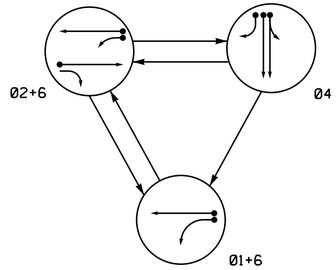
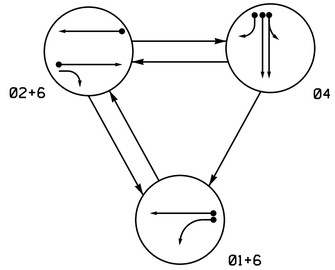
PROJECT REFERENCE NO.	SHEET NO.
U-5813	Sig. 13.0

DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE 01+6	PHASE 02+6	PHASE 04	FLASH
11	←	F Y	R	Y
21	R	↑	R	Y
22	R	G	R	Y
23	R	F Y	R	Y
41,42	R	R	G	R
43	R	R	→	R
61	G	G	R	Y
62	↑	↑	R	Y

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE 01+6	PHASE 02+6	PHASE 04	FLASH
11	←	R	R	Y
21	R	↑	R	Y
22	R	G	R	Y
23	R	F Y	R	Y
41,42	R	R	G	R
43	R	R	→	R
61	G	G	R	Y
62	↑	↑	R	Y

MAXTIME DETECTOR INSTALLATION CHART

DETECTOR					PROGRAMMING						
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND ADDED INITIAL	CALL DELAY DURING GREEN		NEW CARD
1A✱	6X40	0	✱	✱	1	✱✱ 15	-	X	-	X	-	✱
					▪6	-	-	X	-	X	-	✱
2A✱	6X6	70	✱	✱	2	-	-	X	-	X	-	✱
4A✱	6X40	0	✱	✱	4	-	-	X	-	X	-	✱
4B✱	6X40	0	✱	✱	4	-	-	X	-	X	-	✱
4C✱	6X40	0	✱	✱	4	15	-	X	-	X	-	✱
6A✱	6X40	70	✱	✱	6	-	-	X	-	X	-	✱

✱ Microwave Detection
✱✱ Disable Delay During Alternate Phasing Operation.
▪ Disable phase call during Alternate Phasing operation.

3 Phase
Fully Actuated
(Isolated)

NOTES

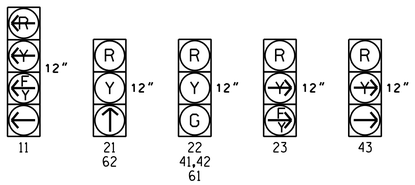
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 may be lagged.
4. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. This intersection uses multi-zone microwave detection.
   Install detectors according to the manufacturer's instructions to achieve the desired detection.
7. The Division Traffic Engineer will determine the hours of use for each phasing plan.

