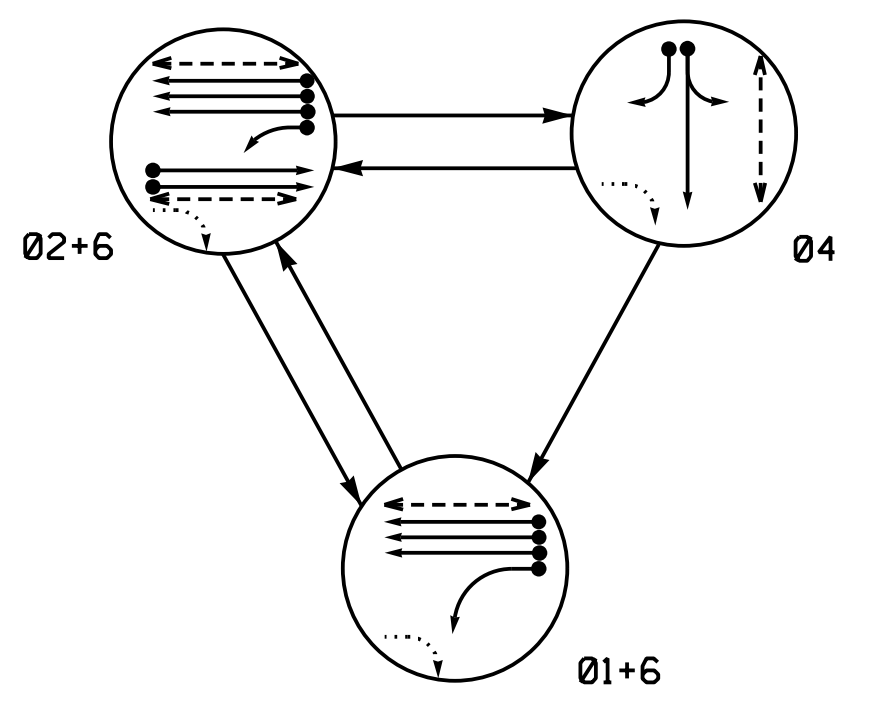
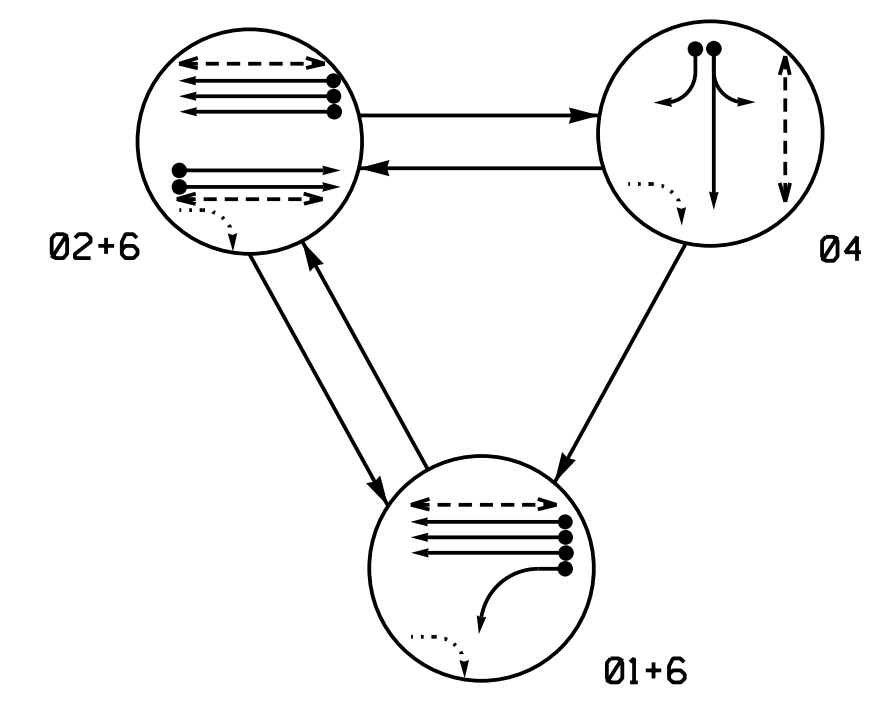


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE			
	01+6	02+6	04	FLASH
11	Y	R	Y	Y
21,22	R	↑	R	Y
41,42	R	R	G	R
61,62,63	↑	↑	R	Y
P21,P22	DW	W	DW	DRK
P41,P42	DW	DW	W	DRK
P61,P62	W	W	DW	DRK

