

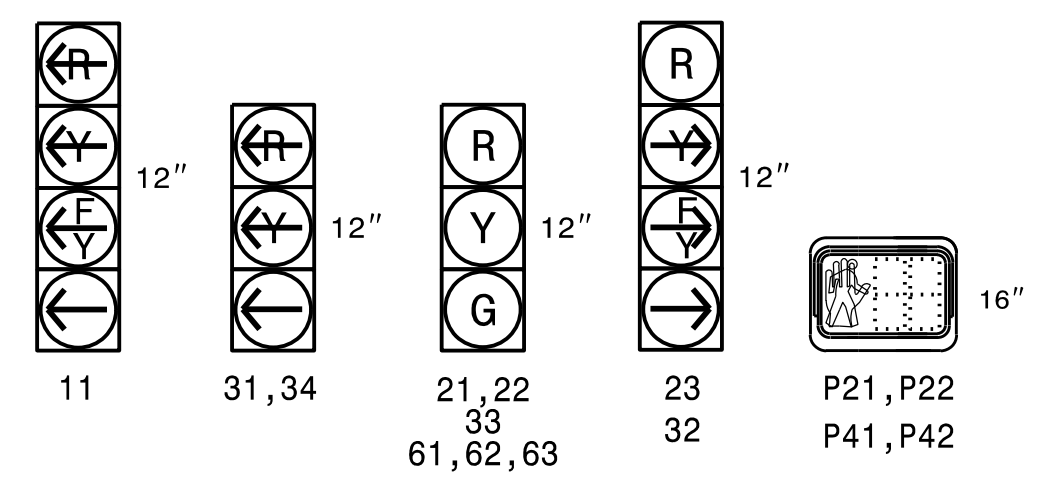
PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE				
	1+6	2+6	4	3	FLASH
11	Y	R	R	R	R
21,22	R	G	R	R	R
23	R	Y	---	---	R
31,34	---	---	---	---	---
32	---	R	Y	---	R
33	R	R	G	G	R
61,62,63	G	G	R	R	R
P21,P22	DW	W	DW	DW	DRK
P41,P42	DW	DW	W	DW	DRK

SIGNAL FACE I.D.

All Heads L.E.D.

