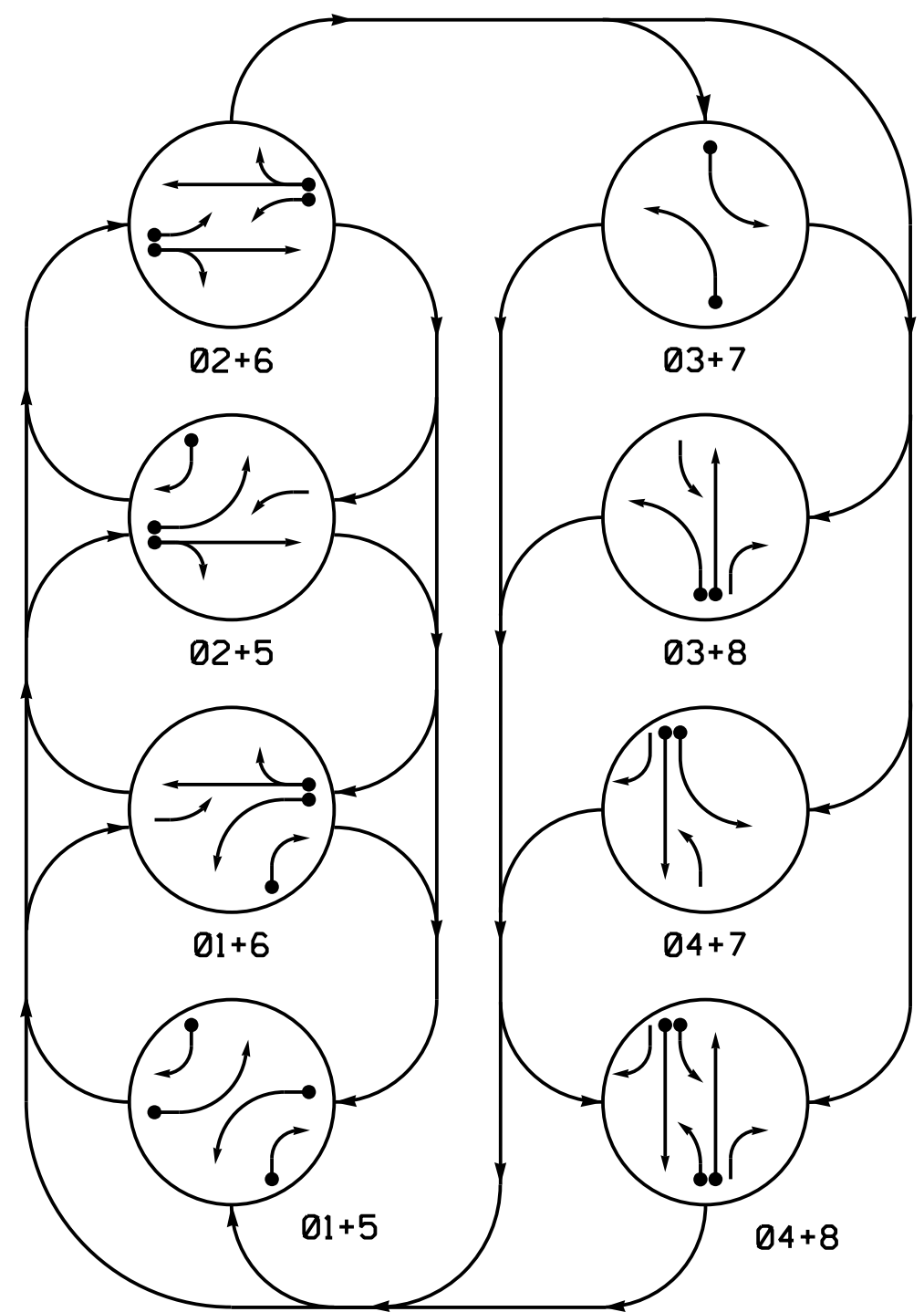
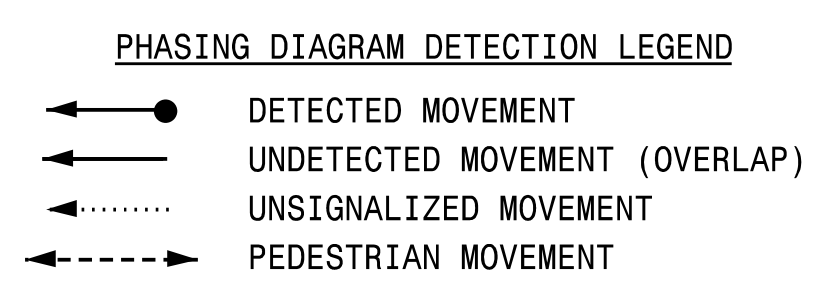
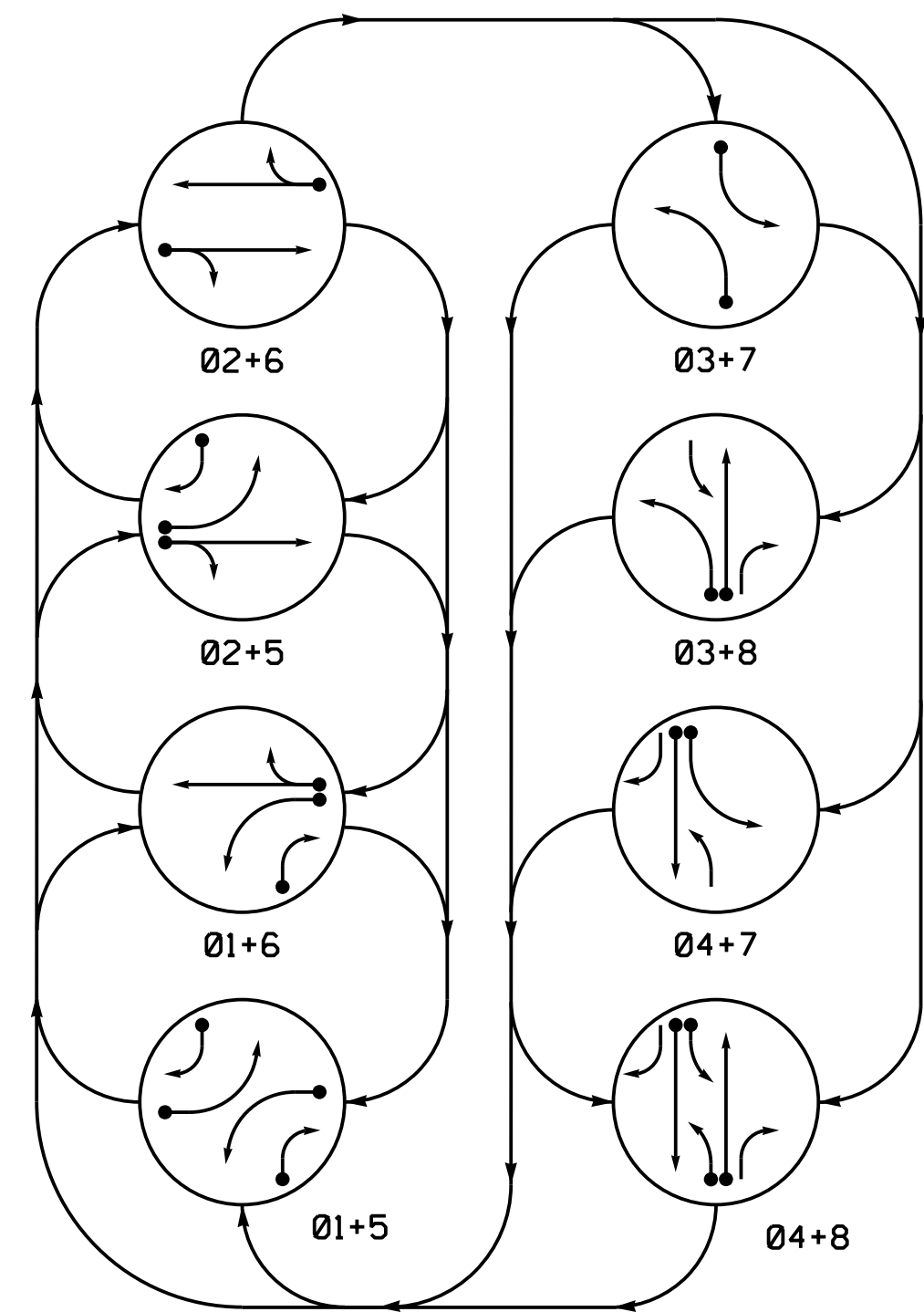


