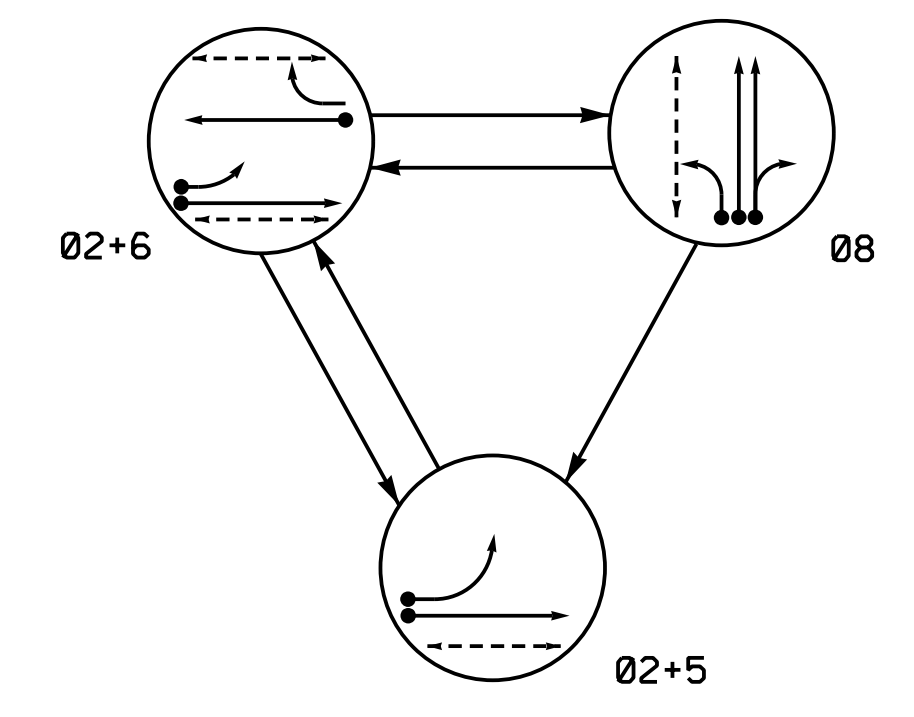
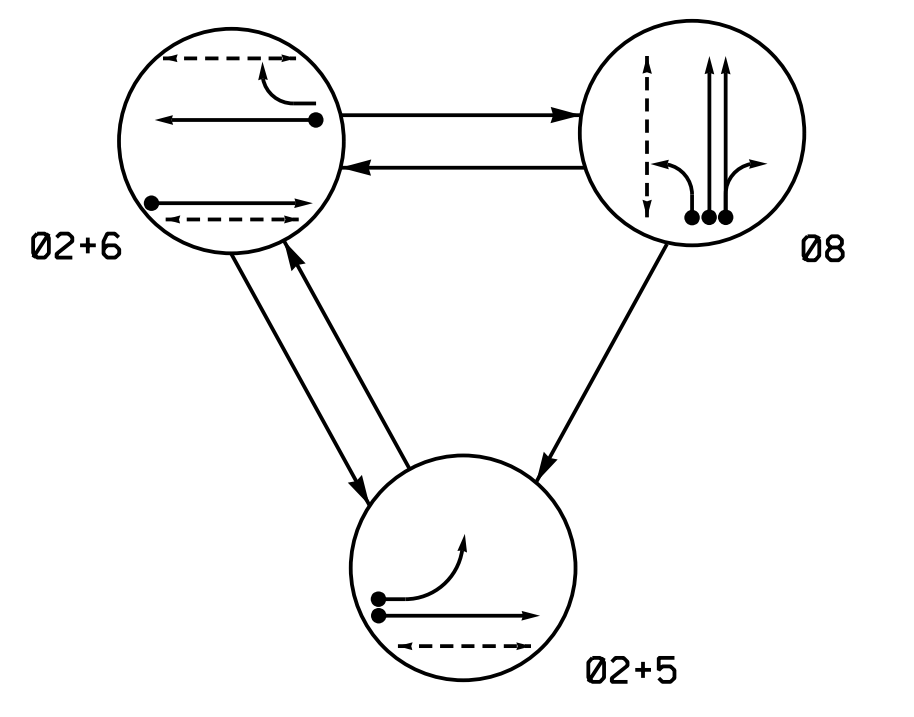


