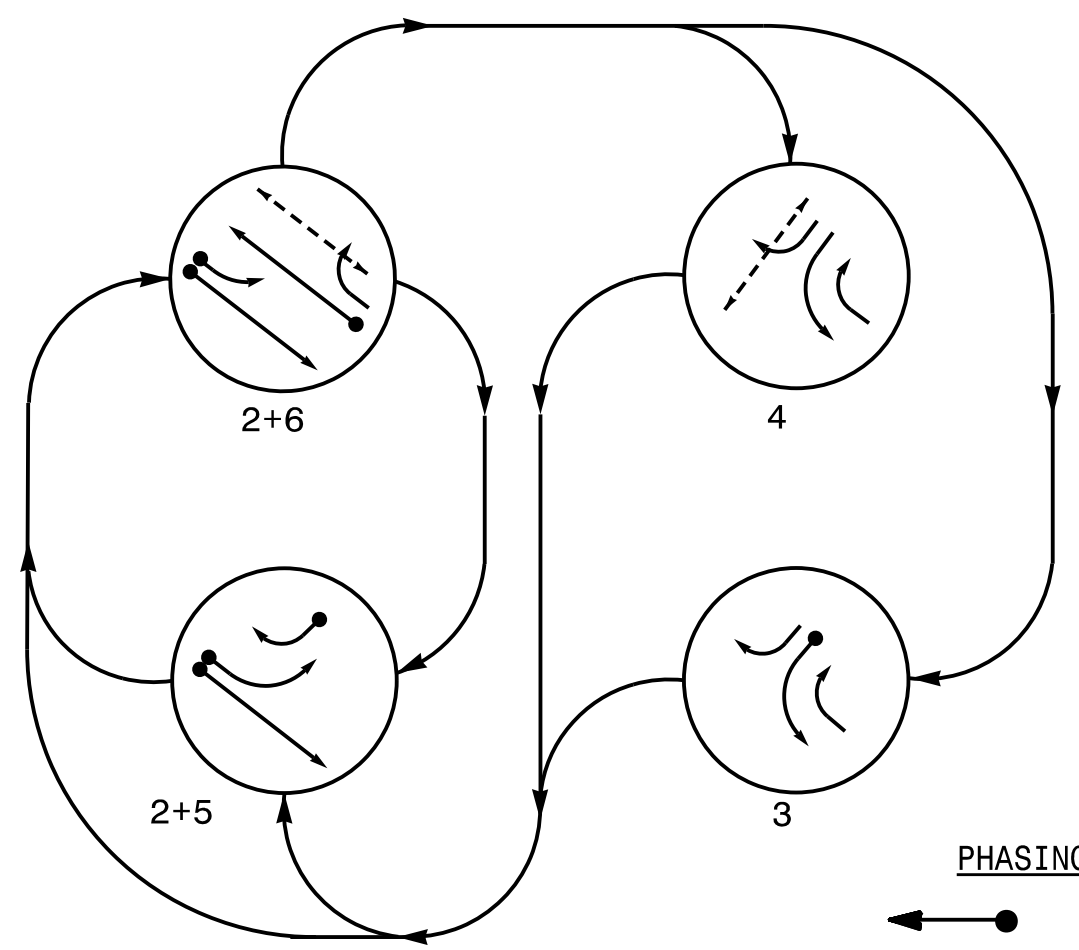


PHASING DIAGRAM

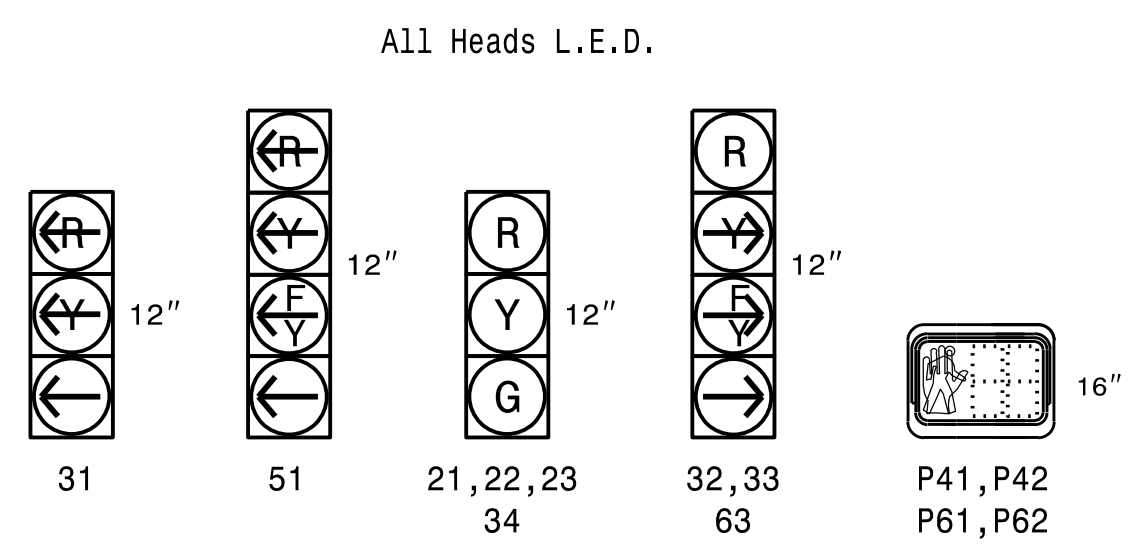


SIGNAL FACE	PHASE				FLASH
	2+5	2+6	4	3	
21, 22, 23	G	G	R	R	R
31	-R	-R	-	-	-R
32, 33	-	R	F	-	R
34	R	R	G	G	R
51	-	F	-R	-R	-R
61, 62	R	G	R	R	R
63	R	F	-	-	R
P41, P42	DW	DW	W	DW	DRK
P61, P62	DW	W	DW	DW	DRK

PHASING DIAGRAM DETECTION LEGEND

- ● DETECTED MOVEMENT
- ○ UNDETECTED MOVEMENT (OVERLAP)
- ○ UNSIGNALIZED MOVEMENT
- ○ PEDESTRIAN MOVEMENT

SIGNAL FACE I.D.

