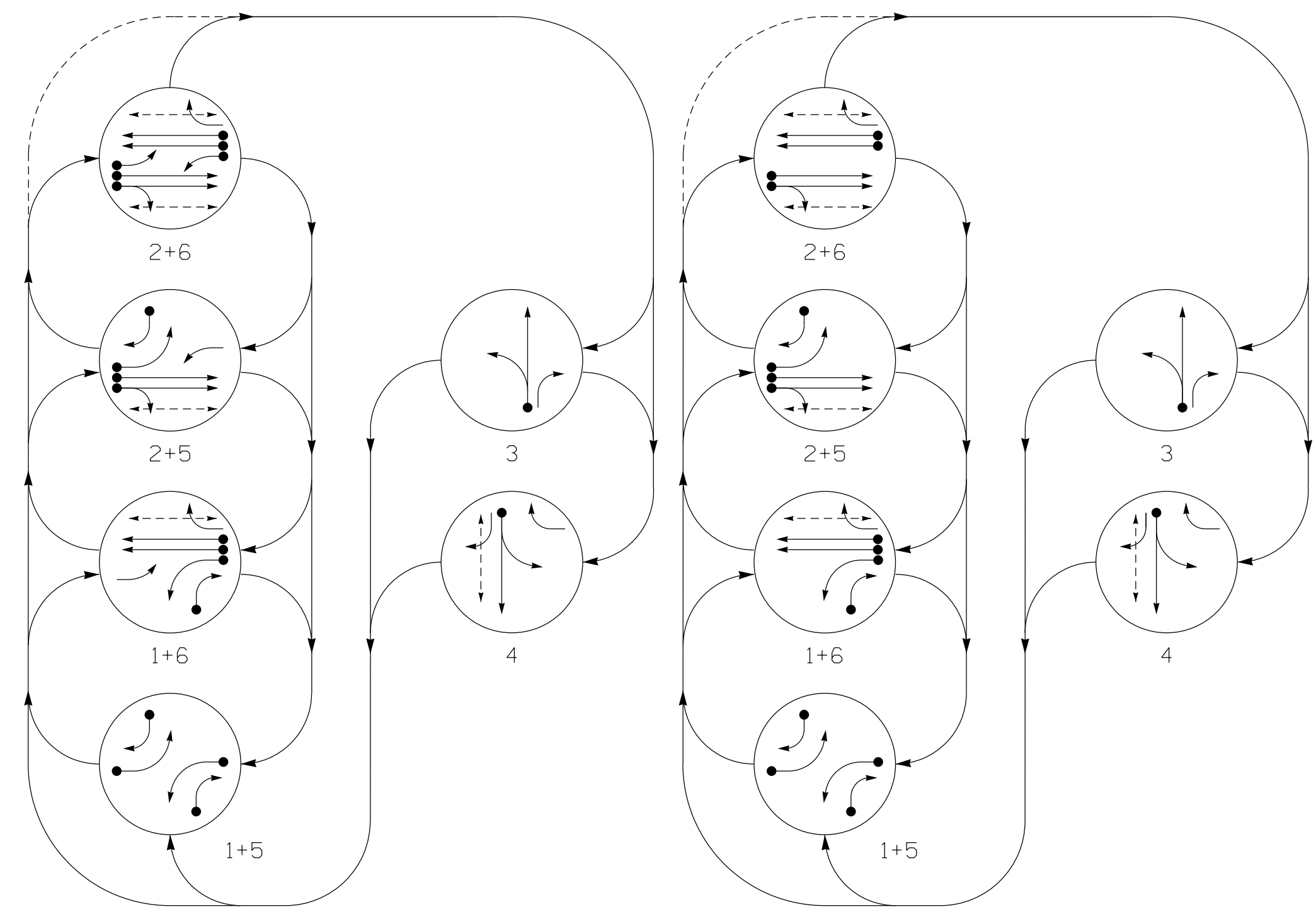


DEFAULT PHASING DIAGRAM

ALTERNATE PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

DEFAULT PHASING TABLE OF OPERATION

| SIGNAL FACE | PHASE | | | | | |
|-------------|-------|-----|-----|-----|----|-----|
| | 1+5 | 1+6 | 2+5 | 2+6 | 3 | 4 |
| II | ← | ← | ← | ← | ← | ← |
| 21, 22 | R | R | G | G | R | R |
| 31 | R | R | R | R | G | R |
| 32 | R | R | R | R | G | R |
| 41 | R | R | R | R | R | G |
| 42 | R | R | R | R | R | G |
| 43 | → | → | → | → | → | → |
| 51 | ← | ← | ← | ← | ← | ← |
| 61, 62, 64 | R | G | R | G | R | R |
| 63 | R | G | R | G | R | R |
| P21, P22 | DW | DW | W | W | DW | DRK |
| P41, P42 | DW | DW | DW | DW | DW | DRK |
| P61, P62 | DW | W | DW | W | DW | DRK |