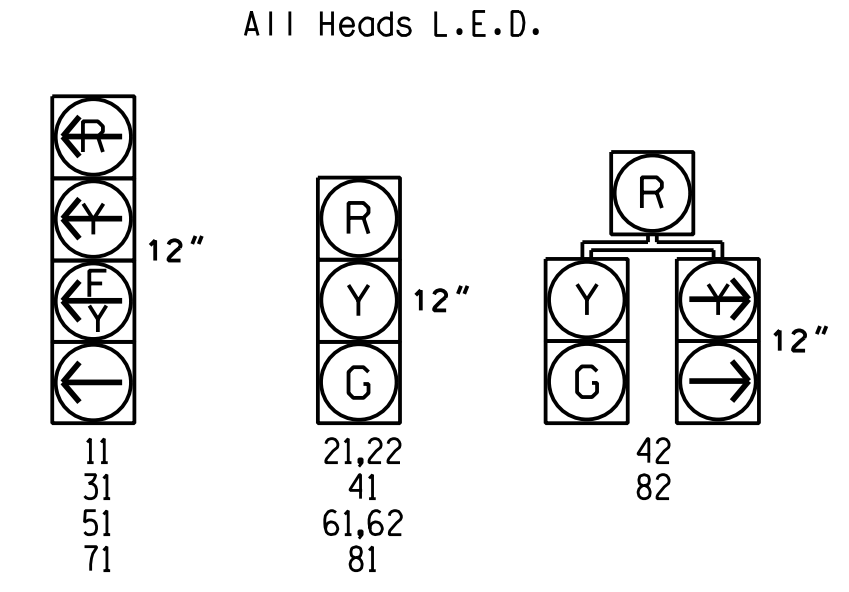
DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



