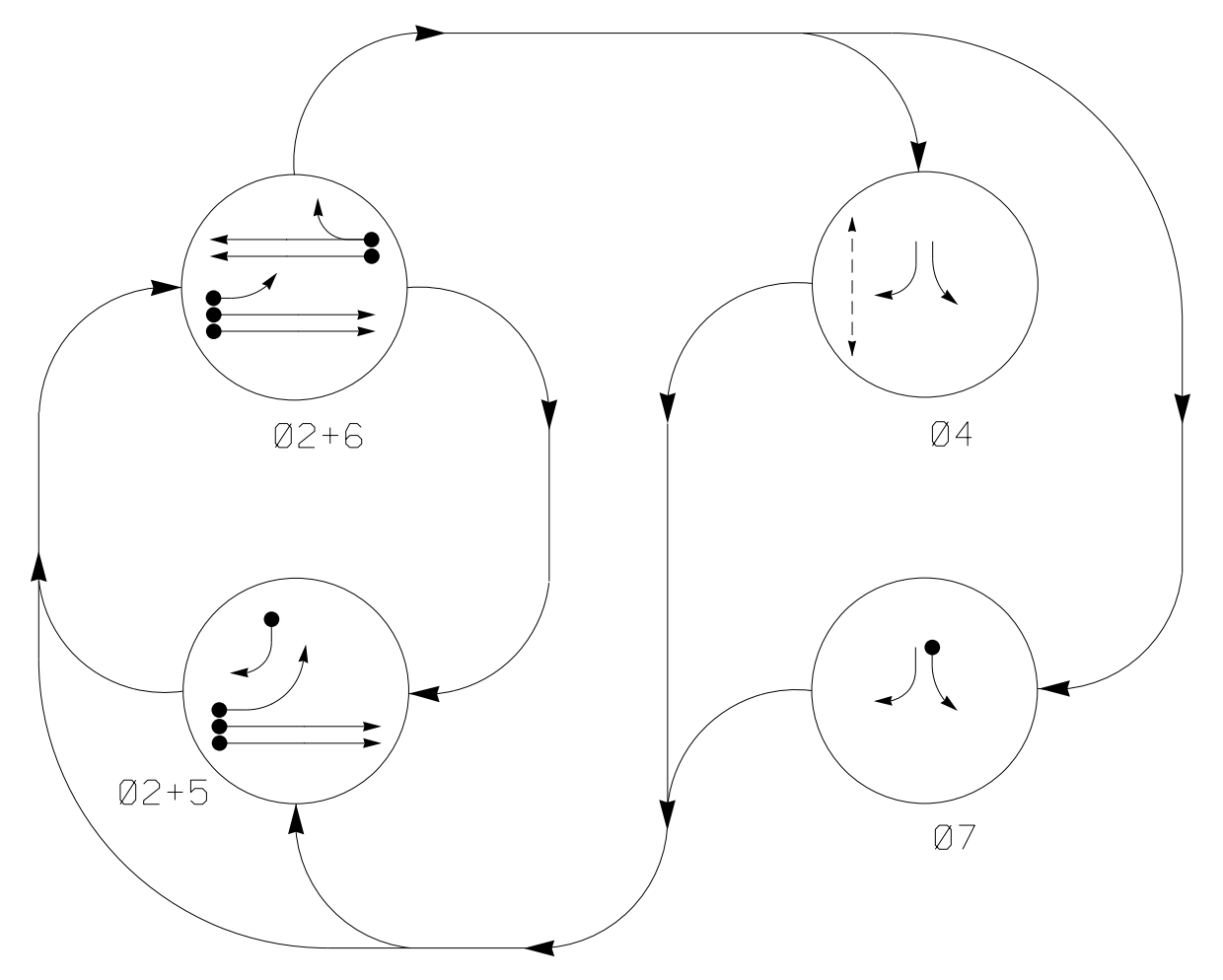


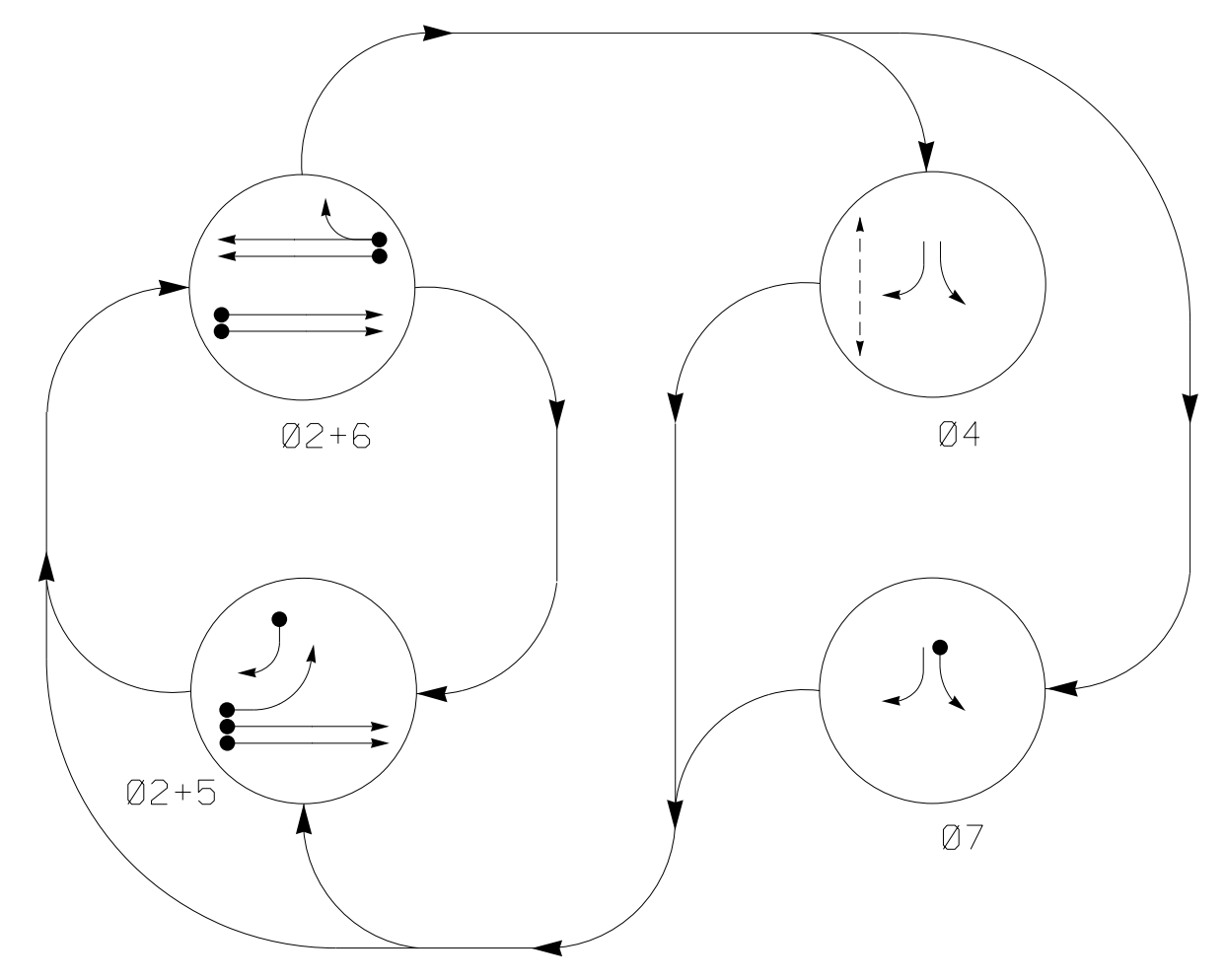
3 Phase Fully Actuated NC 8 (Winston Road) CLS Signal System #:D09-19\_Lexington

DEFAULT PHASING DIAGRAM



SIGNAL FACE	PHASE				
	Ø 2+5	Ø 2+6	Ø 4	Ø 7	FLTS
21,22	G	G	R	R	Y
41,42	-	R	F	-	R
51	-	F	R	R	Y
61,62	R	G	R	R	Y
71	R	R	-	-	R
P41,P42	DW	DW	W	DW	DRK

