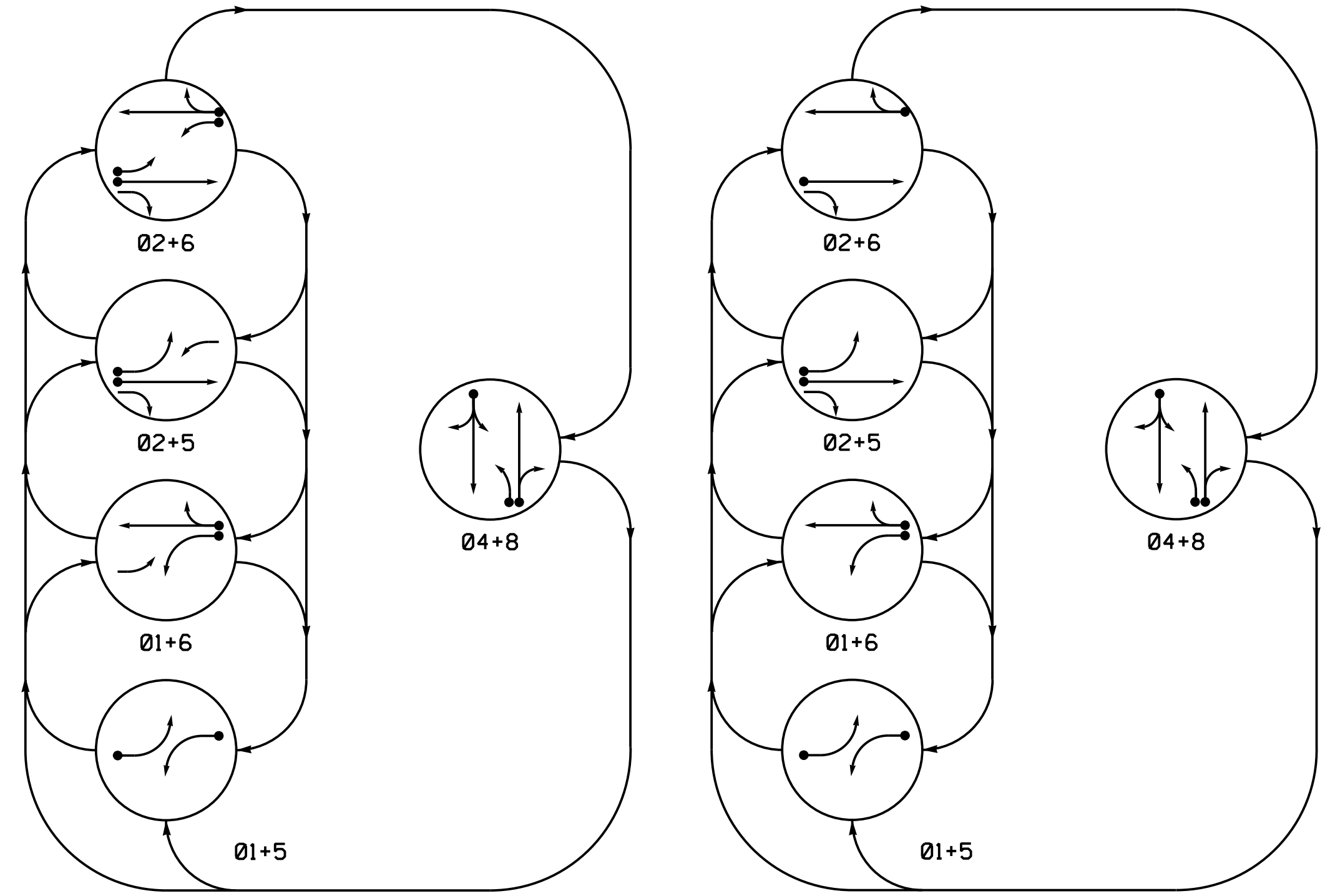


DEFAULT PHASING DIAGRAM

ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE							
	01+5	01+6	02+5	02+6	04+8	F	H	S
11	-	-	F	F	F	F	F	F
21,22	R	R	G	G	R	Y		
41,42	R	R	R	R	G	R		
51	-	F	-	-	F	F	F	F
61,62	R	G	R	G	R	Y		
81	F	F	F	F	F	F	F	F
82,83,84	R	R	R	R	G	R		

