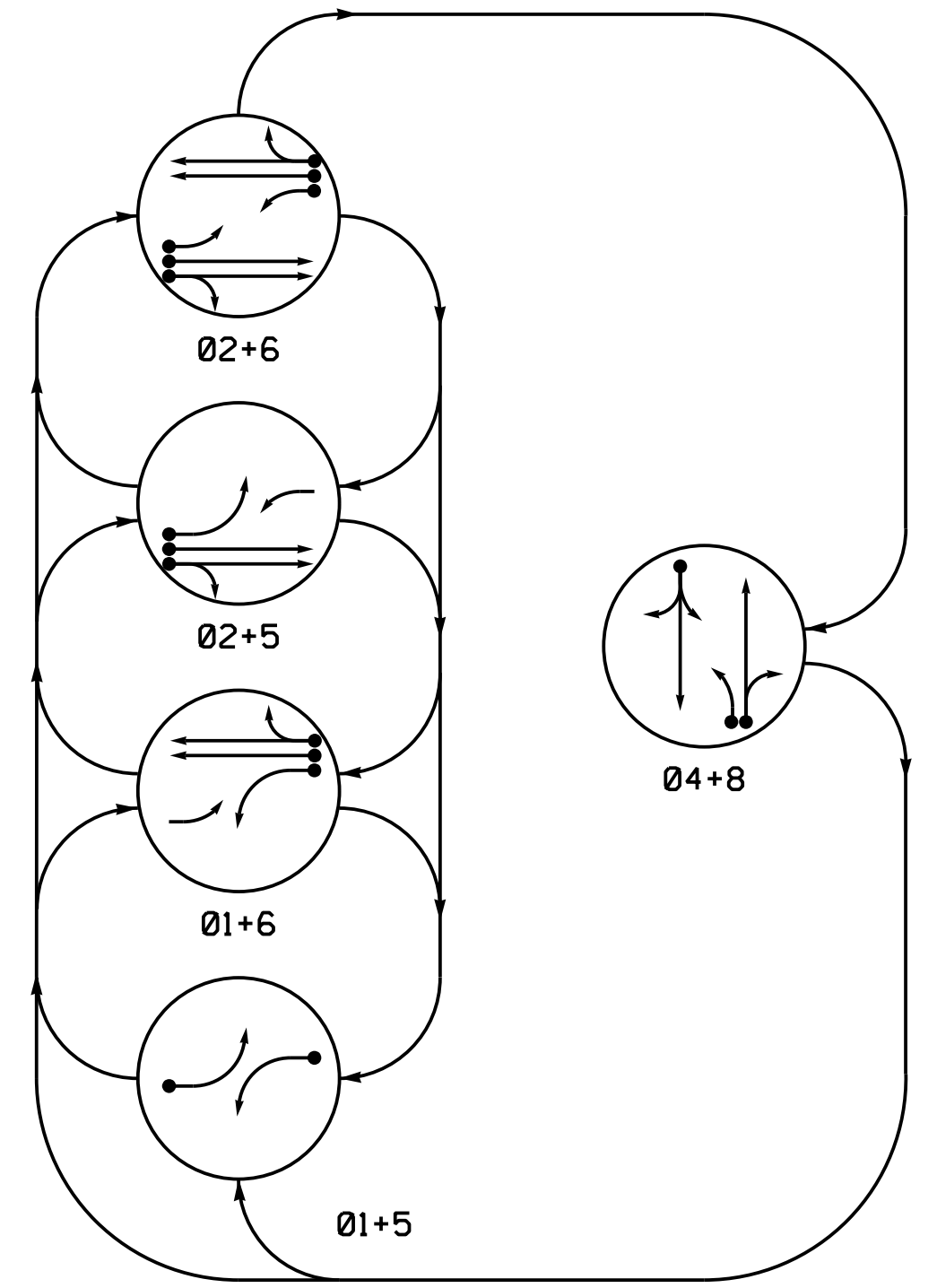
