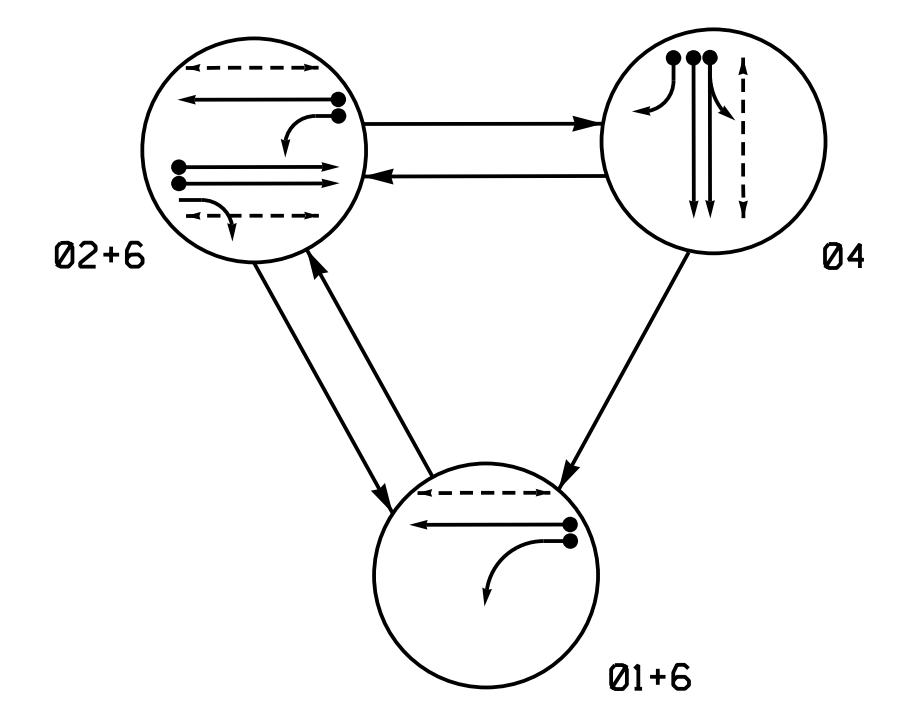
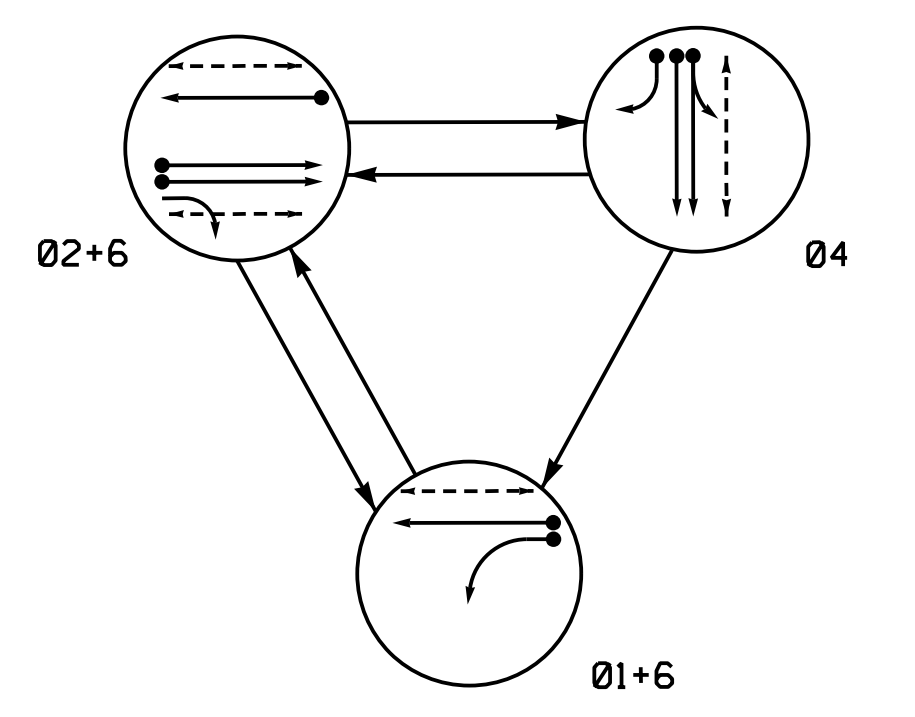