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE							
	01+5	01+6	02+6	02+5	04+8	F	H	S
11	-	-	F	F	F	F	F	F
21,22	R	R	G	G	R	Y		
41,42	R	R	R	R	G	R		
51	-	F	-	-	F	F	F	F
61,62	R	G	R	G	R	Y		
81	F	F	F	F	F	F	F	F
82,83,84	R	R	R	R	G	R		

MAXTIME DETECTOR INSTALLATION CHART

ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING									
					CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD		
1A*	6X40	0	*	*	1	**15	-	X	-	X	-	X	-	*
					# 6	3	-	X	-	X	-	X	-	*
2A*	6X6	300	*	*	2	-	-	X	X	X	-	X	-	*
4A*	6X40	0	*	*	4	3	-	X	-	X	-	X	-	*
4B*	6X6	0	*	*	4	15	-	X	-	X	-	X	-	*
5A*	6X6	0	*	*	5	**15	-	X	-	X	-	X	-	*
					# 2	3	-	X	-	X	-	X	-	*
6A*	6X6	300	*	*	6	-	-	X	X	X	-	X	-	*
8A*	6X40	0	*	*	8	3	-	X	-	X	-	X	-	*
8B*	6X40	0	*	*	8	10	-	X	-	X	-	X	-	*
8C*	6X15	0	*	*	8	15	-	X	-	X	-	X	-	*

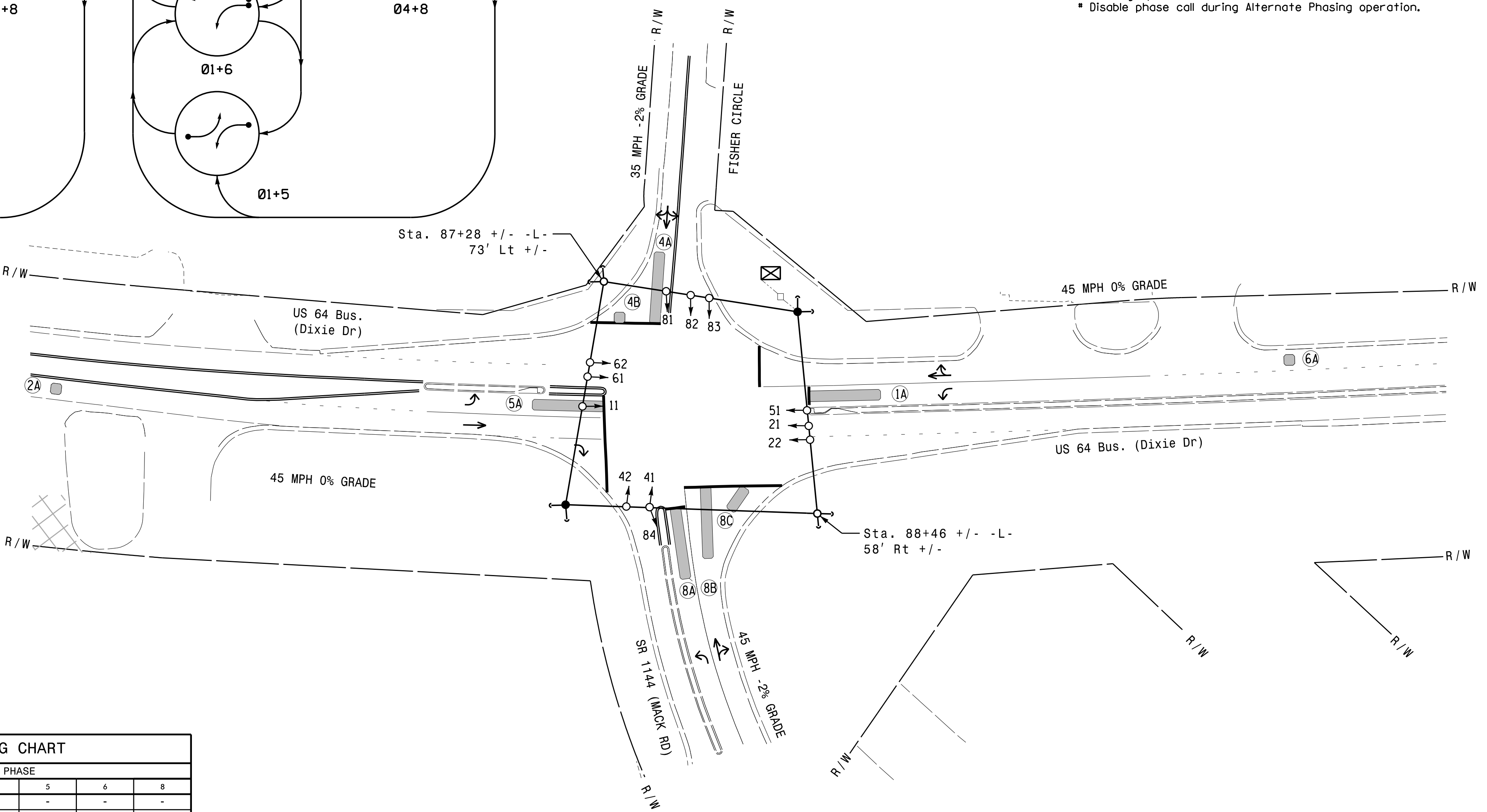
* Microwave Detection
 ** Reduce Delay to 3 seconds for loop during Alternate Phasing Operation.
 # Disable phase call during Alternate Phasing operation.

