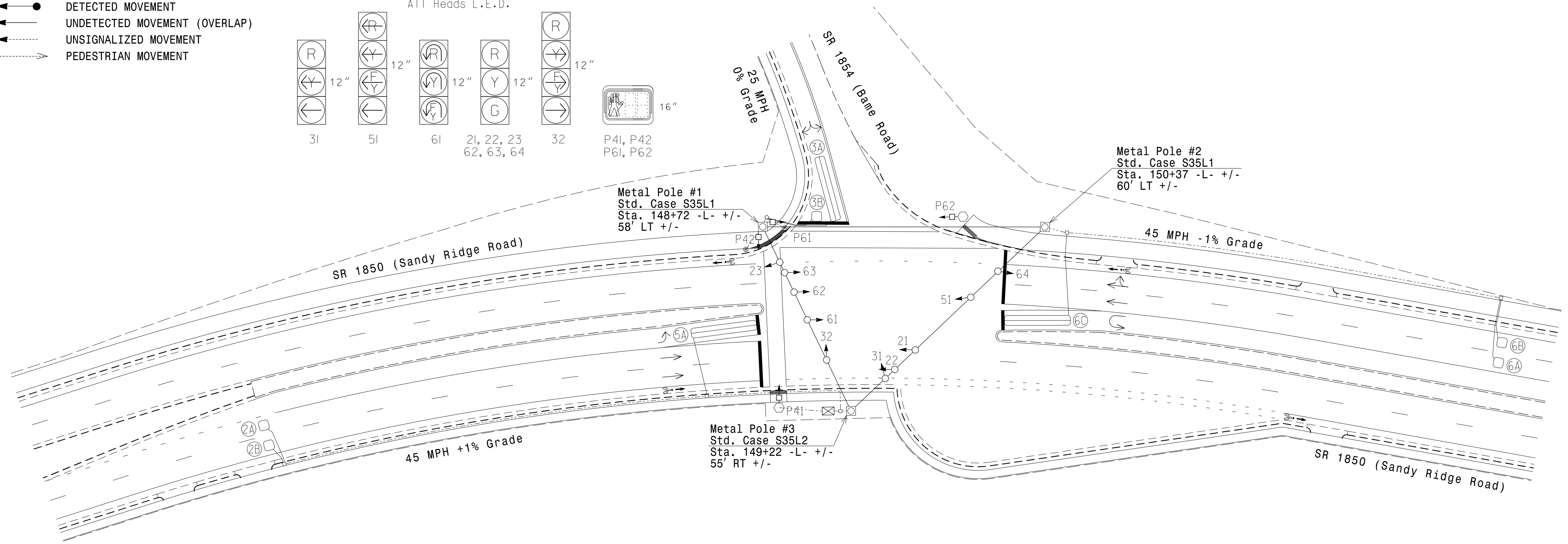
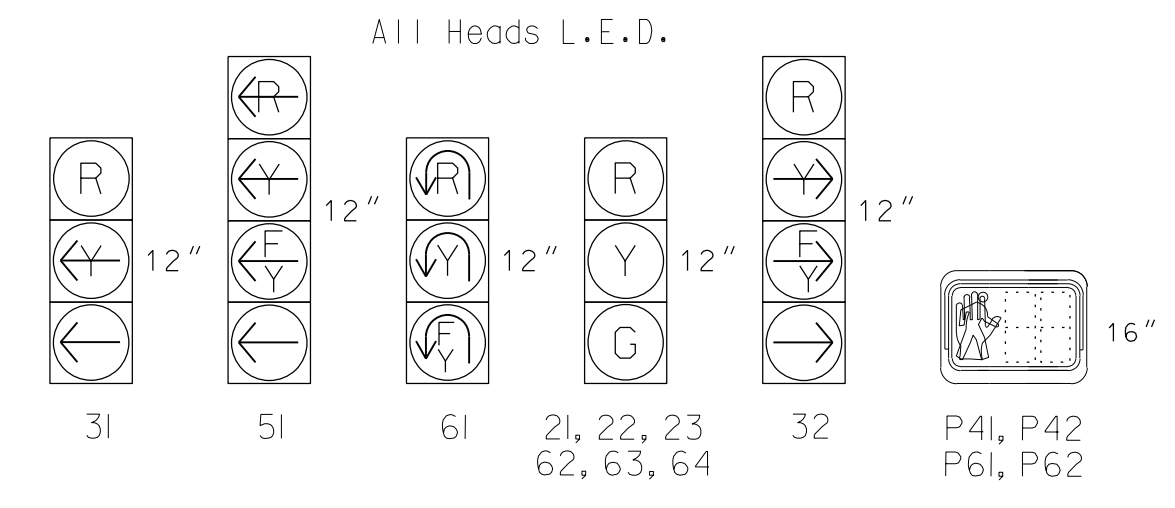
NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Omit phase 4 during phase 3 on.
- Phase 5 may be lagged.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- The Division (City) Traffic Engineer will determine the hours of use for each phasing plan.
- Metal poles. Type I pushbutton posts and Type II pedestals shall be BLACK in color.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

PHASING DIAGRAM DETECTION LEGEND



SIGNAL FACE I.D.