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE		
	01+6	02+6	04
11	—	—	—
21	R	↑	R
22	R	G	R
23	R	↑	R
41,42	R	R	G
43	R	—	R
61	G	G	R
62	↑	↑	R
P21,P22	W	DW	DRK
P41,P42	DW	DW	DRK
P61,P62	W	W	DRK

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE		
	01+6	02+6	04
11	—	—	—
21	R	↑	R
22	R	G	R
23	R	↑	R
41,42	R	R	G
43	R	—	R
61	G	G	R
62	↑	↑	R
P21,P22	W	DW	DRK
P41,P42	DW	DW	DRK
P61,P62	W	W	DRK

MAXTIME DETECTOR INSTALLATION CHART

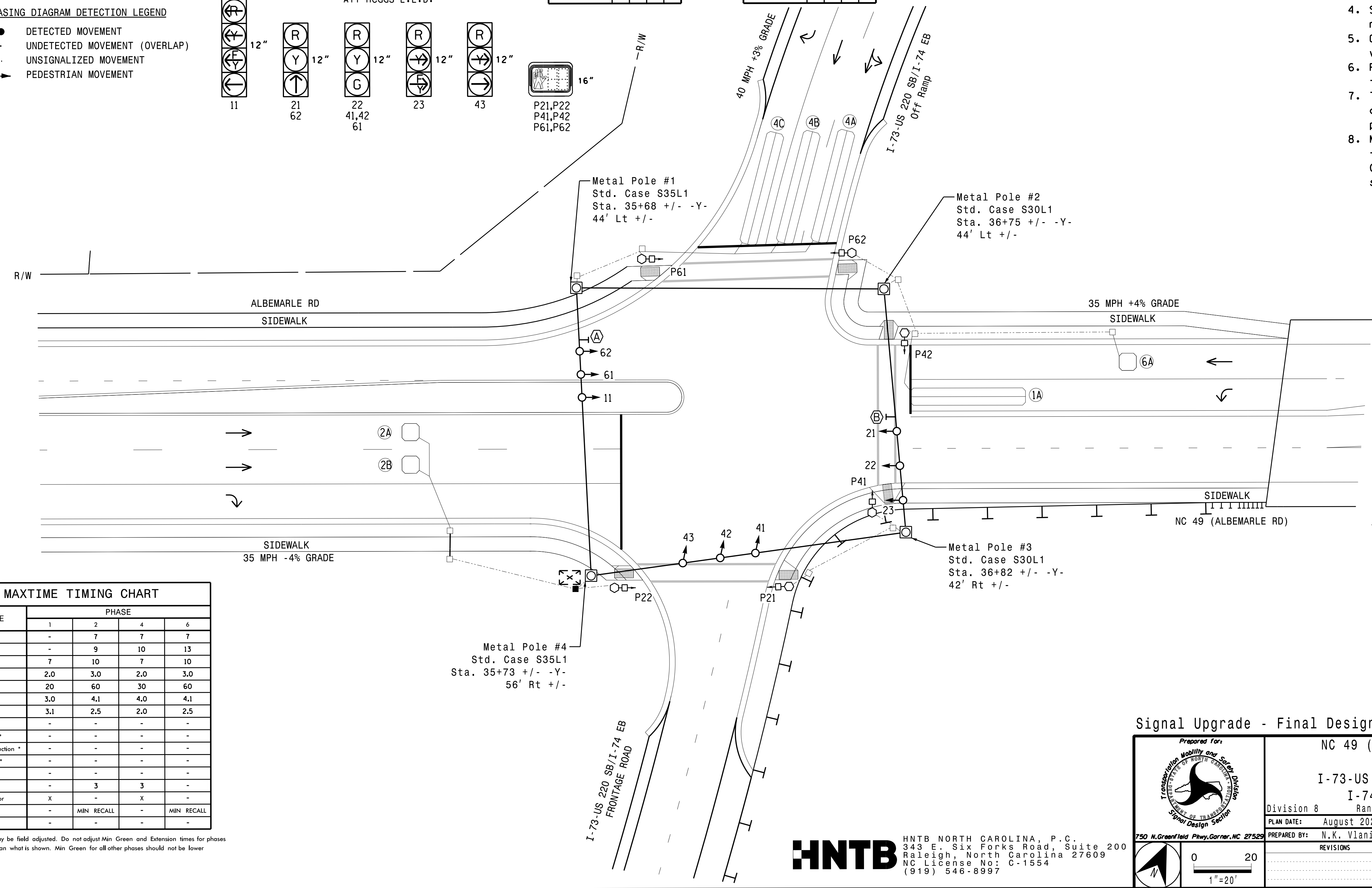
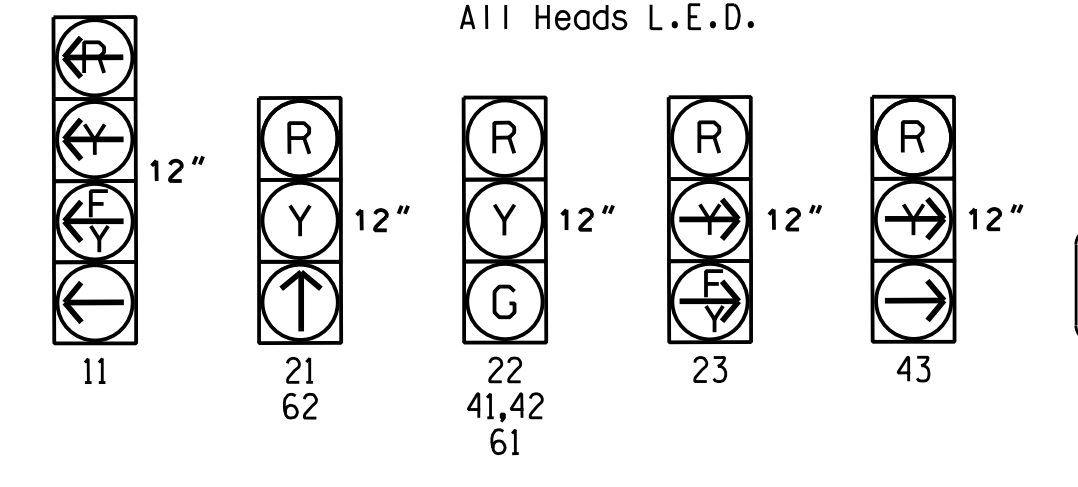
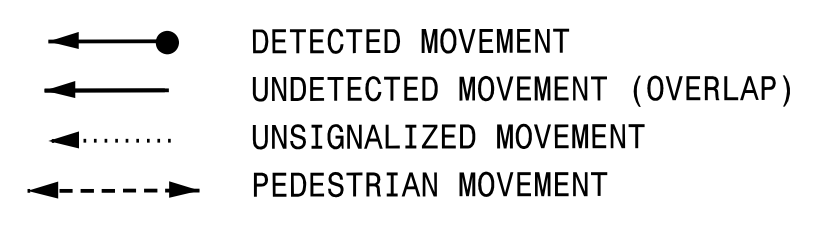
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	RELAY DURING GREEN	
1A	6X40	0	2-4-2	X	1	*15	-	-	X	X	X	X
2A	6X6	70	3	X	2	-	-	-	X	X	X	X
2B	6X6	70	3	X	2	-	-	-	X	X	X	X
4A	6X40	0	2-4-2	X	4	-	-	-	X	X	X	X
4B	6X40	0	2-4-2	X	4	-	-	-	X	X	X	X
4C	6X40	0	2-4-2	X	4	15	-	-	X	X	X	X
6A	6X40	70	4	X	6	-	-	-	X	X	X	X

