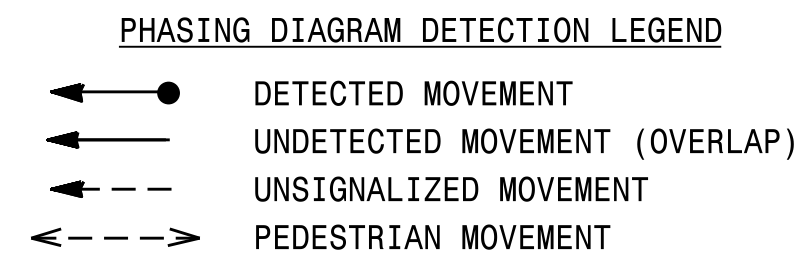
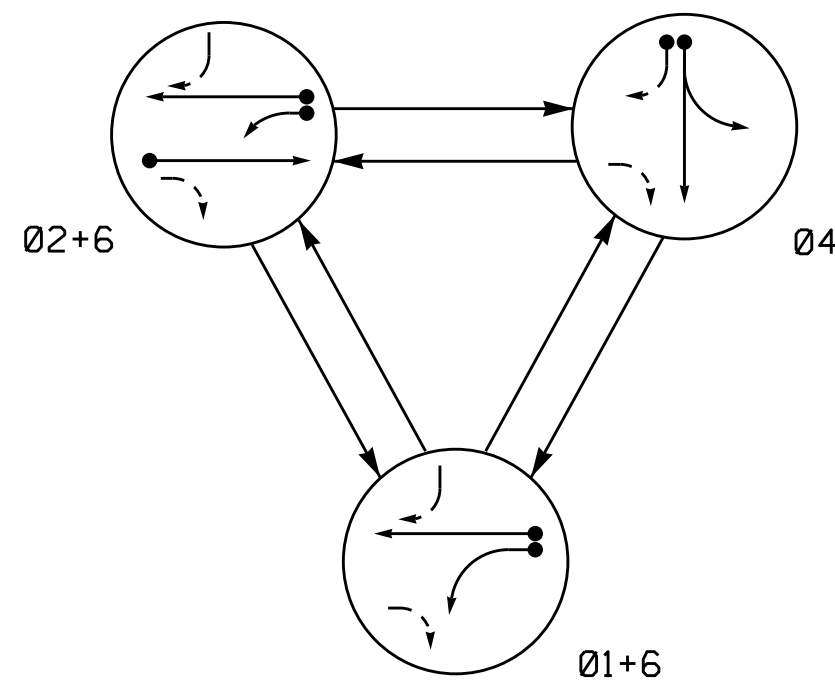
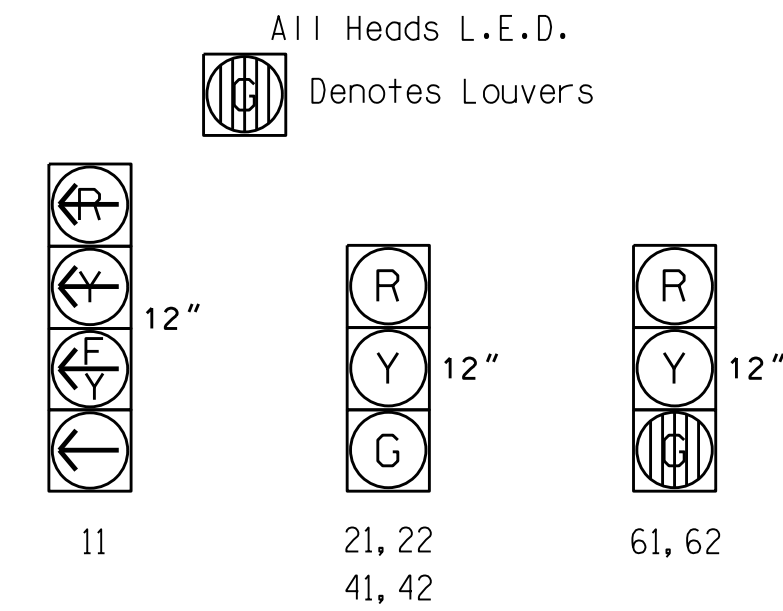


PHASING DIAGRAM



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

SIGNAL FACE I.D.