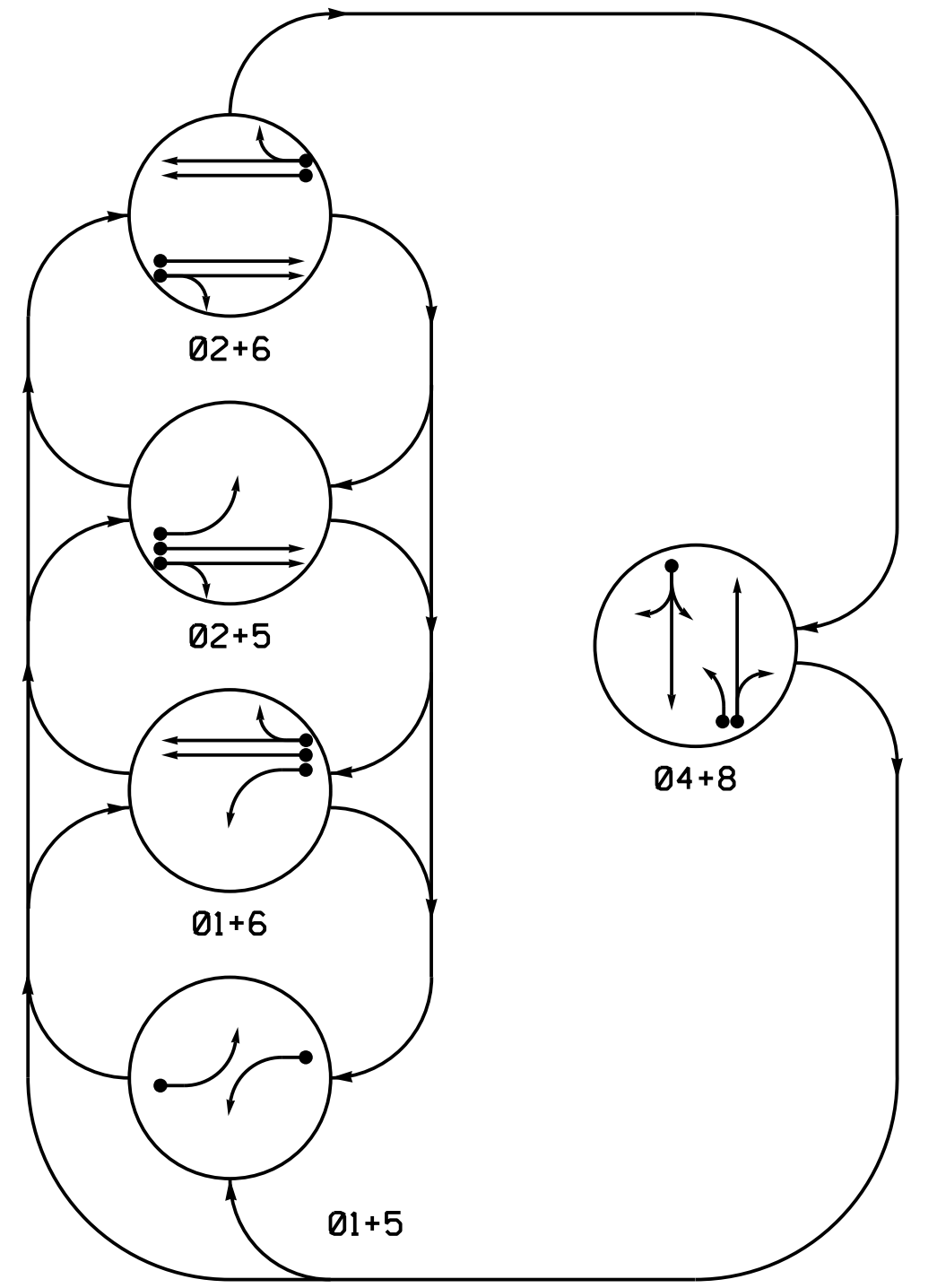