3 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 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.
- The Division 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 shall supersede these values.

PHASING DIAGRAM DETECTION LEGEND



MAXTIME TIMING CHART

FEATURE	PHASE			
	1	2	4	6
Walk *	-	7	7	7
Ped Clear *	-	9	10	13
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	3.1	2.5	2.0	2.5
Added Initial *	-	-	-	-
Maximum Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Advance Walk	-	3	3	-
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

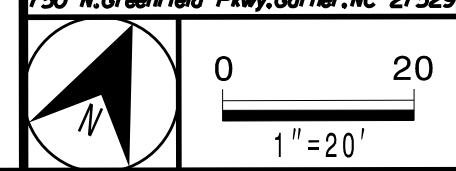
PROPOSED	EXISTING

Signal Upgrade - Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

	NC 49 (Albemarle Rd) at I-73-US 220 SB Ramps/ I-74 EB Ramps		
	Division 8 Randolph County Asheboro	PLAN DATE: August 2021 PREPARED BY: N.K. Vlanich	
REVISIONS: _____ INIT. _____ DATE _____			

HNTB
 HNTB NORTH CAROLINA, P.C.
 343 E. Six Forks Road, Suite 200
 Raleigh, North Carolina 27609
 NC License No: C-1554
 (919) 546-8997



DocuSigned by:
 N.K. Vlanich
 5/21/2024
 DATE
 SIG: INVENTORY NO. 08-0502