SIGNAL FACE I.D.



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE							
	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8
11	—	—	—	—	—	—	—	—
21,22	R	R	G	G	R	R	R	Y
31	R	R	R	R	—	—	—	—
41	R	R	R	R	R	G	G	R
42	R	R	R	R	R	R	G	G
51	—	—	—	—	—	—	—	—
61,62	R	G	R	G	R	R	R	Y
71	R	R	R	R	—	—	—	—
81	R	R	R	R	R	G	G	R
82	R	R	R	R	R	G	G	R

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE							
	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8
11	—	—	—	—	—	—	—	—
21,22	R	R	G	G	R	R	R	Y
31	R	R	R	R	—	—	—	—
41	R	R	R	R	R	G	G	R
42	R	R	R	R	R	R	G	G
51	—	—	—	—	—	—	—	—
61,62	R	G	R	G	R	R	R	Y
71	R	R	R	R	—	—	—	—
81	R	R	R	R	R	G	G	R
82	R	R	R	R	R	G	G	R

MAXTIME DETECTOR INSTALLATION CHART

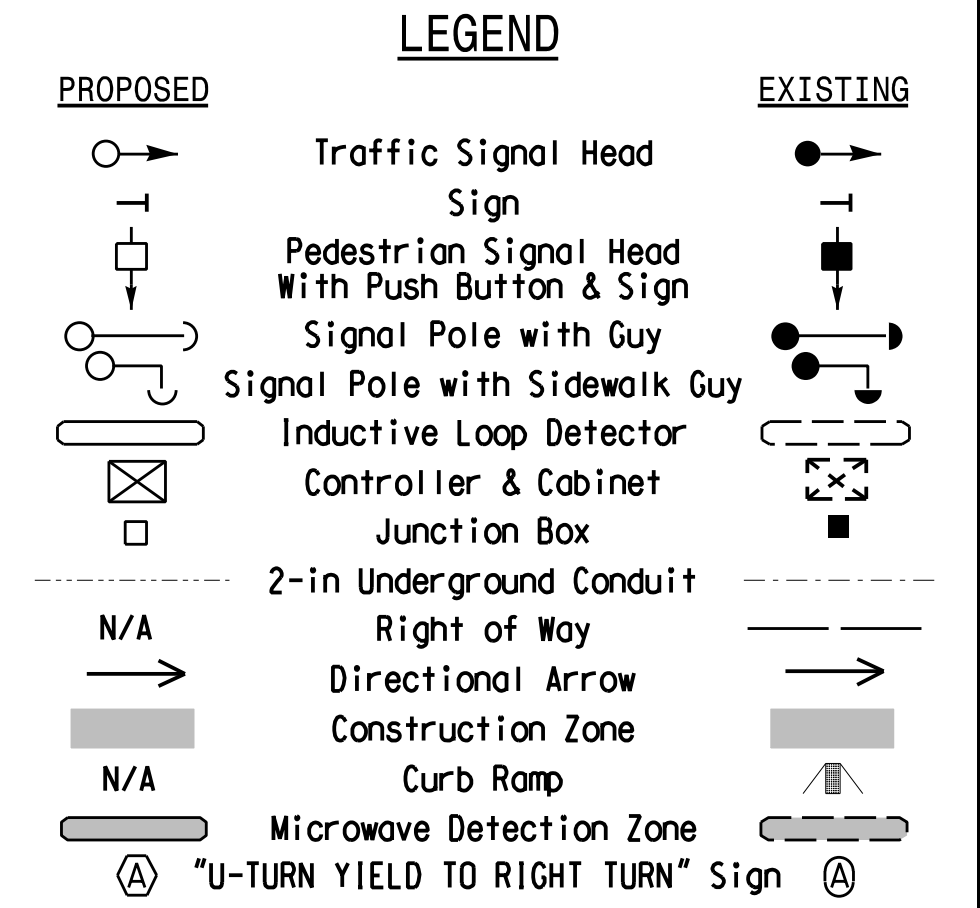
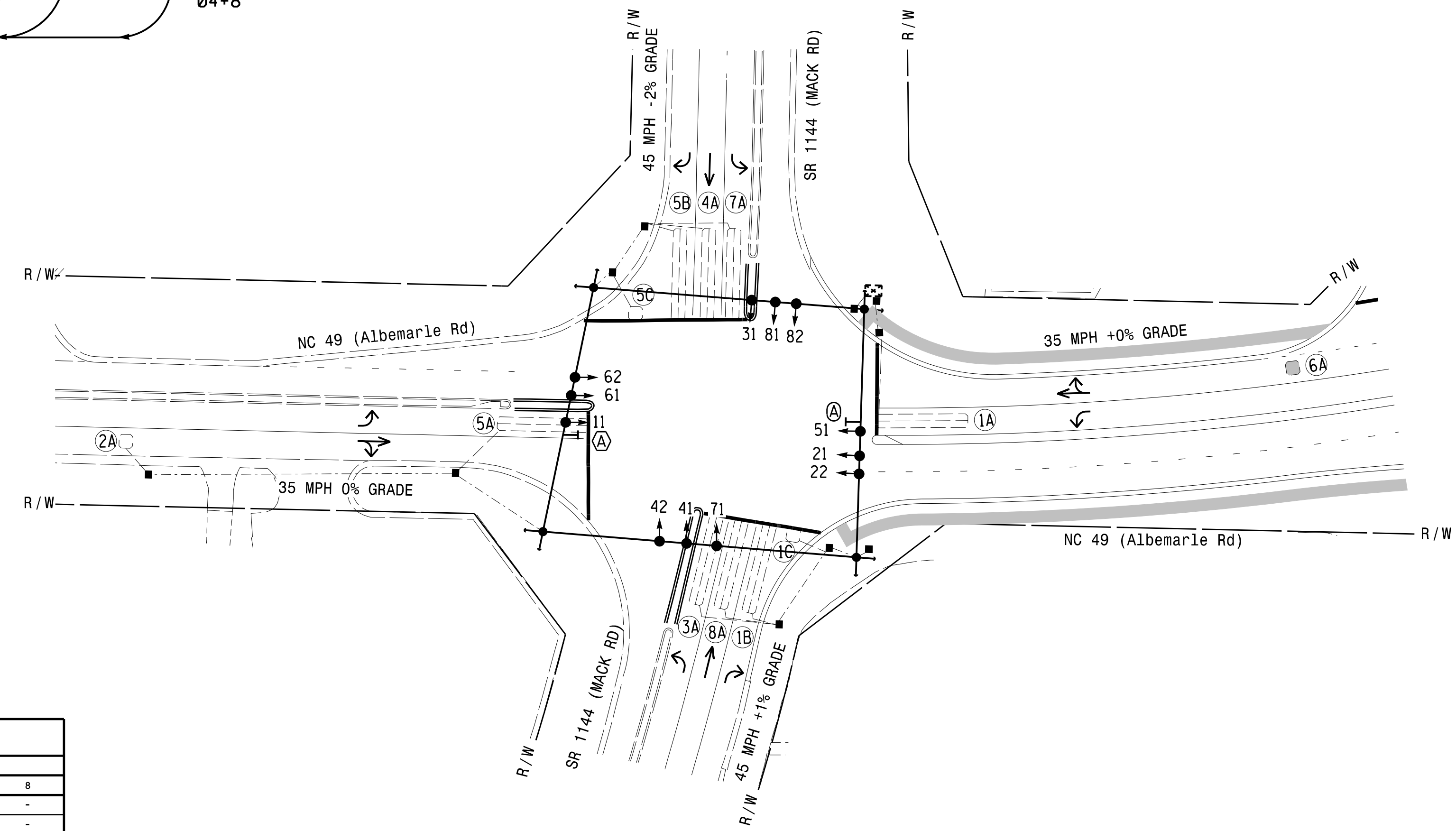
LOOP/ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING						
					CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	INITIAL	CALL	NEW CARD
1A	6X40	0	2-4-2	—	1	**15	—	—	X	X	—
1B	6X40	0	2-4-2	—	1	15	—	—	X	X	—
1C	6X6	0	4	—	1	15	—	—	X	X	—
2A	6X6	200	4	—	2	—	—	—	X	X	—
3A	6X40	0	2-4-2	—	3	15	—	—	X	X	—
4A	6X40	0	2-4-2	—	4	—	—	—	X	X	—
5A	6X40	0	2-4-2	—	5	**15	—	—	X	X	—
5B	6X40	0	2-4-2	—	5	15	—	—	X	X	—
5C	6X6	0	4	—	5	15	—	—	X	X	—
6A*	6X6	180	*	*	6	—	—	—	X	X	*
7A	6X40	0	2-4-2	—	7	15	—	—	X	X	—
8A	6X40	0	2-4-2	—	8	—	—	—	X	X	—