ALTERNATE PHASING DIAGRAM



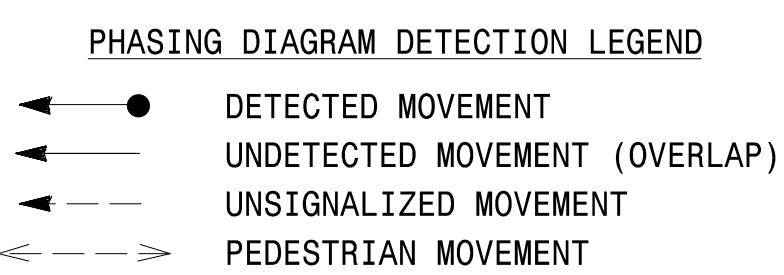
SIGNAL FACE	PHASE				
	Ø 2+5	Ø 2+6	Ø 4	Ø 7	FLTS
21,22	G	G	R	R	Y
41,42	-	R	F	-	R
51	-	R	R	R	Y
61,62	R	G	R	R	Y
71	R	R	-	-	R
P41,P42	DW	DW	W	DW	DRK

MAXTIME DETECTOR INSTALLATION CHART											
DETECTOR					PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOP LINE (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL DURING GREEN	NEW CARD
2A	6X6	300	5	X	2	-	-	X	X	X	-
2B	6X6	300	5	X	2	-	-	X	X	X	-
5A	6X40	0	2-4-2	X	5	15.0**	-	X	X	X	-
5B	6X40	0	2-4-2	X	5	15.0	-	X	X	X	-
6A	6X6	300	5	X	6	-	-	X	X	X	-
6B	6X6	300	5	X	6	-	-	X	X	X	-
7A	6X40	0	2-4-2	X	7	3.0	-	X	X	X	-

