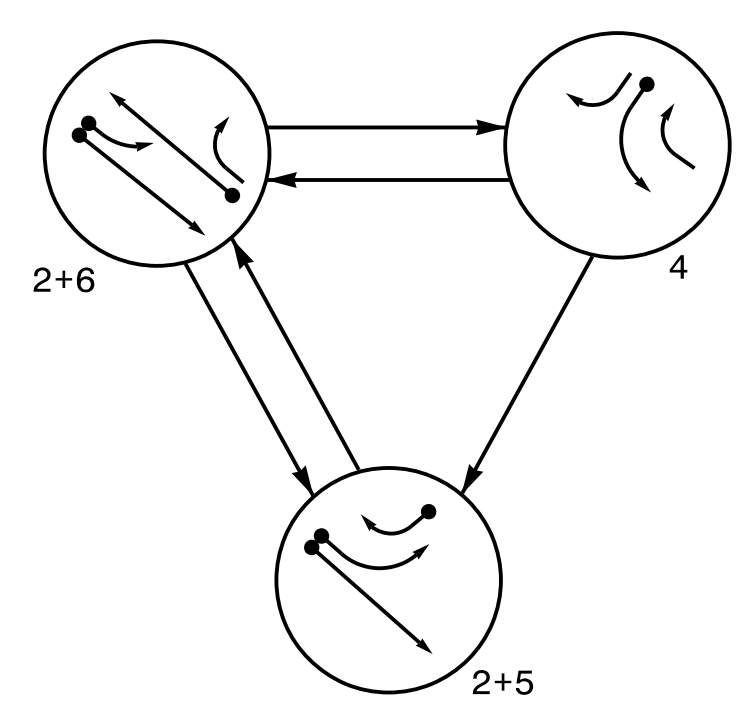


**PHASING DIAGRAM**

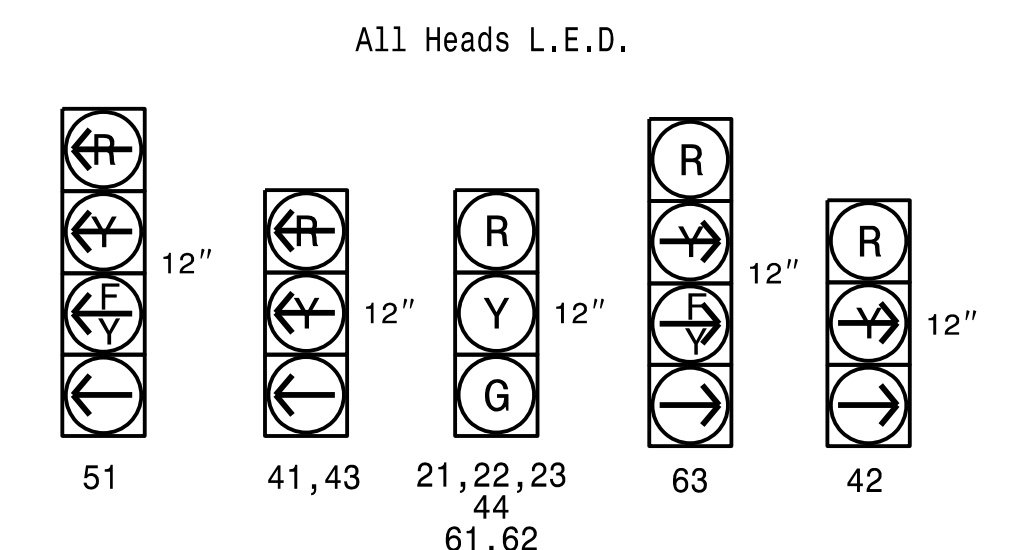


**PHASING DIAGRAM DETECTION LEGEND**

- ←●→ DETECTED MOVEMENT
- ←○→ UNDETECTED MOVEMENT (OVERLAP)
- ←- - -→ UNSIGNALIZED MOVEMENT
- ←- - -> PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE			
	2+5	2+6	4	FLASH
21,22,23	G	G	R	R
41,43	←R	←R	←R	←R
42	←R	←R	←R	←R
44	R	R	G	R
51	←F	←F	←R	←R
61,62	R	G	R	R
63	R	F	←R	←R