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE					FLASH
	01+5	01+6	02+5	02+6	04+8	
11	-	-	F	F	R	Y
21,22	R	R	G	G	R	Y
41,42	R	R	R	R	G	R
51	-	F	-	F	-	Y
61,62	R	G	R	G	R	Y
81	R	R	R	R	F	R
82,83,84	R	R	R	R	G	R
P81,P82	DW	DW	DW	DW	W	DRK

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE					FLASH
	01+5	01+6	02+5	02+6	04+8	
11	-	-	R	R	R	Y
21,22	R	R	G	G	R	Y
41,42	R	R	R	R	G	R
51	-	R	-	R	-	Y
61,62	R	G	R	G	R	Y
81	R	R	R	R	F	R
82,83,84	R	R	R	R	G	R
P81,P82	DW	DW	DW	DW	W	DRK

MAXTIME DETECTOR INSTALLATION CHART

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

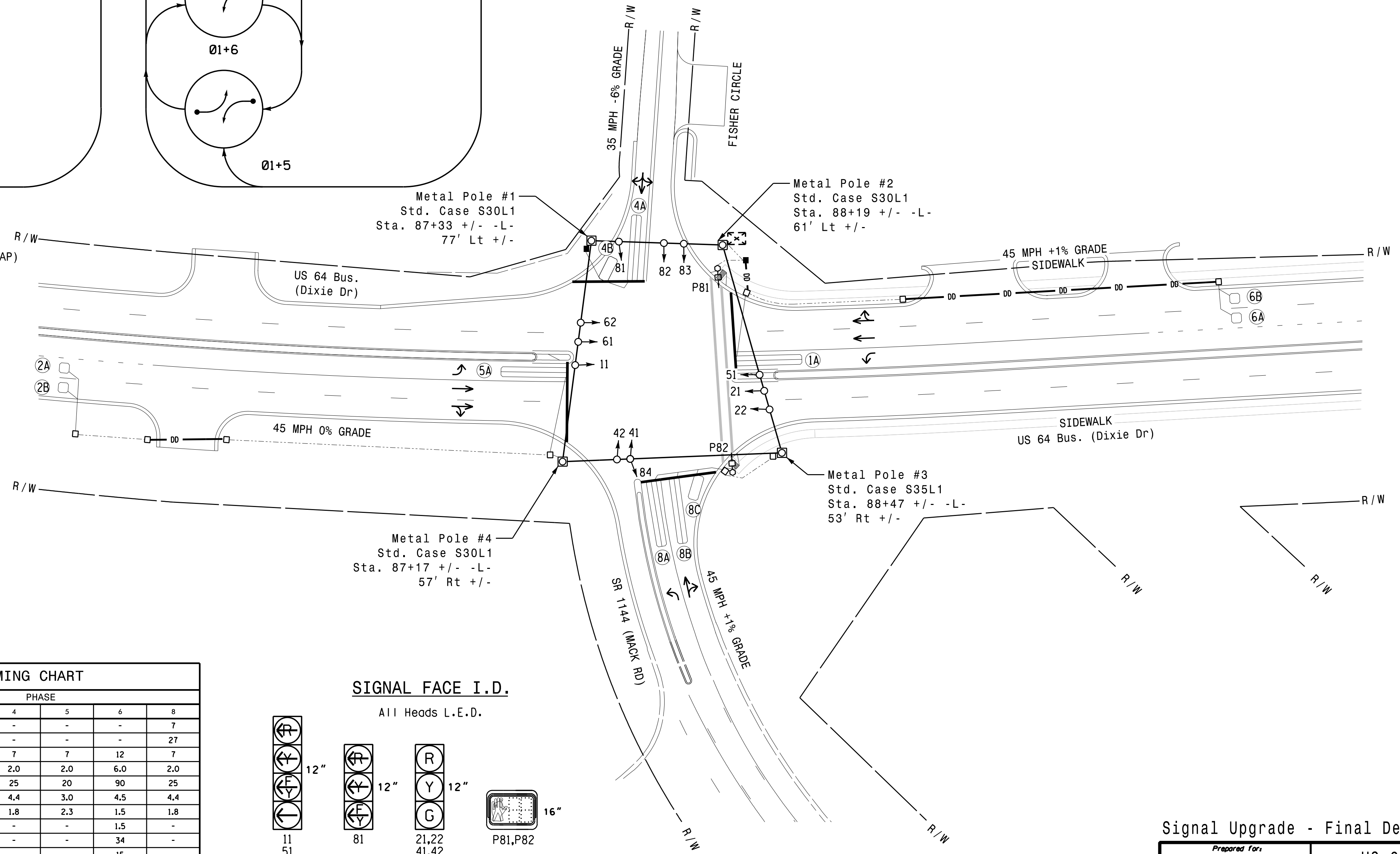
* Reduce Delay to 3 seconds for loop during Alternate Phasing operation.
 * Disable phase call during Alternate Phasing operation.