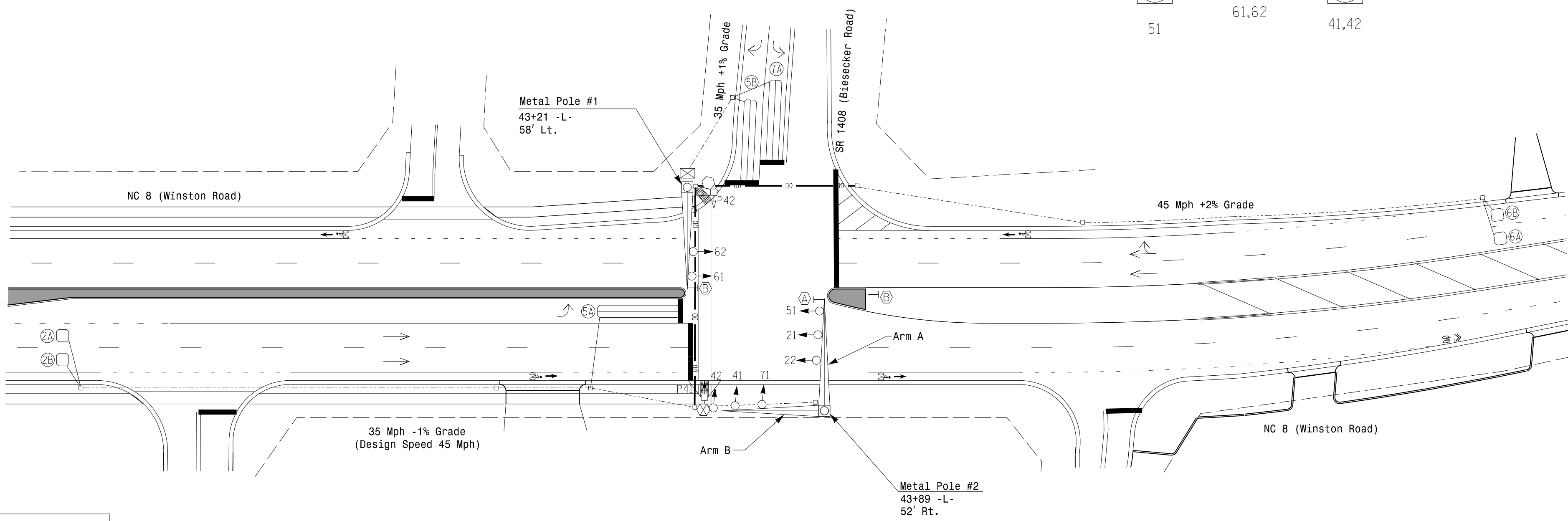
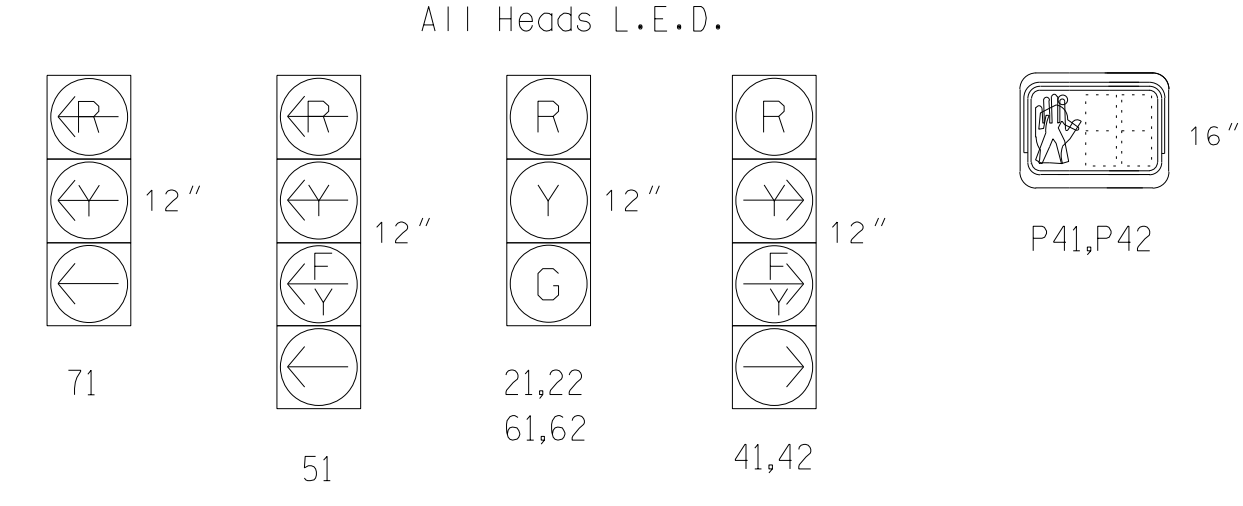
\*\*Disable delay during alternate phasing operation  
# Disable phase call for loop(s) during alternate phasing operation

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.
- Omit Phase 7 during phase 4 on.
- 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.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- The Division Traffic Engineer will determine the hours of use for each phasing plan.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- To provide a Leading Pedestrian Interval on the Phase 4 right turn, program FYA heads 41 and 42 to delay for 6 seconds after start of the Phase 4 Walk Interval.
- Traffic Signal Heads and Pedestal Posts will be black color treated. The selected shade of black must be verified and approved by the Engineer and City of Lexington prior to ordering.
- Relocate 2070LX controller installed in Temporary Design 1.



