PHASING DIAGRAM

2+6

3

4

PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE 2+6	PHASE 3	PHASE 4	FLASH
21,22,23	G	R	R	R
24	G	R	G	R
25	G	R	G	R
31	R	—	R	R
32	R	→	R	R
41	R	R	—	R
42	R	R	→	R
61,62	G	R	R	R
63	G	G	R	R
64	G	G	R	R

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	DELAY DURING GREEN	NEW CARD
2A	6X6	70	✱	✱	2	-	-	X	-	X	-	✱
2B	6X6	70	✱	✱	2	-	-	X	-	X	-	✱
3A	6X40	0	✱	✱	3	5.0	-	X	-	X	-	✱
4A	6X40	0	✱	✱	4	5.0	-	X	-	X	-	✱
6A	6X6	70	✱	✱	6	-	-	X	-	X	-	✱
6B	6X6	70	✱	✱	6	-	-	X	-	X	-	✱

✱ Non-Intrusive Detection Zone

3 Phase
Fully Actuated
(Old US 64 Closed Loop System)
Signal System #: D09-33_Lexington

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. The order of phase 3 and phase 4 may be reversed.
4. Reposition existing signal heads numbered 21, 22, 61, 62, 63, and 64.
5. Signal heads numbered 24, 25, 63 and 64 are tethered.
6. Set all detector units to presence mode.
7. This intersection uses Non-Intrusive Detection Zone. Install detectors according to the manufacturer's instructions to achieve the desired detection.
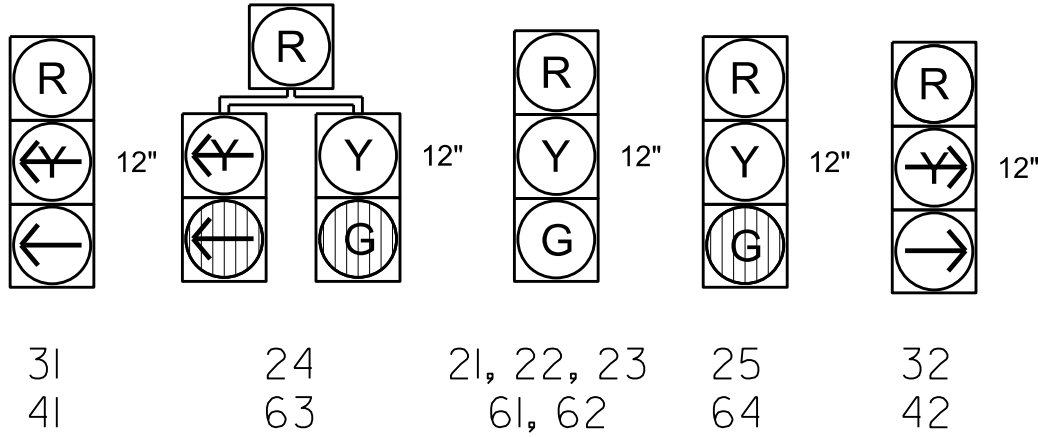
SR 1231 (National Blvd.)

SR 1192 (W. 5th Avenue)

35 MPH -4% Grade

35 MPH -2% Grade

35 MPH -2% Grade

35 MPH -3% Grade

+2% Grade

45 MPH -2% Grade

SR 1217 (Central Ave.)

SR 1192 (5Th Ave)

SIGNAL FACE I.D.

All Heads L.E.D.