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.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values shall supersede these values.

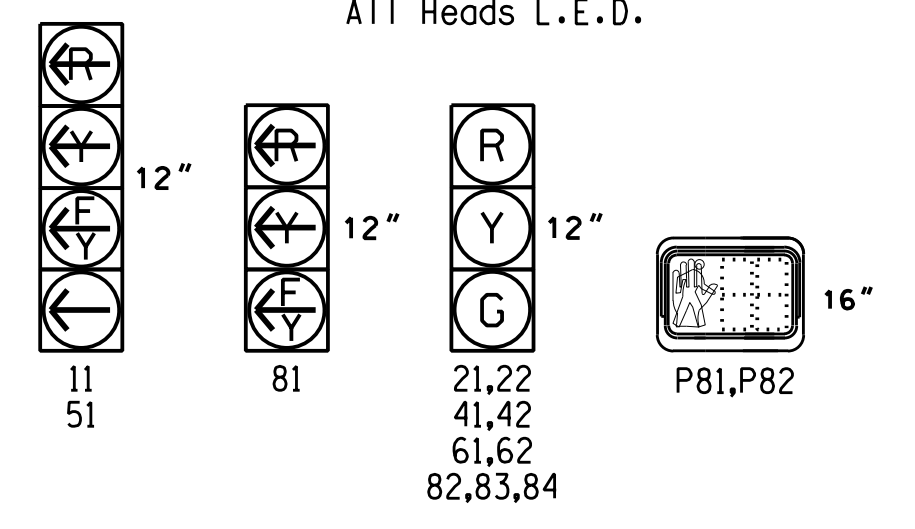
PHASING DIAGRAM DETECTION LEGEND
 ● DETECTED MOVEMENT
 ○ UNDETECTED MOVEMENT (OVERLAP)
 - - - UNSIGNALIZED MOVEMENT
 - - - PEDESTRIAN MOVEMENT



MAXTIME TIMING CHART

FEATURE	PHASE							
	1	2	4	5	6	7	8	
Walk *	-	-	-	-	-	-	7	
Ped Clear *	-	-	-	-	-	-	27	
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	2.8	1.5	1.8	2.3	1.5	1.8		
Added Initial *	-	1.5	-	-	1.5	-		
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.
 All Heads L.E.D.



LEGEND

PROPOSED	EXISTING
	N/A

Signal Upgrade - Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

	US 64 Bus. (Dixie Dr) at SR 1144 (Mack Rd)/Fisher Cir		
	Division 8 Randolph County Asheboro PLAN DATE: August 2021 PREPARED BY: N.K. Vlanich	REVIEWED BY: A.D. Klinksiek REVIEWED BY: N.R. Simmons	
REVISIONS		INIT. DATE	DocuSigned by: <i>Nelasha R. Simmons</i> 5/21/2024 SIGNATURE DATE SIG. INVENTORY NO. 08-0507

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