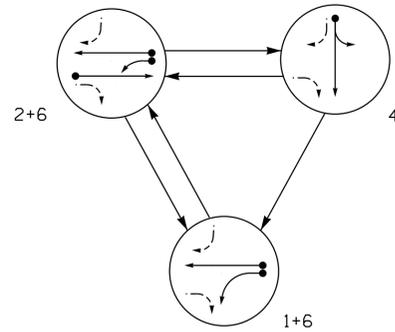


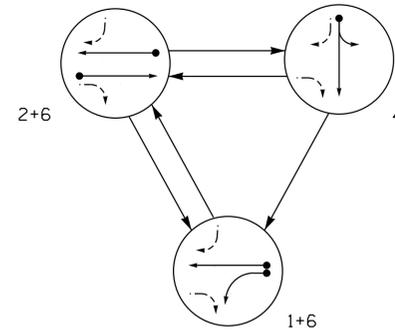
DEFAULT PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

| SIGNAL FACE | PHASE | | | |
|-------------|-------|-----|---|-------|
| | 1+6 | 2+6 | 4 | FLASH |
| 11 | ← | ← | ← | ← |
| 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 | 2+6 | 4 | FLASH |
| 11 | ← | ← | ← | ← |
| 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

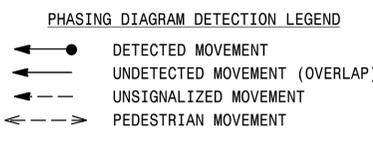
| ZONE(S) | SIZE (FT) | DISTANCE FROM STOPBAR (FT) | TURNS | NEW LOOP | PROGRAMMING | | | | | | | |
|---------|-----------|----------------------------|-------|----------|-------------|---------|-------------|------------|-------------------|------|-------------|----------|
| | | | | | PHASE | CALLING | EXTEND TIME | DELAY TIME | USE ADDED INITIAL | TYPE | SYSTEM LOOP | NEW CARD |
| 1A | 6X40 | 0 | ** | ** | 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 | - | ** |
| 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.

3 Phase Fully Actuated (High Point Signal System)

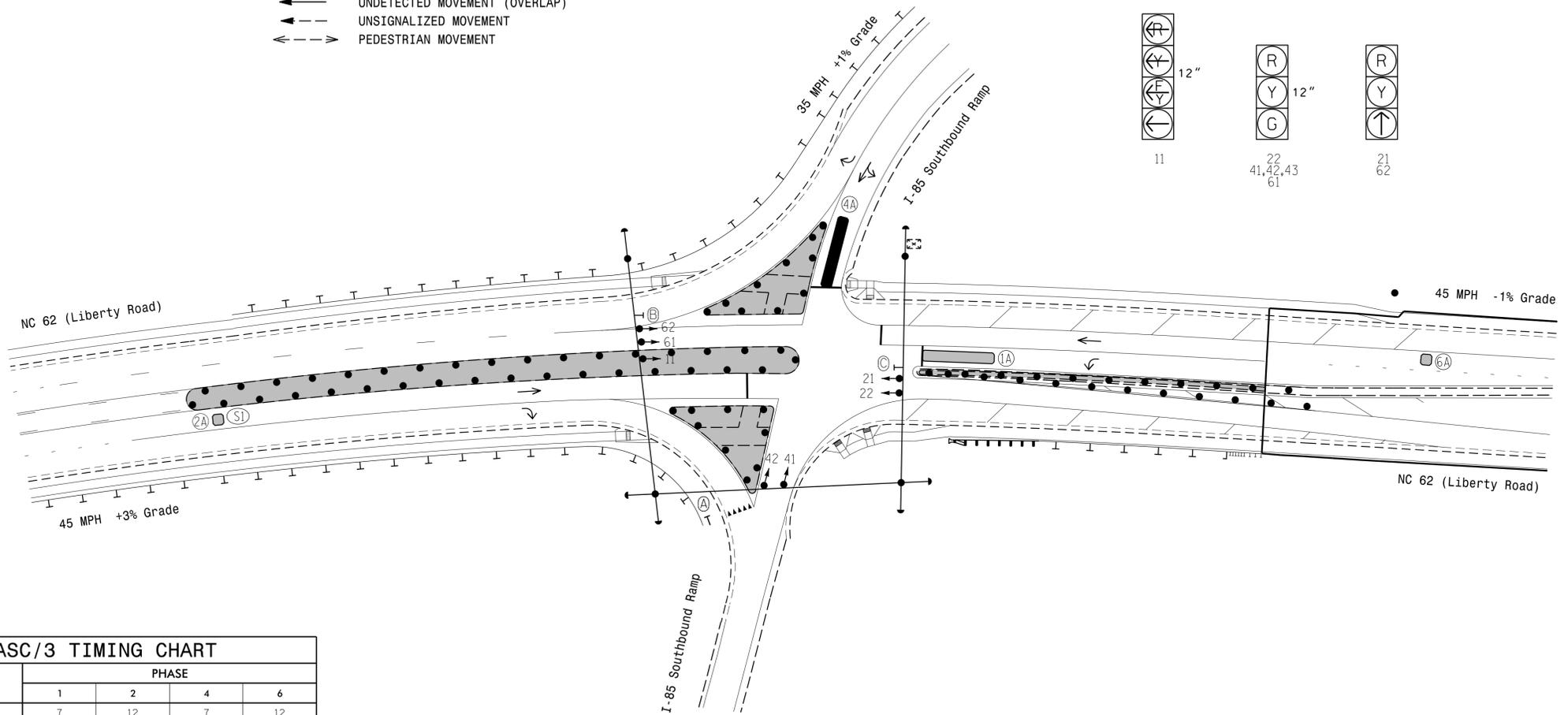
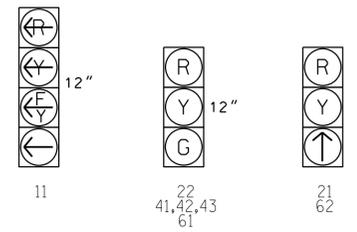
NOTES