**DEFAULT PHASING DIAGRAM**



**ALTERNATE PHASING DIAGRAM**



**DEFAULT PHASING TABLE OF OPERATION**

SIGNAL FACE	PHASE			FLASH
	02+5	08	02+6	
21	G	G	R	Y
22	↑	↑	R	Y
51	←	←	R	Y
61	R	↑	R	Y
62	R	G	R	Y
63	R	←	R	Y
81	R	R	←	R
82,83	R	R	G	R
P21,P22	W	W	DW	DRK
P61,P62	DW	W	DW	DRK
P81,P82	DW	DW	W	DRK

**ALTERNATE PHASING TABLE OF OPERATION**

SIGNAL FACE	PHASE			FLASH
	02+5	08	02+6	
21	G	G	R	Y
22	↑	↑	R	Y
51	←	←	R	Y
61	R	↑	R	Y
62	R	G	R	Y
63	R	←	R	Y
81	R	R	←	R
82,83	R	R	G	R
P21,P22	W	W	DW	DRK
P61,P62	DW	W	DW	DRK
P81,P82	DW	DW	W	DRK

**MAXTIME DETECTOR INSTALLATION CHART**

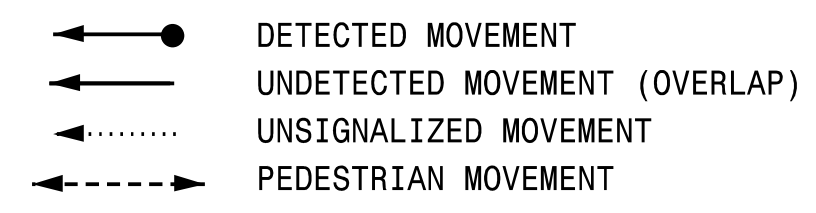
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING								
					CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL CALL	DELAY DURING GREEN	NEW CARD		
2A	6X6	70	3	X	2	-	-	-	X	-	X	-	X
5A	6X40	0	2-4-2	X	5	*15	-	-	X	-	X	-	X
6A	6X6	70	5	X	6	-	-	-	X	-	X	-	X
8A	6X40	0	2-4-2	X	8	-	-	-	X	-	X	-	X
8B	6X40	0	2-4-2	X	8	-	-	-	X	-	X	-	X
8C	6X40	0	2-4-2	X	8	10	-	-	X	-	X	-	X
8D	6X20	0	3	X	8	15	-	-	X	-	X	-	X