5 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.
- Phase 1 and/or 5 may be lagged.
- 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.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values shall supersede these values.

PHASING DIAGRAM DETECTION LEGEND
 ● DETECTED MOVEMENT
 ○ UNDETECTED MOVEMENT (OVERLAP)
 - - - UNSIGNALIZED MOVEMENT
 - - - PEDESTRIAN MOVEMENT



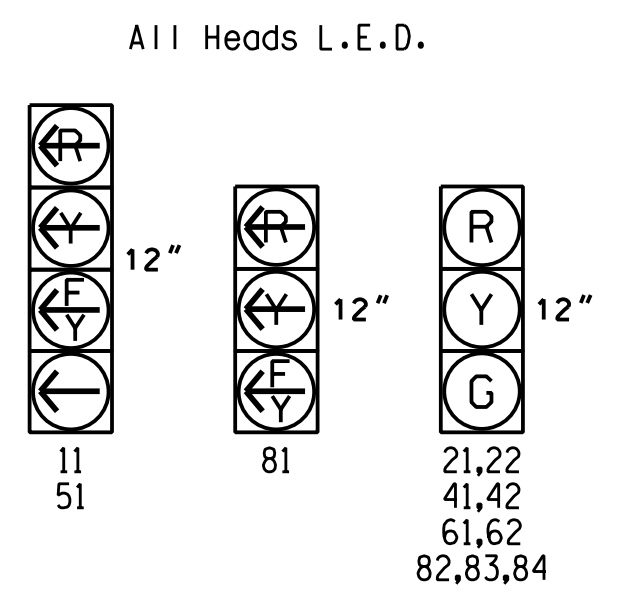
LEGEND

PROPOSED	EXISTING
	N/A

MAXTIME TIMING CHART

FEATURE	PHASE							
	1	2	4	5	6	8		
Walk *	-	-	-	-	-	-	-	-
Ped Clear *	-	-	-	-	-	-	-	-
Min Green	7	12	7	7	12	7		
Passage *	2.0	6.0	2.0	2.0	6.0	2.0		
Max I *	35	90	25	20	90	25		
Yellow Change	3.0	4.5	4.4	3.0	4.5	4.4		
Red Clear	3.3	1.9	1.8	1.8	1.9	1.8		
Added Initial *	-	2.5	-	-	2.5	-		
Maximum Initial *	-	34	-	-	34	-		
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		
Vehicle Recall	-	MIN RECALL	-	-	MIN RECALL	-		
Dual Entry	-	-	X	-	-	X		

SIGNAL FACE I.D.



Signal Upgrade - Temporary Design 1 (Construction Phase I)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

 HNTB NORTH CAROLINA, P.C. 343 E. Six Forks Road, Suite 200 Raleigh, North Carolina 27609 NC License No: C-1554 (919) 546-8997	Prepared for: NORTH CAROLINA DEPARTMENT OF TRANSPORTATION Signal Design Section 750 N. Greenfield Pkwy, Garner, NC 27529	US 64 Bus. (Dixie Dr) at SR 1144 (Mack Rd)/Fisher Cir Division 8 Randolph County Asheboro PLAN DATE: August 2021 REVIEWED BY: A.D. Klinsky PREPARED BY: N.K. Vlanich REVIEWED BY: N.R. Simmons	SEAL NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 031464 N. R. SIMMONS
	0 40 1" = 40'	REVISIONS INIT. DATE DocuSigned by: N. R. Simmons 5/21/2024 SIGNATURE DATE SIG. INVENTORY NO. 08-050771	