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE			
	01+6	02+6	04	FLASH
11	Y	R	Y	Y
21,22	R	↑	R	Y
41,42	R	R	G	R
61,62,63	↑	↑	R	Y
P21,P22	DW	W	DW	DRK
P41,P42	DW	DW	W	DRK
P61,P62	W	W	DW	DRK

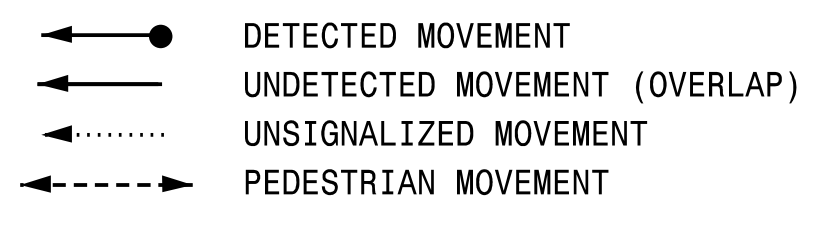
MAXTIME DETECTOR INSTALLATION CHART											
DETECTOR					PROGRAMMING						
LOOP/ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	RELAY BURNING GREEN
1A	6X40	0	2-4-2	X	1	**15	-	X	X	X	X
2A	6X6	300	6	X	2	-	-	X	X	X	X
2B	6X6	300	6	X	2	-	-	X	X	X	X
4A	6X40	0	2-4-2	X	2	-	-	X	X	X	X
4B	6X40	0	2-4-2	X	4	15	-	X	X	X	X
6A*	6X6	300	*	*	6	-	-	X	X	X	*
6B*	6X6	300	*	*	6	-	-	X	X	X	*
6C*	6X6	300	*	*	6	-	-	X	X	X	*

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

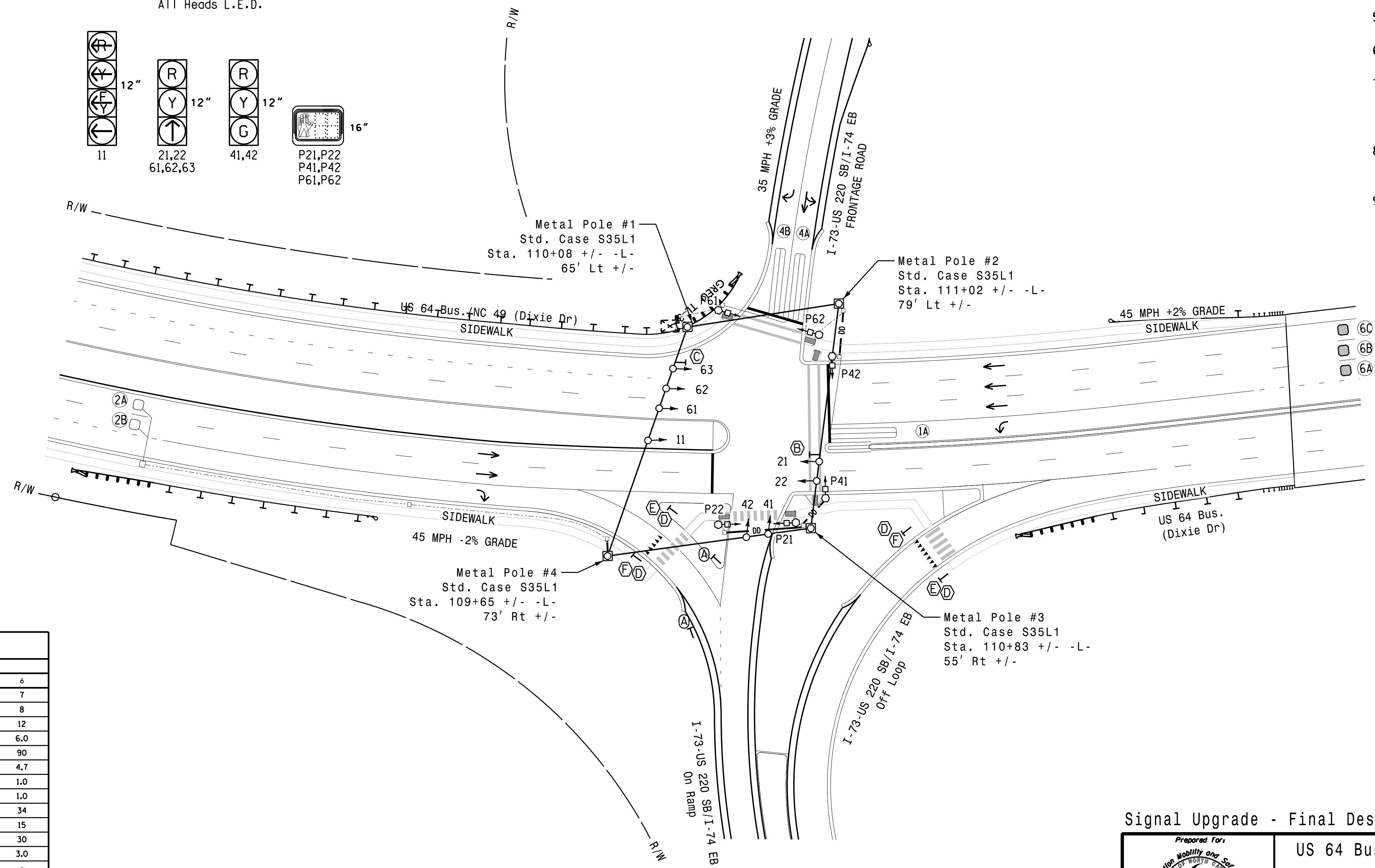
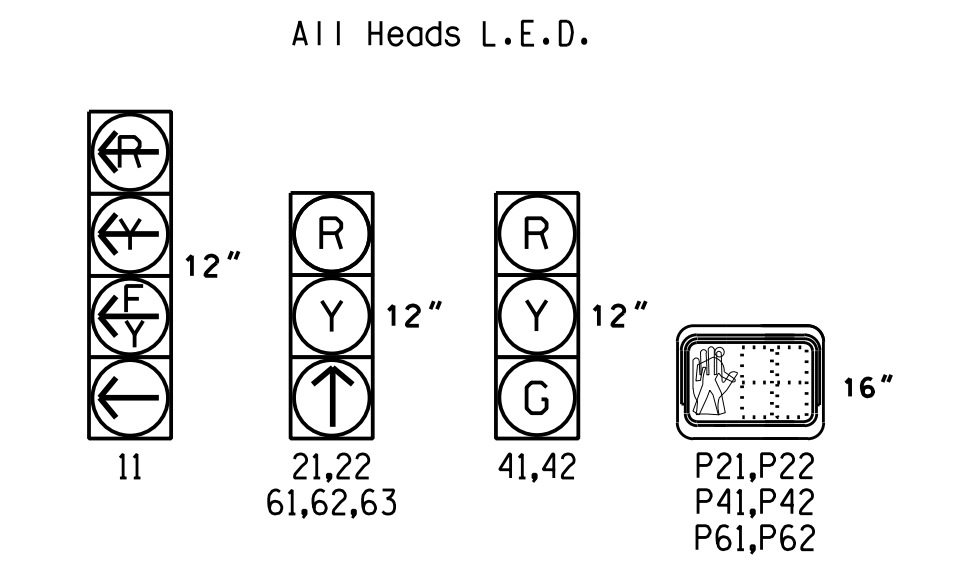
NOTES