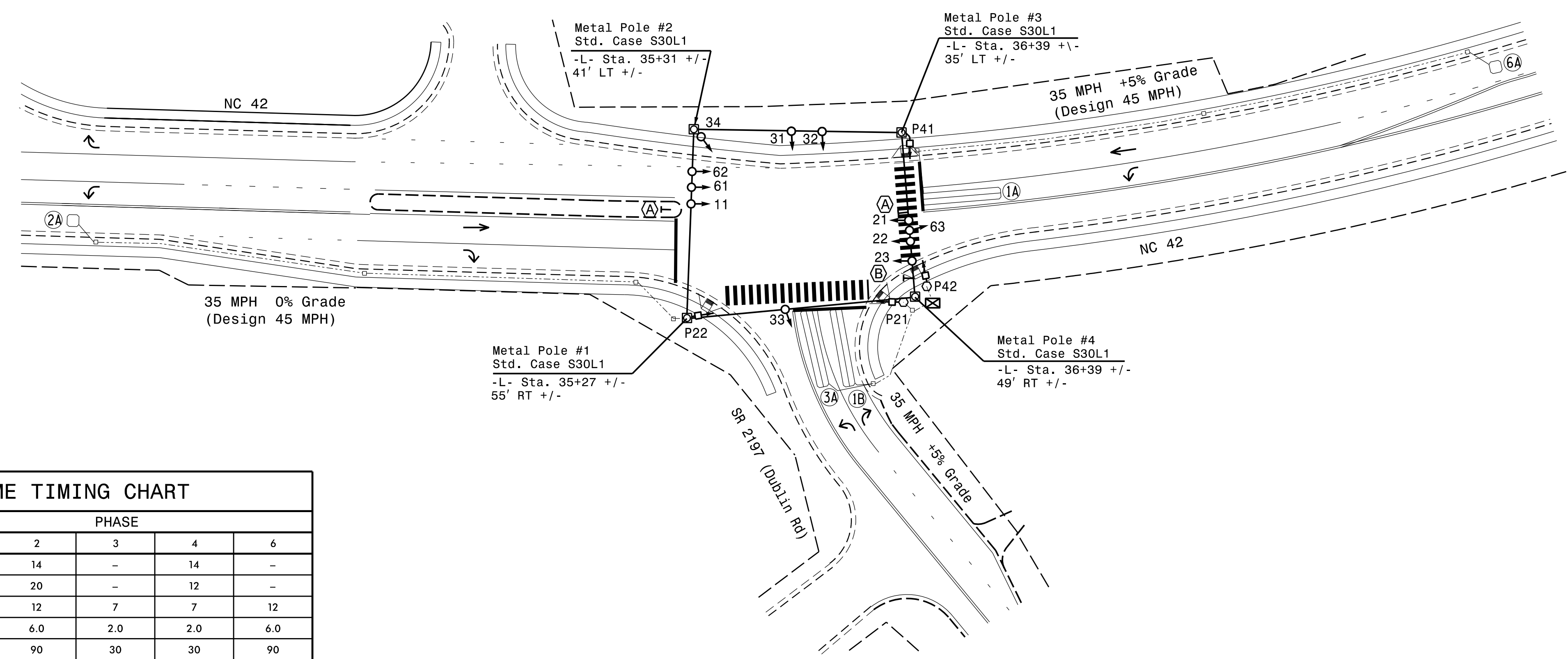


MAXTIME DETECTOR INSTALLATION CHART											
DETECTOR					PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	NEW CARD
1A	6X40	0	2-4-2	X	1	15.0	-	X	-	X	X
1B	6X40	0	2-4-2	X	6	3.0	-	X	-	X	X
2A	6X6	300	4	X	2	-	-	X	X	X	X
3A	6X40	0	2-4-2	X	3	3.0	-	X	-	X	X
6A	6X6	300	4	X	6	-	-	X	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 1 may be lagged.
5. Set all detector units to presence mode.
6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
7. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
8. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
9. To provide a leading pedestrian interval on phase 2, program FYA heads numbered 11 and 23 to delay for 7 seconds at the start of the phase 2 walk interval. See electrical details for programming.
10. To provide a leading pedestrian interval on phase 4, program FYA head numbered 32 to delay for 7 seconds at the start of the phase 4 walk interval. See electrical details for programming.
11. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



FEATURE	PHASE				
	1	2	3	4	6
Walk *	-	14	-	14	-
Ped Clear	-	20	-	12	-
Min Green *	7	12	7	7	12
Passage *	2.0	6.0	2.0	2.0	6.0
Max I *	20	90	30	30	90
Yellow Change	3.0	4.5	3.0	3.0	4.5
Red Clear	2.9	1.8	2.6	2.6	1.8
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	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.  
 \*\* See notes 9.  
 \*\*\* See note 10.

PROPOSED	EXISTING
	N/A
N/A	Right of Way
N/A	Curb Ramp

**M M**  
**MOTT MACDONALD**  
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 RALEIGH, NC 27606  
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New Installation - Final Design

Prepared for the Offices of:  
  
**NC 42 at SR 2197 (Dublin Rd)**

Division 8 Randolph County Asheboro  
 PLAN DATE: February 2026 REVIEWED BY: LD Stouchko  
 PREPARED BY: S O'Farrell REVIEWED BY:

REVISIONS: \_\_\_\_\_ INIT: \_\_\_\_\_ DATE: \_\_\_\_\_

SCALE: 1" = 40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL  
  
 LD Stouchko  
 11-Mar-2026  
 SIGNATURE DATE  
 SIG. INVENTORY NO. 08-0661