* Microwave Detection
 ** Reduce Delay to 3 seconds During Alternate Phasing Operation
 * Disable phase call during Alternate Phasing operation.

8 Phase Fully Actuated Signal System #D08-29_Asheboro US 64 Bus-NC 49 (Asheboro)

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.
- Reposition existing signal heads numbered 11, 61, and 62.
- Phase 1 and/or phase 5 may be lagged.
- Phase 3 and/or phase 7 may be lagged.
- Set all detector units to presence mode.
- In the event of loop replacement, refer to the current ITS and Signals Design Manual and submit a Plan of Record to the Signal Design Section.
- The Division Traffic Engineer will determine the hours of use for each phasing plan.
- This intersection uses single-zone microwave detection. Install detector according to the manufacturer's instructions to achieve the desired detection.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values shall supersede these values.



MAXTIME TIMING CHART

FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Walk *	-	-	-	-	-	-	-	-
Ped Clear *	-	-	-	-	-	-	-	-
Min Green	7	10	7	7	7	10	7	7
Passage *	2.0	5.0	2.0	2.0	2.0	5.0	2.0	2.0
Max I *	15	50	20	20	30	50	20	20
Yellow Change	3.0	3.8	3.0	4.7	3.0	3.8	3.0	4.7
Red Clear	3.1	2.4	2.4	1.3	2.8	2.4	2.4	1.3
Added Initial *	-	2.5	-	-	-	2.5	-	-
Maximum Initial *	-	24	-	-	-	22	-	-
Time Before Reduction *	-	15	-	-	-	15	-	-
Time To Reduce *	-	30	-	-	-	30	-	-
Minimum Gap	-	3.0	-	-	-	3.0	-	-
Advance Walk	-	-	-	-	-	-	-	-
Non Lock Detector	X	-	X	X	X	-	X	X
Vehicle Recall	-	MIN RECALL	-	-	-	MIN RECALL	-	-
Dual Entry	-	-	-	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 2 (Construction Phase IIA)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

	Prepared for: NC 49 (Albemarle Rd) at SR 1144 (Mack Rd)		SEAL
	Division 8 PLAN DATE: August 2021 PREPARED BY: N.K. Vianich	Randolph County ASHEBORO REVIEWED BY: A.D. Klinksiek REVIEWED BY: N.R. Simmons	
750 N. Greenfield Pkwy, Garner, NC 27529 HNTB NORTH CAROLINA, P.C. 343 E. Six Forks Road, Suite 200 Raleigh, North Carolina 27609 NC License No: C-1554 (919) 546-8997	REVISIONS INIT. DATE		DocuSigned by: N. K. Vianich 5/21/2024 DATE SIG. INVENTORY NO. 08-0506T2