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

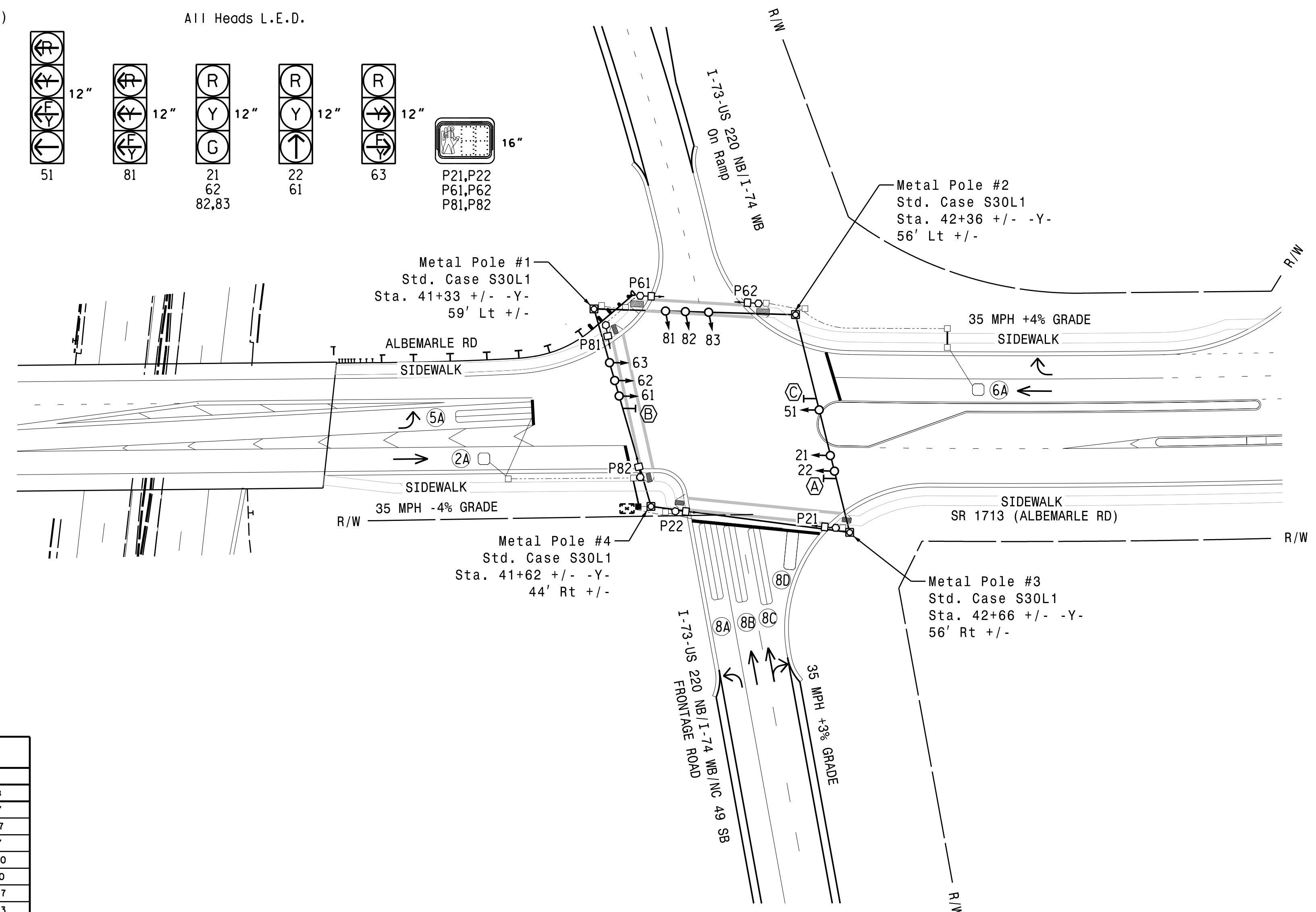
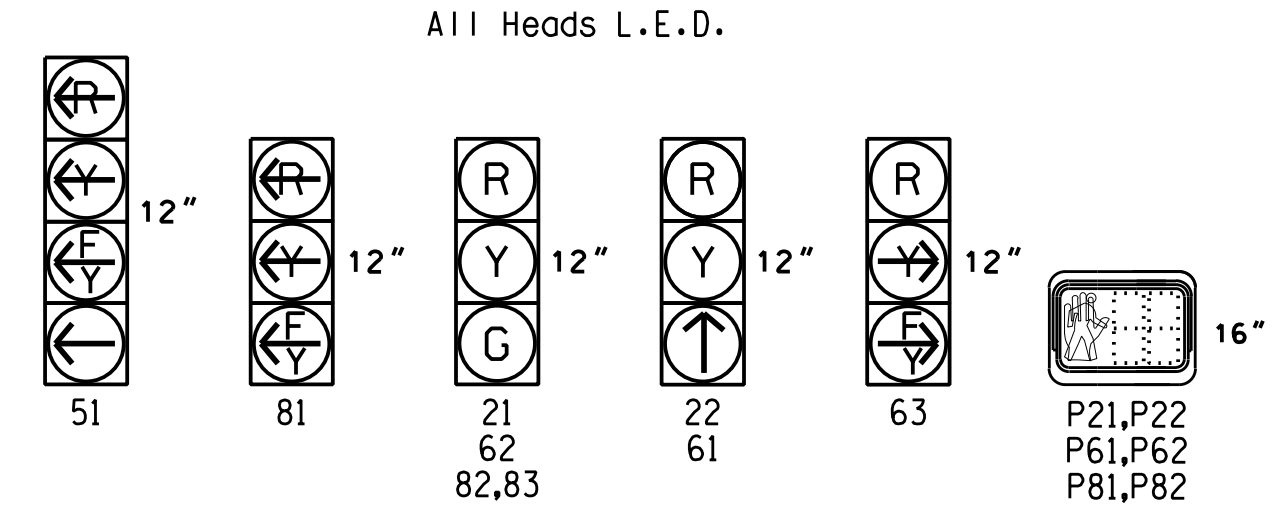
**NOTES**

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 5 may be lagged.
4. Set all detector units to presence mode.
5. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
6. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values shall supersede these values.
8. The Division Traffic Engineer will determine the hours of use for each phasing plan.