ALTERNATE PHASING TABLE OF OPERATION

| SIGNAL FACE | PHASE | | | | | |
|-------------|-------|-----|-----|-----|----|-----|
| | 1+5 | 1+6 | 2+5 | 2+6 | 3 | 4 |
| II | ← | ← | ← | ← | ← | ← |
| 21, 22 | R | R | G | G | R | R |
| 31 | R | R | R | R | G | R |
| 32 | R | R | R | R | G | R |
| 41 | R | R | R | R | R | G |
| 42 | R | R | R | R | R | G |
| 43 | → | → | → | → | → | → |
| 51 | ← | ← | ← | ← | ← | ← |
| 61, 62, 64 | R | G | R | G | R | R |
| 63 | R | G | R | G | R | R |
| P21, P22 | DW | DW | W | W | DW | DRK |
| P41, P42 | DW | DW | DW | DW | DW | DRK |
| P61, P62 | DW | W | DW | W | DW | DRK |

ASC/3 DETECTOR INSTALLATION CHART

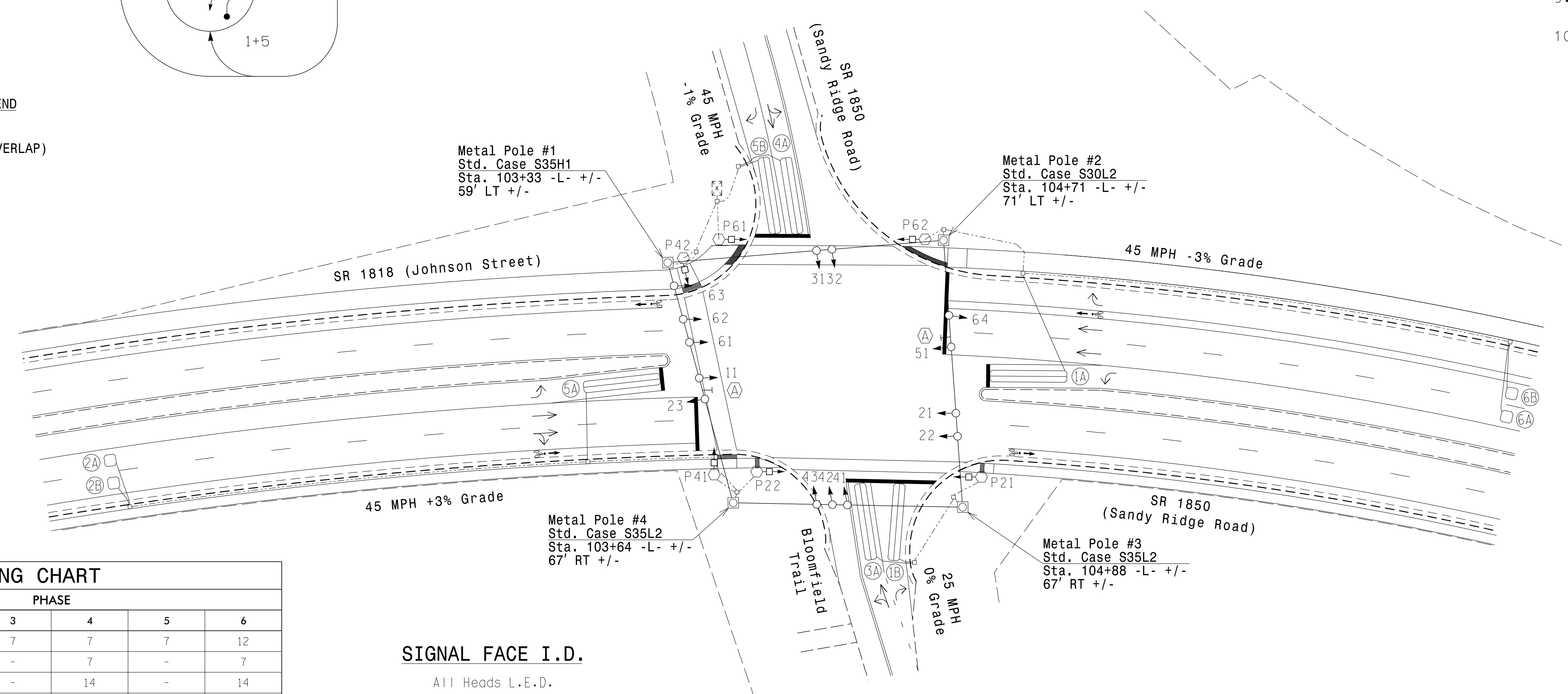
| LOOP | SIZE (FT) | DISTANCE FROM STOPBAR (FT) | TURNS | NEW LOOP | PROGRAMMING | | | | | | | |
|------|-----------|----------------------------|-------|----------|-------------|---------|-------------|------------|-------------------|------|-------------|----------|
| | | | | | PHASE | CALLING | EXTEND TIME | DELAY TIME | USE ADDED INITIAL | TYPE | SYSTEM LOOP | NEW CARD |
| 1A | 6X40 | 0 | 2-4-2 | X | 1 | Yes | - | 15.0* | - | N | - | X |
| 1B | 6X40 | 0 | 2-4-2 | X | 1 | Yes | - | 15.0 | - | N | - | X |
| 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 | - | 3.0 | - | N | - | X |
| 4A | 6X40 | 0 | 2-4-2 | X | 4 | Yes | - | 3.0 | - | N | - | X |
| 5A | 6X40 | 0 | 2-4-2 | X | 5 | Yes | - | 15.0* | - | N | - | X |
| 5B | 6X40 | 0 | 2-4-2 | X | 5 | Yes | - | 15.0 | - | N | - | X |
| 6A | 6X6 | 300 | 4 | X | 6 | Yes | - | - | X | N | - | X |
| 6B | 6X6 | 300 | 4 | X | 6 | Yes | - | - | X | N | - | X |

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

6 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.
- Phase 1 and/or phase 5 may be lagged.
- The order of phase 3 and phase 4 may be reversed.
- Set all detector units to presence mode.
- 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.