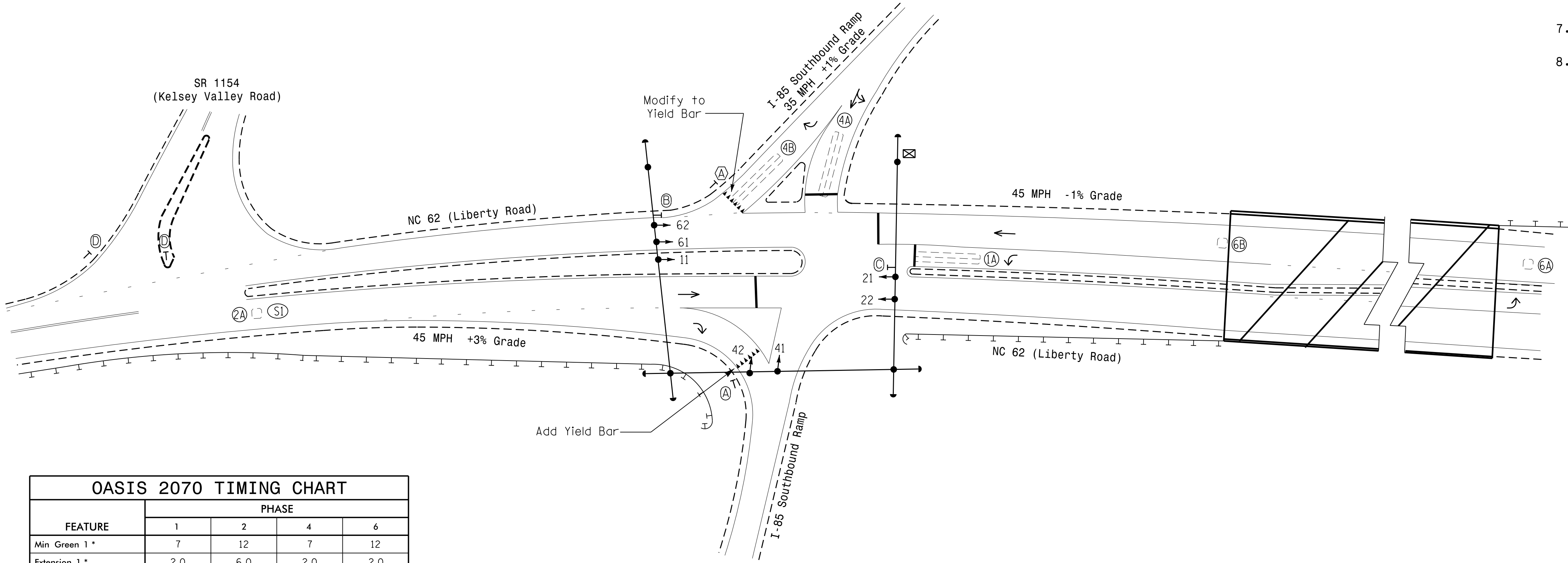


LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Y	Y	-	-	15	-	Y
2A/S1	6X6	300	EXIST	-	2	Y	Y	-	-	-	-	Y
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	-	-	Y
4B	6X40	0	2-4-2	-	4	Y	Y	Y	-	30	-	Y
6A	6X6	705	EXIST	-	6	Y	Y	-	6.4	-	-	Y
6B	6X6	213	EXIST	-	6	Y	Y	-	-	-	-	Y

3 Phase Fully Actuated (High Point Signal System)

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 may be lagged.
- Reposition existing signal heads numbered 41 and 42.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Pavement markings are existing unless otherwise shown.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



FEATURE	PHASE			
	1	2	4	6
Min Green 1 *	7	12	7	12
Extension 1 *	2.0	6.0	2.0	2.0
Max Green 1 *	20	90	30	90
Yellow Clearance	3.0	4.6	3.8	4.6
Red Clearance	2.6	1.0	1.5	1.0
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	-	2.5	-	-
Max Variable Initial *	-	34	-	-
Time Before Reduction *	-	15	-	-
Time To Reduce *	-	30	-	-
Minimum Gap	-	3.1	-	-
Recall Mode**	-	SOFT RECALL	-	SOFT RECALL
Vehicle Call Memory	-	YELLOW	-	YELLOW
Dual Entry	-	-	-	-
Simultaneous Gap	ON	ON	ON	ON

* 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.

PROPOSED	EXISTING
[Symbol] Traffic Signal Head	[Symbol] N/A
[Symbol] Modified Signal Head	[Symbol] N/A
[Symbol] Sign	[Symbol] N/A
[Symbol] Pedestrian Signal Head With Push Button & Sign	[Symbol] N/A
[Symbol] Signal Pole with Guy	[Symbol] N/A
[Symbol] Signal Pole with Sidewalk Guy	[Symbol] N/A
[Symbol] Inductive Loop Detector	[Symbol] N/A
[Symbol] Controller & Cabinet	[Symbol] N/A
[Symbol] Junction Box	[Symbol] N/A
[Symbol] Guard Rail	[Symbol] N/A
[Symbol] 2-in Underground Conduit	[Symbol] N/A
[Symbol] Right of Way	[Symbol] N/A
[Symbol] Directional Arrow	[Symbol] N/A
[Symbol] Guardrail	[Symbol] N/A
[Symbol] "YIELD" Sign (R1-2)	[Symbol] (A)
[Symbol] No Right Turn Sign (R3-1)	[Symbol] (B)
[Symbol] No Left Turn Sign (R3-2)	[Symbol] (C)
[Symbol] "STOP" Sign (R1-1)	[Symbol] (D)

Signal Upgrade

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

Division 7 Guilford County Archdale

PLAN DATE: August 2014 REVIEWED BY: R.N. Zinser

PREPARED BY: R.N. Zinser

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 1" = 40'

SEAL

ROBERT J. ZIEMBA

ENGINEER

026486

4/2/2015

SIG. INVENTORY NO. 07-2090

02-APR-2015 15:51
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