**PHASING DIAGRAM DETECTION LEGEND**



**SIGNAL FACE I.D.**

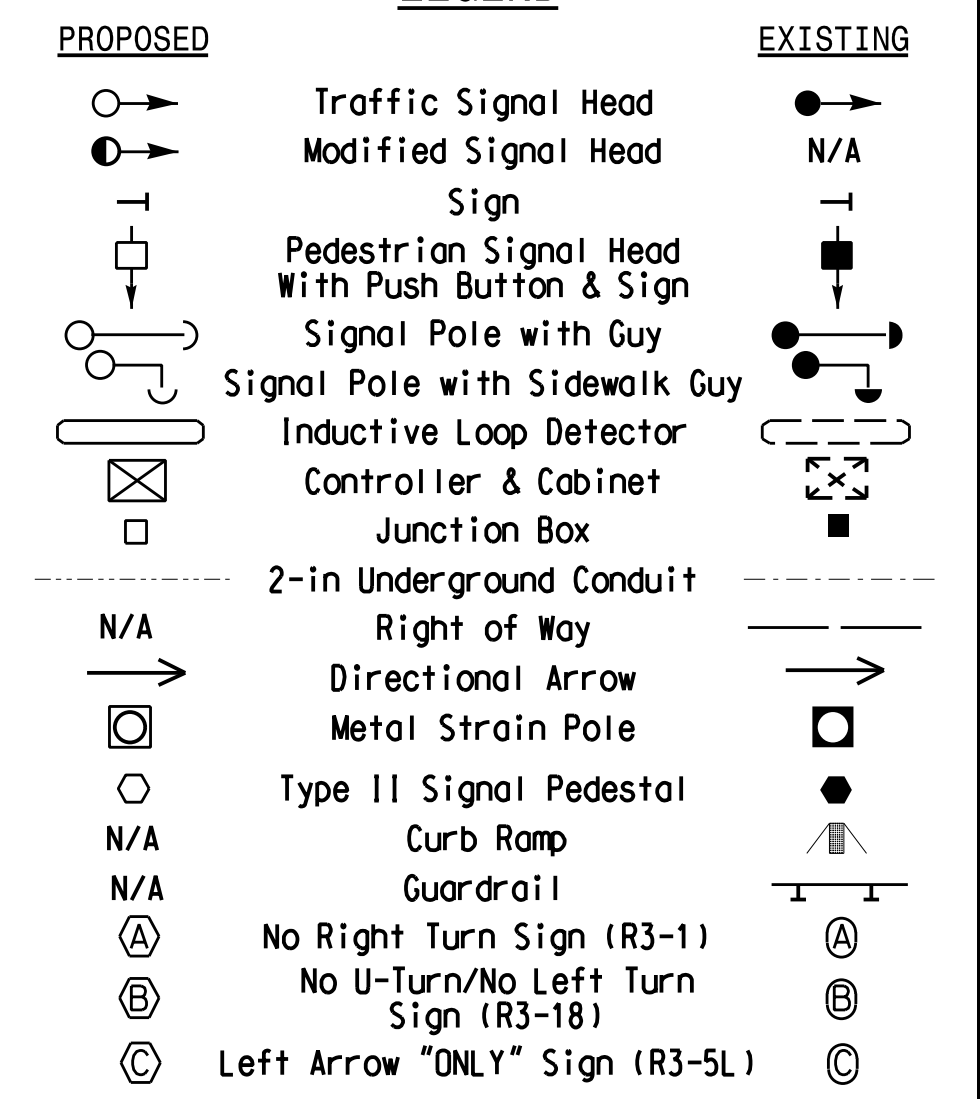


**MAXTIME TIMING CHART**

FEATURE	PHASE			
	2	5	6	8
Walk *	7	-	7	7
Red Clear *	18	-	11	17
Min Green	10	7	10	7
Passage *	3.0	2.0	3.0	2.0
Max 1 *	60	20	60	30
Yellow Change	4.1	3.0	4.1	3.7
Red Clear	2.2	3.3	2.2	2.3
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**



Signal Upgrade - Final Design

**DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED**

HNTB NORTH CAROLINA, P.C.  
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Raleigh, North Carolina 27609  
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(919) 546-8997

NC 49/SR 1713 (Albemarle Rd) at I-73-US 220 NB/I-74 WB 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

SEAL

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 031464  
N. R. SIMMONS

750 N. Greenfield Pkwy, Garner, NC 27529

REVISIONS: \_\_\_\_\_ INITI. \_\_\_\_\_ DATE \_\_\_\_\_

DocuSigned by: *Natasha R. Simmons* 5/21/2024

SIGNATURE DATE

SIG. INVENTORY NO. 08-0503

