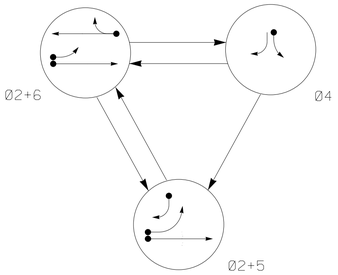
PROJECT REFERENCE NO.	SHEET NO.
U-5757	Sig. 13.0

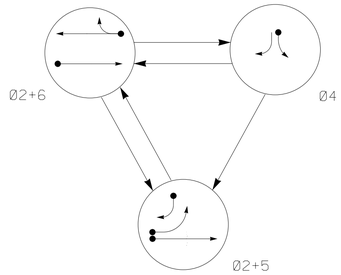
3 Phase
Fully Actuated
NC 8 (Winston Road) CLS
Signal System #:D09-19_Lexington

DEFAULT PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION				
SIGNAL FACE	PHASE Ø2+5	PHASE Ø2+6	PHASE Ø4	PHASE FLASH
21,22	G	G	R	Y
41	~~R~~	~~R~~	~~R~~	~~R~~
42,43	→	R	→	R
51	←	~~Y~~	~~R~~	~~Y~~
61,62	R	G	R	Y

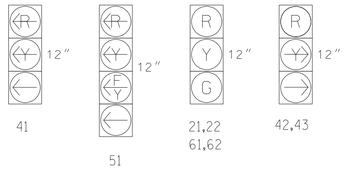
ALTERNATE PHASING DIAGRAM



ALTERNATE PHASING TABLE OF OPERATION				
SIGNAL FACE	PHASE Ø2+5	PHASE Ø2+6	PHASE Ø4	PHASE FLASH
21,22	G	G	R	Y
41	~~R~~	~~R~~	←	~~R~~
42,43	→	R	→	R
51	←	~~R~~	~~R~~	~~Y~~
61,62	R	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



MAXTIME DETECTOR INSTALLATION CHART

DETECTOR					PROGRAMMING							
ZONE	SIZE (FT)	DISTANCE FROM STOP LINE (FT)	TURNS	NEW ZONE	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD
2A✳	6X6	300	✳	X	2	-	-	X	X	X	-	-
4A✳	6X40	0	✳	X	4	3.0	-	X	-	X	-	-
5A✳	6X40	0	✳	X	5	15.0✳✳	-	X	-	X	-	-
					2#	3.0	-	X	-	X	X	-
5B✳	6X40	0	✳	X	5	15.0	-	X	-	X	-	-
6A✳	6X6	300	✳	X	6	-	-	X	X	X	-	-