- 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.
- Phase 1 may be lagged.
- Remove existing signal head numbered 43 and existing Yield Sign for SB right turn lane.
- Reposition existing signal heads numbered 21, 22, 61 and 62.
- Set all detector units to presence mode.
- This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
- The City Traffic Engineer will determine the hours of use for each phasing plan.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

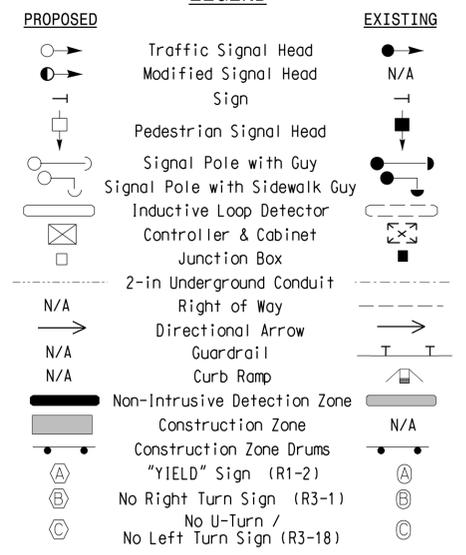


SIGNAL FACE I.D.

All Heads L.E.D.



LEGEND

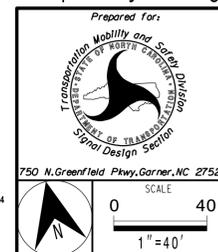


ASC/3 TIMING CHART

| FEATURE | PHASE | | | |
|-------------------------|-------|------------|-----|------------|
| | 1 | 2 | 4 | 6 |
| Min Green * | 7 | 12 | 7 | 12 |
| Walk * | - | - | - | - |
| Ped Clear | - | - | - | - |
| Veh. Extension * | 2.0 | 6.0 | 2.0 | 6.0 |
| Max I * | 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.

Signal Upgrade - Temporary Design 3 (TMP Phase III)



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

Division 7 Guilford County Archdale

PLAN DATE: March 2025 REVIEWED BY: ZM Esposito

PREPARED BY: AW Poole P&A PROJ. NO.: 17380 (040)

| REVISIONS | INIT. | DATE |
|-----------|-------|------|
| | | |

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

Signed by: *Zachary M. Esposito* 3/17/2025

SIGNATURE DATE

SIG. INVENTORY NO. 07-2090T3

DRMP INC. 8210 UNIVERSITY EXECUTIVE PARK DR. SUITE 228 CHARLOTTE, NC 28262 PHONE: 704-549-4260

NC LICENSE NO. F-1524 www.drmp.com