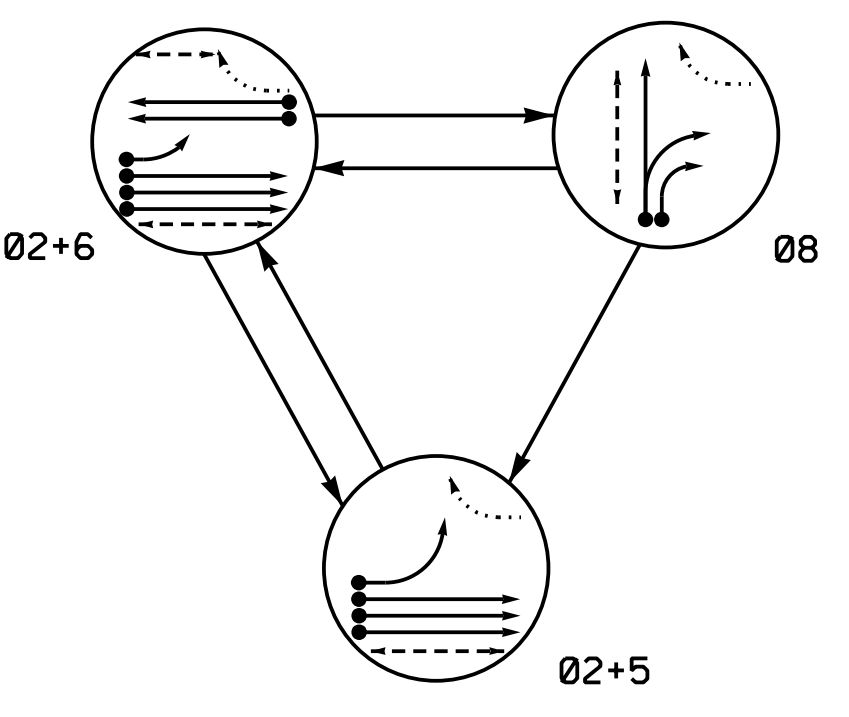
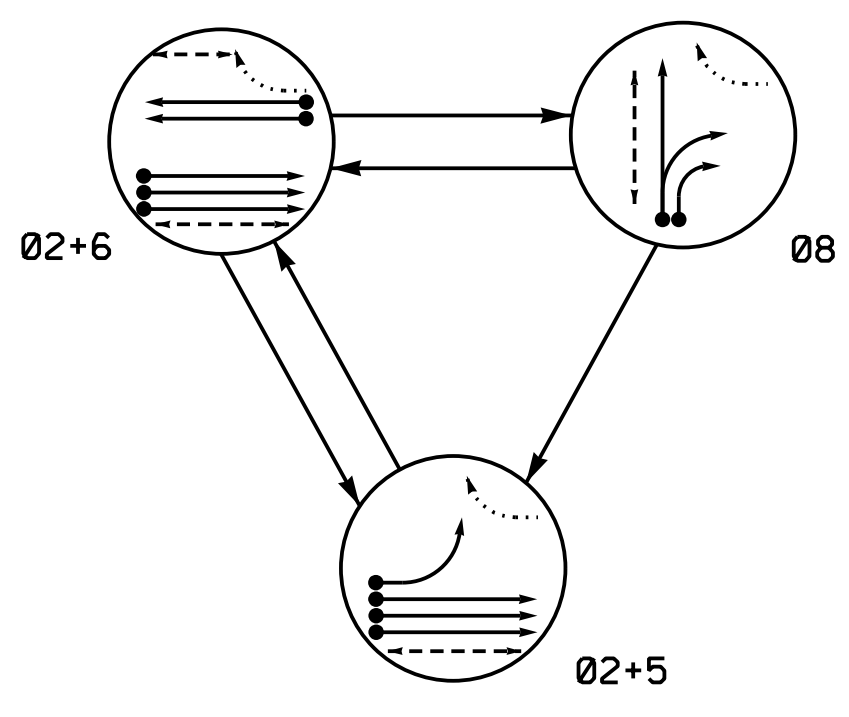