- 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.
- This intersection uses microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
- 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



SIGNAL FACE I.D.



FEATURE	PHASE			
	1	2	4	6
Walk *	-	7	7	7
Ped Clear *	-	5	19	8
Min Green	7	12	7	12
Passage *	2.0	6.0	2.0	6.0
Max 1 *	20	90	30	90
Yellow Change	3.0	4.7	3.7	4.7
Red Clear	2.3	1.0	2.4	1.0
Added Initial *	-	1.5	-	1.0
Maximum Initial *	-	34	-	34
Time Before Reduction *	-	15	-	15
Time To Reduce *	-	30	-	30
Minimum Gap	-	3.0	-	3.0
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.

PROPOSED	LEGEND	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	N/A
	Directional Drill	N/A
	Directional Arrow	
	Metal Strain Pole	
	Type II Signal Pedestal	
	Microwave Detection Zone	
N/A	Curb Ramp	
N/A	Guardrail	
(A)	"YIELD" Sign (R1-2)	(A)
(B)	No U-Turn/No Left Turn Sign (R3-18)	(B)
(C)	No Right Turn Sign (R3-1)	(C)
(D)	Pedestrian Crossing Sign (W11-2)	(D)
(E)	Left Diagonal Arrow Plaque (W16-7p)	(E)
(F)	Right Diagonal Arrow Plaque (W16-7pR)	(F)

Signal Upgrade - Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

	US 64 Bus. (Dixie Dr)/NC 49 at I-73-US 220 SB/I-74 EB Ramps		
	Division 8 Randolph County Asheboro	PLAN DATE: August 2021	
PREPARED BY: N.K. Vlanich	REVIEWED BY: N.R. Simmons	REVISIONS	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: 5/21/2024	DATE DATE DATE