**SIGNAL FACE I.D.**



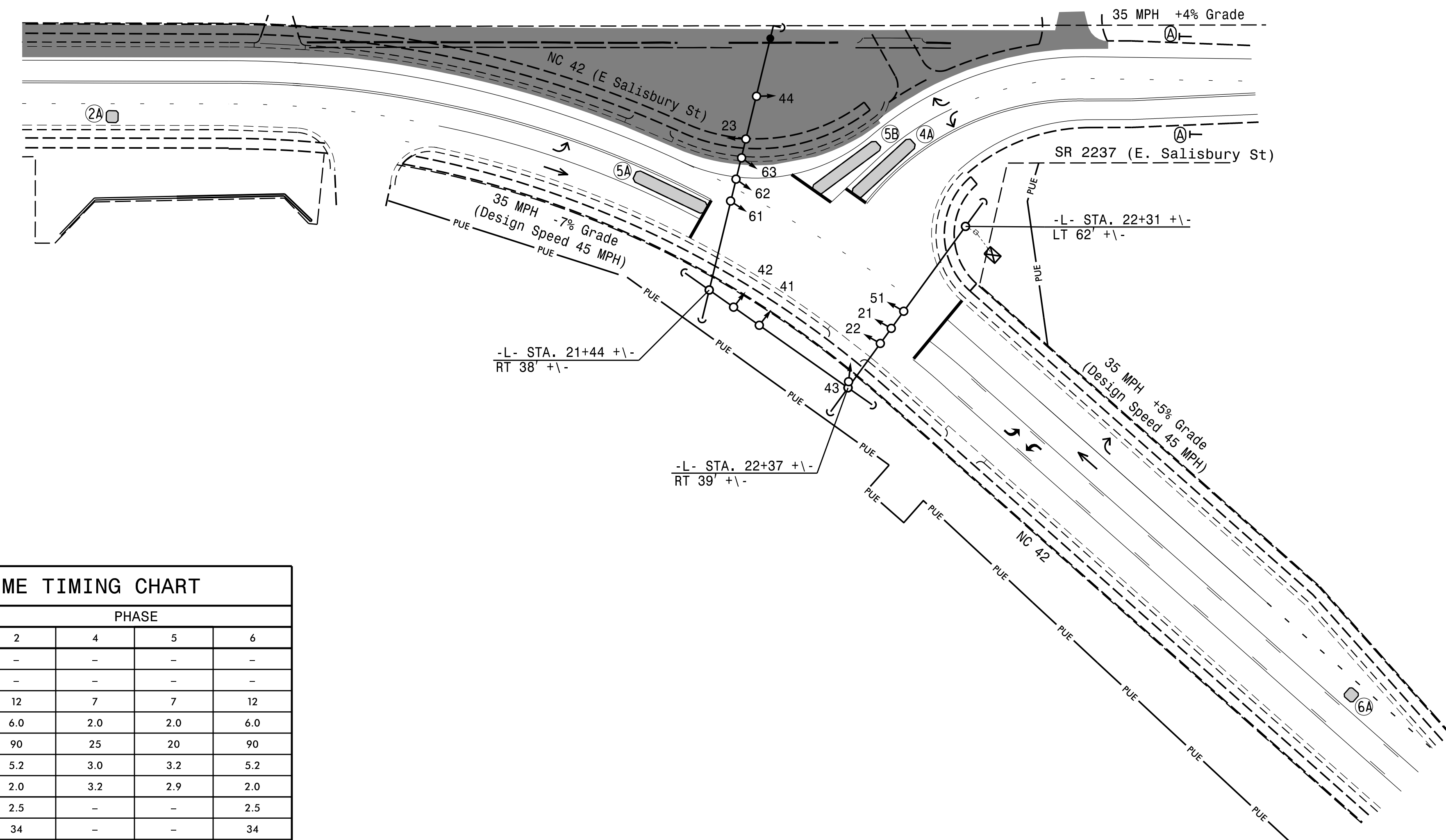
MAXTIME DETECTOR INSTALLATION CHART											
DETECTOR					PROGRAMMING						
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	NEW CARD
2A*	6X6	300	*	*	2	-	-	X	X	X	*
4A*	6X40	0	*	*	4	3.0	-	X	-	X	*
5A*	6X40	0	*	*	5	15.0	-	X	-	X	*
5B*	6X40	0	*	*	2	3.0	-	X	-	X	*
6A*	6X6	300	*	*	6	-	-	X	X	X	*

\* Video Detection

3 Phase Fully Actuated  
 NC 42(Salisbury St)-US 220 Bus(Fayetteville St)  
 Signal System #: D08-18\_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.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- This intersection uses video detection, install according to manufacturer's instructions to achieve the desired detection.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



FEATURE	PHASE			
	2	4	5	6
Walk *	-	-	-	-
Ped Clear	-	-	-	-
Min Green *	12	7	7	12
Passage *	6.0	2.0	2.0	6.0
Max I *	90	25	20	90
Yellow Change	5.2	3.0	3.2	5.2
Red Clear	2.0	3.2	2.9	2.0
Added Initial *	2.5	-	-	2.5
Maximum Initial *	34	-	-	34
Time Before Reduction *	15	-	-	15
Time To Reduce *	45	-	-	45
Minimum Gap	3.0	-	-	3.0
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 Passage 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	EXISTING
	N/A
N/A	
N/A	

Signal Upgrade - Temporary Design 2 (TMP Phase 2)

**M M**  
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Prepared For the Offices of:  
  
 TRANSPORTATION MOBILITY AND SAFETY DIVISION  
 DEPARTMENT OF TRANSPORTATION  
 SIGNAL DESIGN SECTION  
 750 N. Greenfield Pkwy, Garner, NC 27529

NC 42 (E. Salisbury St)  
 at  
 SR 2237 (E. Salisbury St)  
 Division 8 Randolph County Asheboro  
 PLAN DATE: February 2026 REVIEWED BY: LD Stouchko  
 PREPARED BY: S O'Farrell REVIEWED BY:  
 REVISIONS INIT. DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL  
  
 LD Stouchko  
 11-Mar-2026  
 SIGNATURE DATE  
 SIG. INVENTORY NO. 08-066212