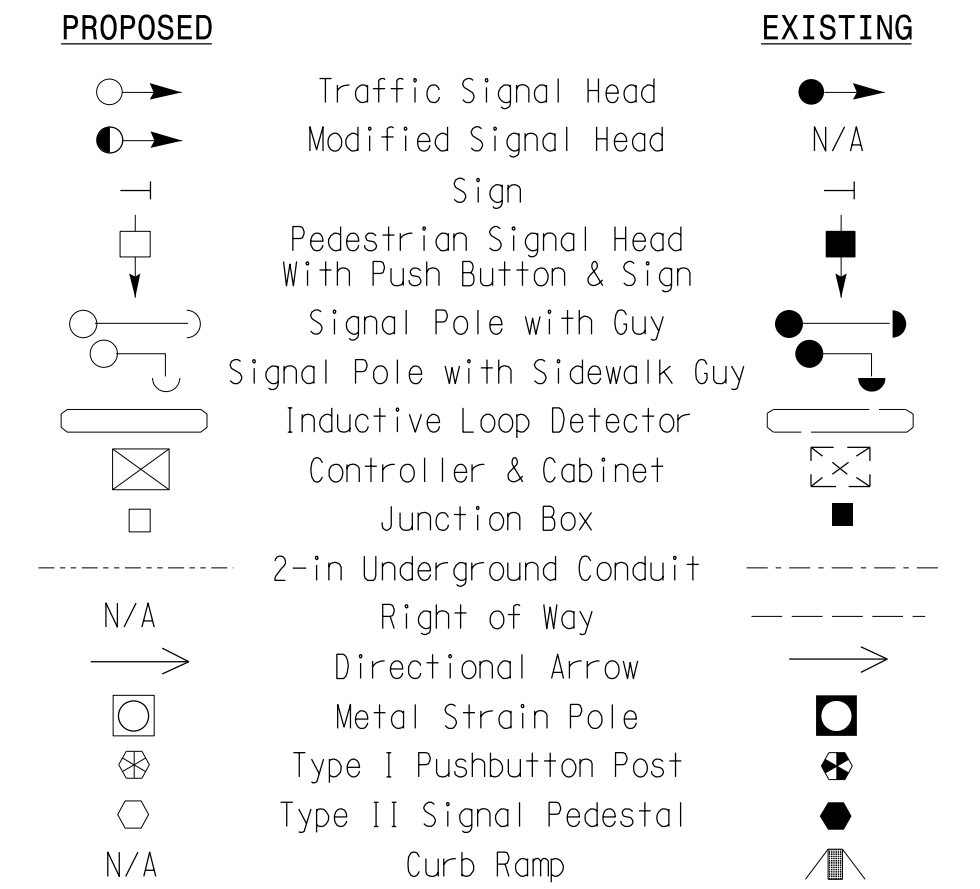


ASC/3 TIMING CHART

FEATURE	PHASE					
	2	3	4	5	6	
Min Green *	12	7	7	7	12	
Delayed Green	-	-	-	-	7	
Walk *	-	-	14	-	14	
Ped Clear	-	-	23	-	28	
Veh. Extension *	6.0	2.0	2.0	2.0	6.0	
Max I *	90	30	30	15	90	
Yellow	4.6	3.0	3.0	3.0	4.6	
Red Clear	2.6	3.7	3.7	2.8	2.6	
Actuations B4 Add *	-	-	-	-	-	
Seconds / Actuation *	1.5	-	-	-	1.5	
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 **	SOFT RECALL	-	-	-	SOFT RECALL	
Dual Entry	-	-	-	-	-	
Simultaneous Gap	X	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.
** May be changed to Min Recall by Time of Day at discretion of City Traffic Engineer.

LEGEND



New Installation

Prepared for the Offices of:

 TRANSPORTATION DEPARTMENT OF TRANSPORTATION
 STATE OF NORTH CAROLINA
 Signal Design Section
 750 N. Greenfield Pkwy, Garner, NC 27529
 SCALE 1"=40'

SR 1850 (Sandy Ridge Road) at SR 1854 (Bame Road)
 Division 7 Guilford County High Point
 PLAN DATE: January 2025 REVIEWED BY: AM Encarnacion
 PREPARED BY: JT Stiff REVIEWED BY: PL Alexander
 REVISIONS INIT. DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED
 SEAL

 James T. Stiff
 PROFESSIONAL ENGINEER
 STATE OF NORTH CAROLINA
 License No. 056276
 SIGNATURE DATE 3/14/2025
 S.I.G. INVENTORY NO. 07-1112

AtkinsRéalis
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 RALEIGH, NORTH CAROLINA 27609
 (919) 876-6888 NCBEES #F-0326

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