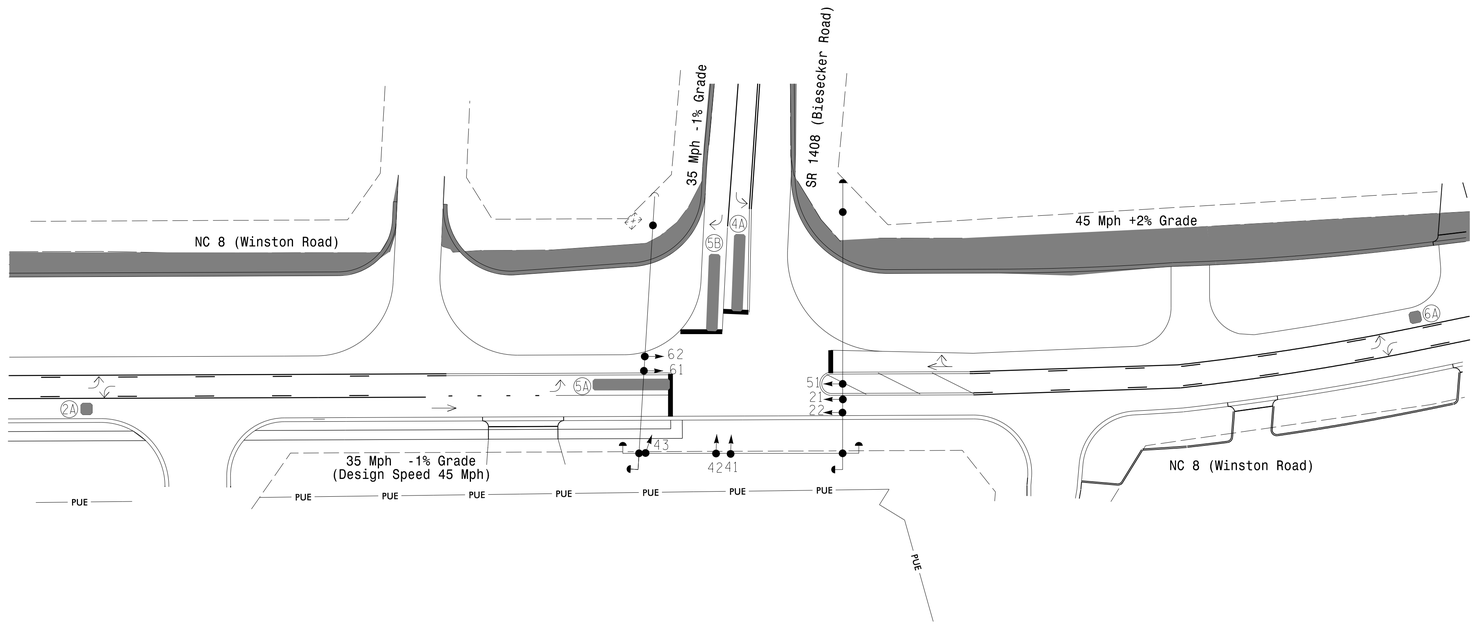
✳ Video Detection Zone
✳✳ Reduce delay to 3 sec during alternate phasing operation
\# Disable phase call for loop(s) during alternate phasing operation

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. Phase 5 may be lagged.
4. Reposition existing signal heads numbered 21,22,51,61 & 62.
5. Set all detector units to presence mode.
6. This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
7. The Division Traffic Engineer will determine the hours of use for each phasing plan.
8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

PHASING DIAGRAM DETECTION LEGEND

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



MAXTIME TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 5	PHASE 6
Walk *	–	–	–	–
Ped Clear *	–	–	–	–
Min Green *	12	7	7	12
Passage *	6.0	2.0	2.0	6.0
Max 1 *	35	25	15	35
Yellow Change	4.6	3.0	3.0	4.6
Red Clear	1.1	1.9	1.6	1.1
Added Initial *	2.5	–	–	2.5
Maximum Initial *	34	–	–	34
Time Before Reduction *	15	–	–	15
Time To Reduce *	30	–	–	30
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 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 With Push Button & Sign	■
○→	Signal Pole with Guy	●→
○↓	Signal Pole with Sidewalk Guy	●↓
▭	Inductive Loop Detector	▭
⊠	Controller & Cabinet	⊠
□	Junction Box	■
-----	2-in Underground Conduit	-----
N/A	Right of Way	-----
→	Directional Arrow	→
▬	Construction Zone	N/A
▬	Video Detection Zone	▬

Signal Upgrade - Temporary Design 2 (TMP Phase II)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

TRANSYSTEMS
1 Glenwood Avenue
Raleigh, NC 27603
Tel:919.789.9977
Fax:919.789.9591
License: F-0453

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

NC 8 (Winston Road)
at
SR 1406 (Biesecker Road)

Division 9 Davidson County Lexington

PLAN DATE: May 2024 REVIEWED BY: G.G. Murr, Jr.
PREPARED BY: B.E. Wynn REVIEWED BY:

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 14543 ENGINEER GREGORY G. MURR, JR.

DocuSigned by: Bene G. Murr Jr. 5/9/2024
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SIGNATURE DATE

SIG. INVENTORY NO. 09-0400T2

5/9/2024
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