LEGEND

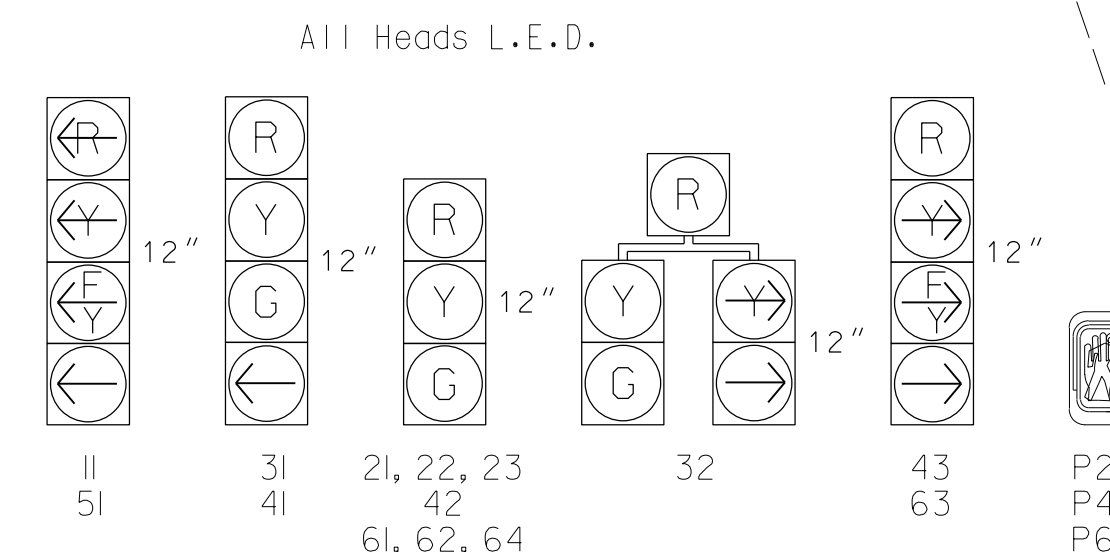
- | | | | |
|--|-----------------|--|-----------------|
| | PROPOSED | | EXISTING |
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ASC/3 TIMING CHART

| FEATURE | PHASE | | | | | |
|-------------------------|-------|-------------|-----|-----|-----|-------------|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| Min Green * | 7 | 12 | 7 | 7 | 7 | 12 |
| Delayed Green | - | 7 | - | 7 | - | 7 |
| Walk * | - | 14 | - | 14 | - | 14 |
| Ped Clear | - | 24 | - | 21 | - | 22 |
| Veh. Extension * | 2.0 | 6.0 | 2.0 | 2.0 | 2.0 | 6.0 |
| Max 1 * | 15 | 90 | 30 | 30 | 15 | 90 |
| Yellow | 3.0 | 4.8 | 3.2 | 4.6 | 3.0 | 4.8 |
| Red Clear | 3.1 | 2.0 | 3.1 | 1.9 | 3.3 | 2.0 |
| 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 | 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.

SIGNAL FACE I.D.



Signal Upgrade - Final Design

| | | | | |
|--|---|---|--|---|
| <p>1616 EAST MILLBROOK ROAD, SUITE 160 RALEIGH, NORTH CAROLINA 27609 (919) 876-6888 NCBEEB #F-0326</p> | Prepared for the Offices of: TRANSPORTATION MOBILITY AND SAFETY DIVISION NORTH CAROLINA DEPARTMENT OF TRANSPORTATION Signal Design Section | SR 1850 (Sandy Ridge Road) at SR 1818 (Johnson Street)/ Bloomfield Trail | | DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED |
| | Division 7 Guilford County High Point | | PLAN DATE: January 2025 PREPARED BY: JT Stiff REVISIONS: _____ REVIEWED BY: PL Alexander REVISIONS: _____ INIT. DATE: _____ | |
| | SCALE: 0 40 1"=40' | | SIGNATURE: _____ DATE: 3/14/2025 SIG. INVENTORY NO. 07-1306 | |
| | Seal of James T. Stiff, Professional Engineer, License No. 056276 | | | |

13-MAR-2025 15:21
 PW:///SUD00363433_worKPrj.ctb:ATKMANCO/Projects/Roads and Bridges/Projects/100059632_JSR SR 1818 and ITS/Task 05-11_Signals/071306-sig_dsn_2022mdd.dgn
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