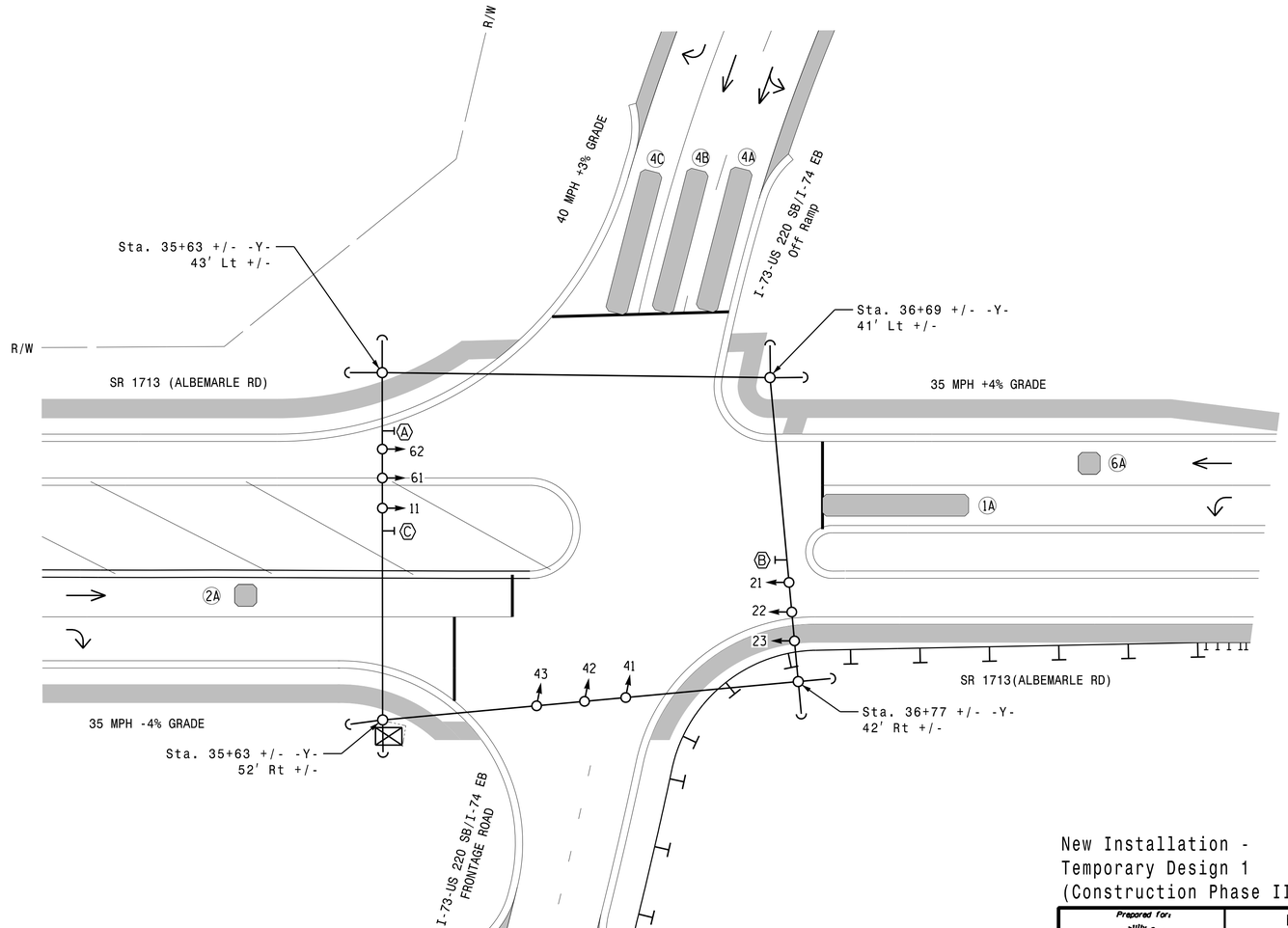
PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

SIGNAL FACE I.D.

All Heads L.E.D.





MAXTIME TIMING CHART

FEATURE	PHASE 1	PHASE 2	PHASE 4	PHASE 6
Walk *	-	-	-	-
Ped Clear *	-	-	-	-
Min Green	7	10	7	10
Passage *	2.0	3.0	2.0	3.0
Max 1 *	20	60	30	60
Yellow Change	3.0	4.1	4.0	4.1
Red Clear	2.3	1.7	1.9	1.7
Added Initial *	-	-	-	-
Maximum Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Advance Walk	-	-	-	-
Non Lock Detector	X	-	X	-
Vehicle Recall	-	MIN RECALL	-	MIN RECALL
Dual Entry	-	-	-	-

* 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.

LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	Sign	
	Pedestrian Signal Head With Push Button & Sign	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
	Directional Arrow	
	Construction Zone	
	Microwave Detection Zone	
N/A	Guardrail	
N/A	Curb Ramp	
Ⓐ	No Right Turn Sign (R3-1)	Ⓐ
Ⓑ	No U-Turn/No Left Turn Sign (R3-18)	Ⓑ
Ⓒ	Left Turn Sign (R3-L)	Ⓒ

New Installation -
Temporary Design 1
(Construction Phase II)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared for: Transportation Mobility and Safety Division, State of North Carolina, Department of Transportation, Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

NC 49 (Albemarle Rd)
at
I-73-US 220 SB Ramps/
I-74 EB Ramps

Division 8 Randolph County Asheboro

PLAN DATE: August 2021 REVIEWED BY: A.D. Klinksiek
PREPARED BY: N.K. Vlanich REVIEWED BY: N.R. Simmons

REVISIONS	INIT.	DATE

0 20
1"=20'

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 031464 ENGINEER NATASHA R. SIMMONS

DocuSigned by: Natasha R Simmons SIGNATURE 5/21/2024 DATE

SIG. INVENTORY NO. 08-0502T1

HNTB NORTH CAROLINA, P.C.
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