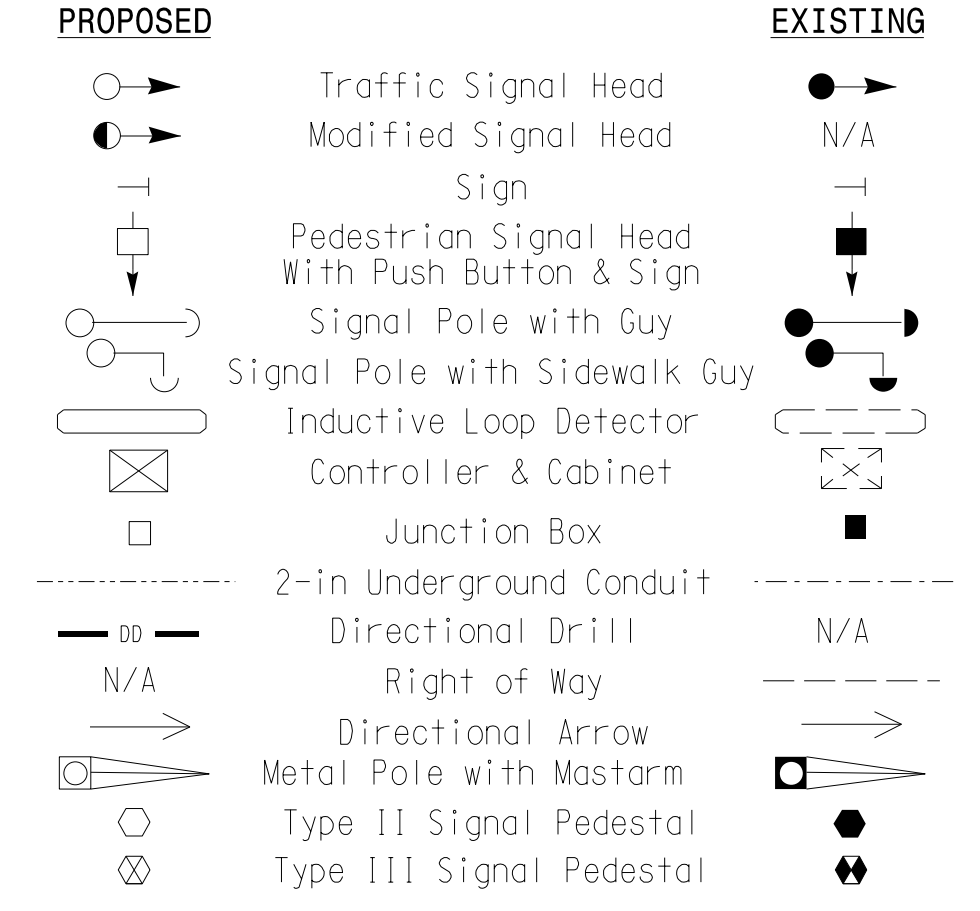
SIGNAL FACE I.D.



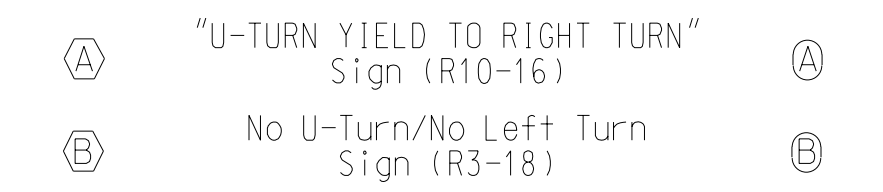
FEATURE	PHASE				
	2	4	5	6	7
Walk *	-	7	-	-	-
Ped Clear *	-	22	-	-	-
Min Green *	12	7	7	12	7
Passage *	6.0	2.0	2.0	6.0	2.0
Max 1 *	60	25	15	60	25
Yellow Change	4.6	3.0	3.0	4.6	3.0
Red Clear	1.2	2.9	2.4	1.2	2.9
Added Initial *	1.5	-	-	1.5	-
Maximum Initial *	34	-	-	34	-
Time Before Reduction *	15	-	-	15	-
Time To Reduce *	30	-	-	30	-
Minimum Gap	3.0	-	-	3.0	-
Advance Walk	-	##	-	-	-
Non Lock Detector	-	X	X	-	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.  
## See Note 11

LEGEND



SIGNS



Signal Upgrade - Final Design

Prepared for the Offices of: TRANSPORTATION MOBILITY AND SAFETY DIVISION, NORTH CAROLINA DEPARTMENT OF TRANSPORTATION, Signal Design Section

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 0 40 1"=40'

Division 9 Davidson County Lexington

PLAN DATE: May 2024 REVIEWED BY: G.G. Murr, Jr.

PREPARED BY: B.E. Wynn REVIEWED BY: G.G. Murr, Jr.

REVISIONS: INIT. DATE

SEAL: GENE G. MURR, JR., PROFESSIONAL ENGINEER, No. 14543

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Sig. Inventory No. 09-0400

TRANSYSTEMS

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