Denotes Louvers

31 41 | 24 63 | 21, 22, 23 61, 62 | 25 64 | 32 42
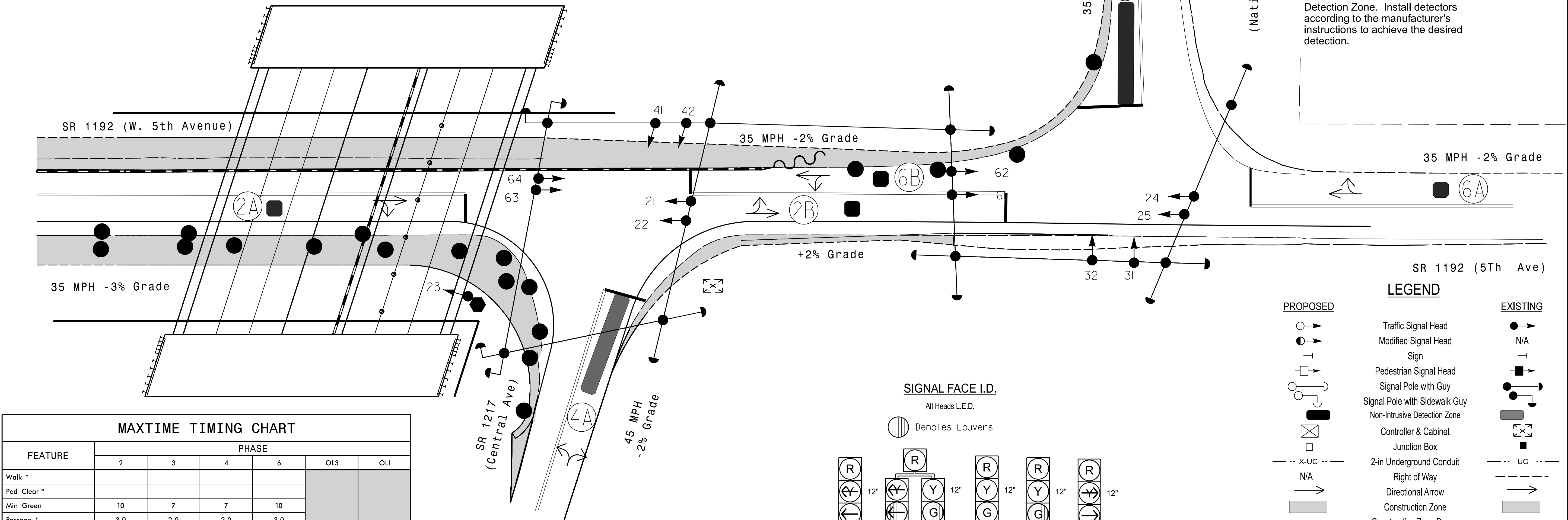
MAXTIME TIMING CHART

FEATURE	PHASE 2	PHASE 3	PHASE 4	PHASE 6	OL3	OL1
Walk *	–	–	–	–		
Ped Clear *	–	–	–	–		
Min Green	10	7	7	10		
Passage *	3.0	2.0	2.0	3.0		
Max 1 *	60	20	20	60		
Yellow Change	4.1	3.0	3.0	4.1	4.1	4.1
Red Clear	1.7	1.8	2.3	1.7	1.7	1.7
Added Initial *	–	–	–	–		
Maximum Initial *	–	–	–	–		
Time Before Reduction *	–	–	–	–		
Time To Reduce *	–	–	–	–		
Minimum Gap *	–	–	–	–		
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 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
○→	Traffic Signal Head	●→
●→	Modified Signal Head	N/A
→	Sign	→
	Pedestrian Signal Head	■●■
○	Signal Pole with Guy	●●
	Signal Pole with Sidewalk Guy	
	Non-Intrusive Detection Zone	▬
⊠	Controller & Cabinet	⊠
□	Junction Box	■
— X-UC —	2-in Underground Conduit	··· UC ···
N/A	Right of Way	—
	Directional Arrow	→
	Construction Zone	
•—•—•	Construction Zone Drums	•—•—•
○	Type II Signal Pedestal	●

Signal Upgrade - Temporary. Design 4 (TMP Phase 3a & 4)

Prepared in the Offices of:
Transportation Mobility and Safety Section
DEPARTMENT OF TRANSPORTATION
STATE OF NORTH CAROLINA
Signal Design Section
750 N. Greenfield Pkwy, Garner, NC 27529

SR 1192 (W. 5th Avenue)
at
SR 1277 (Central Avenue) and
SR 1291 (National Blvd.)

Division 09   Davidson County   In Lexington

PLAN DATE: February 2025	REVIEWED BY:
PREPARED BY: I. O. Umozurike	REVIEWED BY:

SEAL
NORTH CAROLINA
PROFESSIONAL
SEAL
026486
ENGINEER
ROBERT J. ZIEMBA

REVISIONS	INIT.	DATE

03/04/2025

SCALE
0   20
1"=20'

SIG. INVENTORY NO.   09-0995T4