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE			
	02+5	02+6	08	FLASH
21,22	G	G	R	Y
23	↑	↑	R	Y
51	←	←	R	Y
61,62	R	↑	R	Y
81,82	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			
	02+5	02+6	08	FLASH
21,22	G	G	R	Y
23	↑	↑	R	Y
51	←	←	R	Y
61,62	R	↑	R	Y
81,82	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

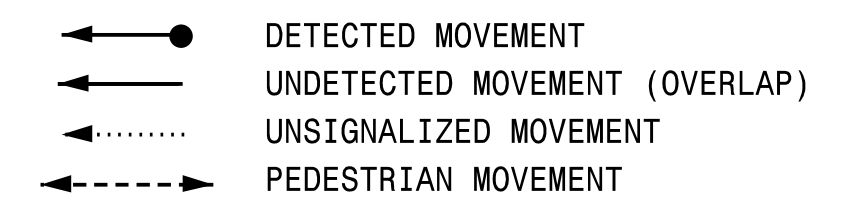
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING								
					CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	RELAY DURING GREEN	NEW CARD	
2A	6X6	300	6	X	2	-	-	-	X	X	X	-	X
2B	6X6	300	6	X	2	-	-	-	X	X	X	-	X
2C	6X6	300	6	X	2	-	-	-	X	X	X	-	X
5A	6X40	0	2-4-2	X	5	*15	-	-	X	X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

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

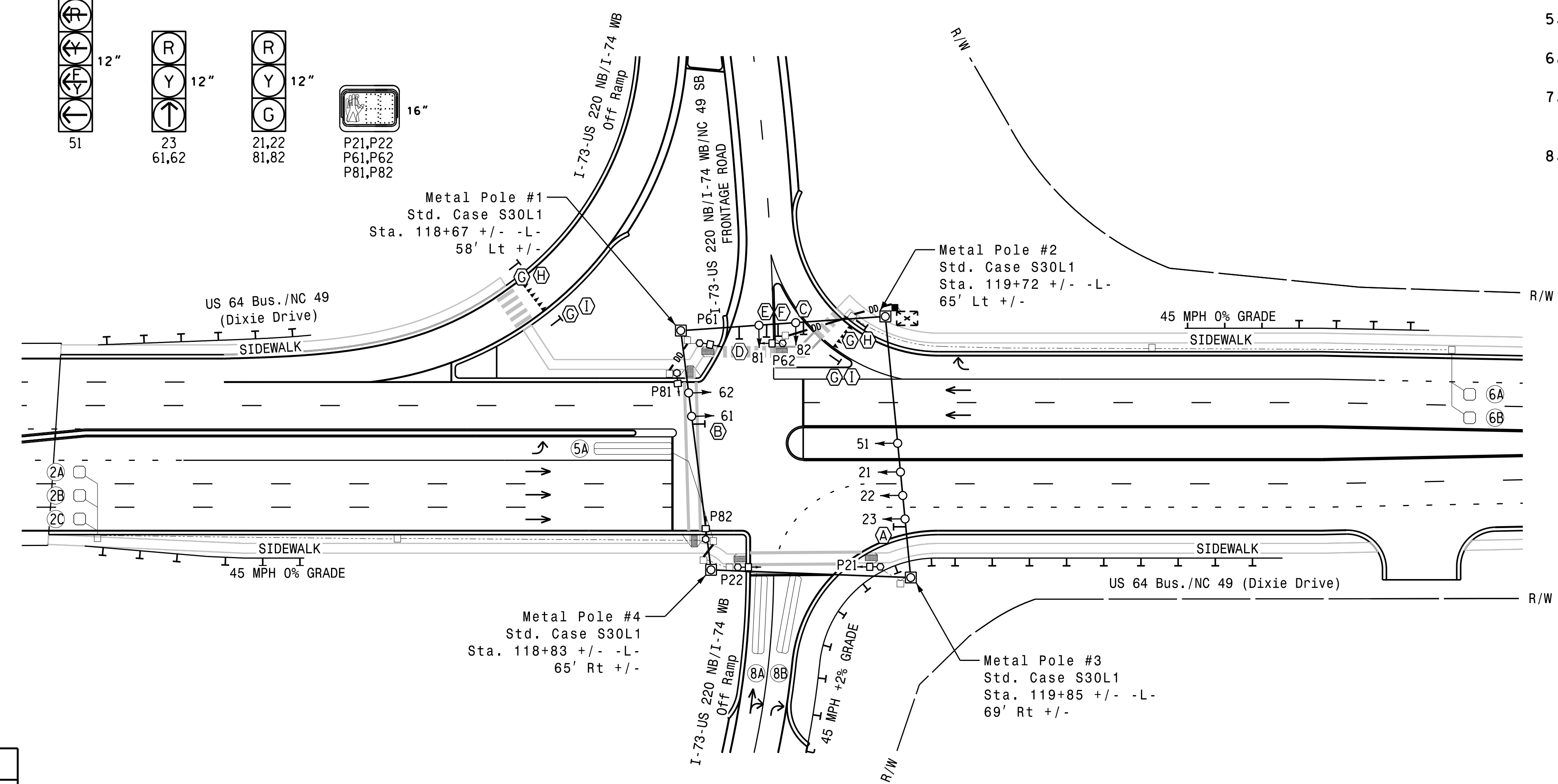
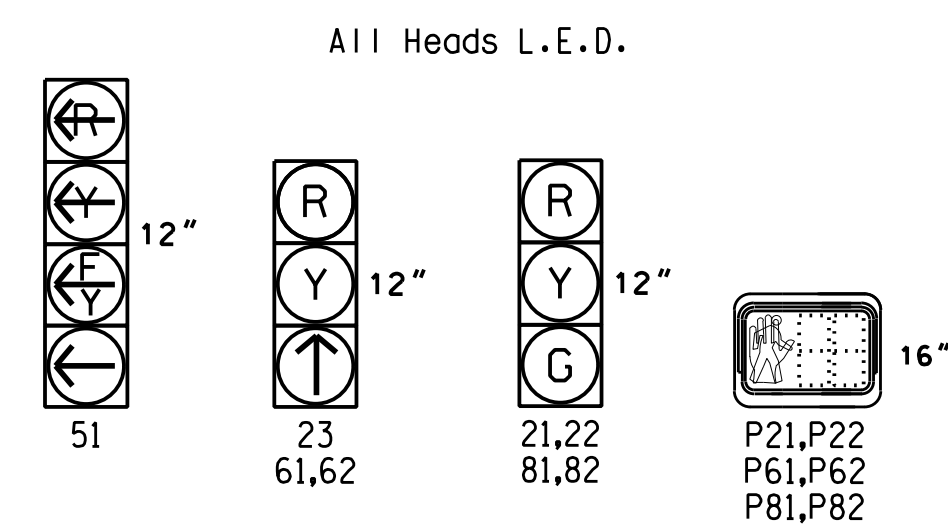
NOTES