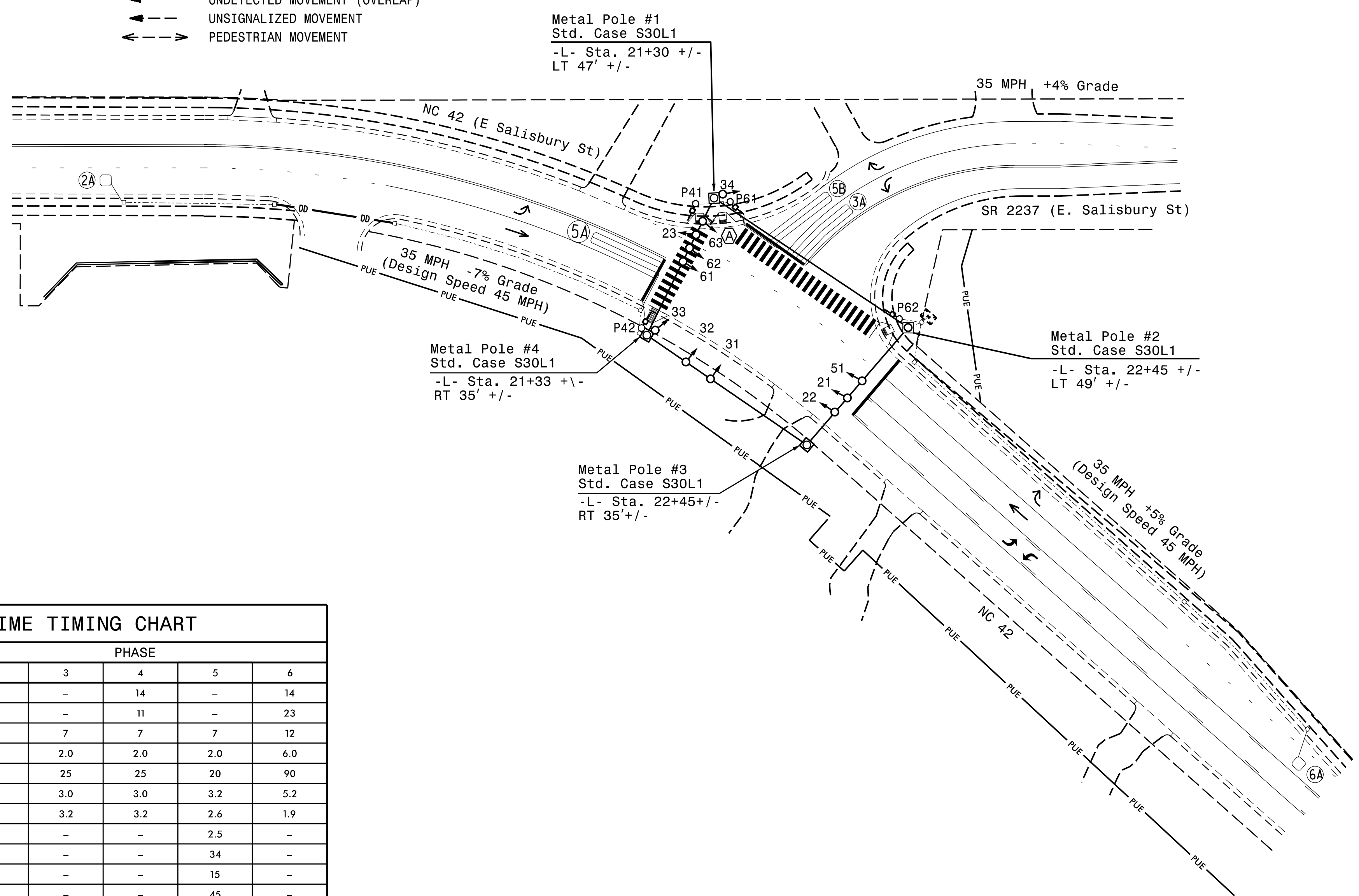


MAXTIME DETECTOR INSTALLATION CHART										
DETECTOR					PROGRAMMING					
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL CALL	NEW CARD
2A	6X6	70	5	X	2	-	-	X	X	X
3A	6X40	0	2-4-2	X	3	3.0	-	X	-	X
5A	6X40	0	2-4-2	X	5	15.0	-	X	-	X
5B	6X40	0	2-4-2	X	2	3.0	-	X	-	X
6A	6X6	70	4	X	6	-	-	X	X	X

4 Phase Fully Actuated
 NC 42(Salisbury St)-US 220 Bus(Fayetteville St)
 Signal System #: D08-18_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. Omit Phase 3 during Phase 4 on.
4. Phase 5 may be lagged.
5. Set all detector units to presence mode.
6. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
7. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
8. To provide a leading pedestrian interval on phase 4, program FYA heads numbered 32 and 33 to delay for 7 seconds at the start of the phase 4 walk interval. See electrical details for programming.
9. To provide a leading pedestrian interval on phase 6, program FYA heads numbered 51 and 63 to delay for 7 seconds at the start of the phase 6 walk interval. See electrical details for programming.
10. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



FEATURE	PHASE			
	2	3	4	6
Walk *	-	-	14	14
Ped Clear	-	-	11	23
Min Green *	12	7	7	12
Passage *	6.0	2.0	2.0	6.0
Max I *	90	25	25	90
Yellow Change	5.2	3.0	3.0	5.2
Red Clear	1.9	3.2	3.2	1.9
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 longer than what is shown. Min Green for all other phases should not be lower than 4 seconds.
 ** See note 8.
 *** See note 9.

PROPOSED	EXISTING
	N/A
	N/A

Signal Upgrade - Final Design

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Prepared For the Offices of:

 TRANSPORTATION MOBILITY AND SAFETY DIVISION
 DEPARTMENT OF TRANSPORTATION
 STATE OF NORTH CAROLINA
 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:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

 LD Stouchko
 PROFESSIONAL ENGINEER
 License No. 034437
 11-Mar-2026
 SIGNATURE DATE
 SIG. INVENTORY NO. 08-0662