- 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 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.
- 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.



MAXTIME TIMING CHART

FEATURE	PHASE			
	2	5	6	8
Walk *	7	-	7	7
Ped Clear *	11	-	4	18
Min Green	12	7	12	7
Passage *	6.0	2.0	6.0	2.0
Max I *	90	20	90	30
Yellow Change	4.5	3.0	4.5	4.3
Red Clear	1.3	2.1	1.3	1.8
Added Initial *	1.0	-	1.5	-
Maximum Initial *	34	-	34	-
Time Before Reduction *	15	-	15	-
Time To Reduce *	30	-	30	-
Minimum Gap	3.0	-	3.0	-
Advance Walk	-	-	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
	N/A
	N/A

Signal Upgrade - Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

	US 64 Bus./NC 49 (Dixie Drive) at I-73-US 220 NB/I-74 WB/ NC 49 SB Ramps		
	Division 8 Randolph County Asheboro	PLAN DATE: August 2021	
PREPARED BY: N.K. Vlanich	REVIEWED BY: N.R. Simmons	REVISIONS	DATE
HNTB NORTH CAROLINA, P.C. 343 E. Six Forks Road, Suite 200 Raleigh, North Carolina 27609 NC License No: C-1554 (919) 546-8997	PREPARED FOR:	750 N. Greenfield Pkwy, Garner, NC 27529	DocuSigned by: N. R. Simmons 5/21/2024 SIGNATURE DATE SIG. INVENTORY NO. 08-0501